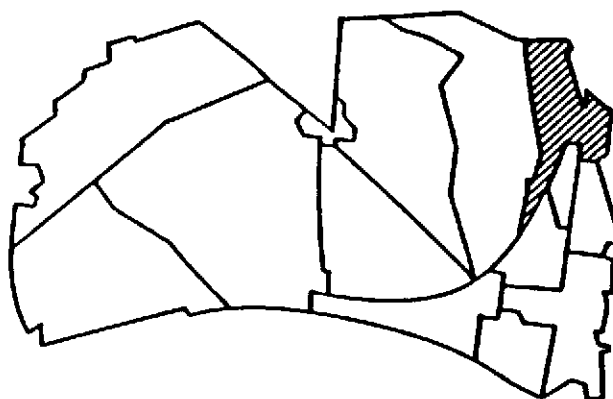

POTOMAC YARDS

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

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

Preservation Objectives

1. To preserve significant historic resources in Potomac Yard; and to encourage their protection in place as amenities.
2. To insure that the planned development of the Potomac Yard will be compatible and in character with the historic Potomac Yard area and surrounding neighborhoods.
3. To protect and preserve the historic resources and character of the George Washington Memorial Parkway as a portion of the Old and Historic Alexandria District.
4. To maintain and strengthen local, national and international perception of the City along the George Washington Memorial Parkway/Washington Street and Jefferson Davis Highway approachways.

Historic Overview

Situated between the Potomac River, Four Mile Run, and the upland woods to the west, this area would have contained a variety of resources available for American Indians, especially fish, waterfowl, and shellfish.

In the early 18th century, Daingerfield Island was referred to as Pearson's and Pases Island. The creek which dominated the area in the 19th century was originally mapped as a "gutt," a term used for a slow-moving, marshy body of water. The gutt separated the island from the mainland. The gutt and lowlands limited the European settlement; however, an early Alexander home and Pearson's Plantation may have existed here prior to 1730. The present name of the Island derives from John B. Daingerfield, a prominent Alexandria merchant. In 1871 when fire destroyed the city hall and market, Daingerfield donated money for a new steeple and town clock, as well as an alarm bell.

Prior to 1735, the John Alexander estate, "Preston," which included a cemetery, was situated at the northern end of the Yard near Four Mile Run. Tenants may have been living on the Alexander land near here by 1731. Preston burned in 1862, only a few relics of the mansion being saved by members of the Swann family, whose cottage was located about half a mile to the south. The Preston cemetery was moved to Pohick church in 1922.

In the 19th and 20th centuries this area served as a transportation corridor connecting Alexandria with markets to the north and west. The Washington and Alexandria Turnpike (Jefferson Davis Highway) was completed in 1808. A long section of the Alexandria

Canal traversed this property from north to south. The Canal operated from 1843 to 1886 and extended from the Potomac River at Alexandria to the Chesapeake and Ohio Canal at Georgetown. A stone aqueduct bridge carried the canal over Four Mile Run. After abandonment, the canal was gradually filled in.

The Alexandria, Loudoun and Hampshire Railroad ran along the east side of the Washington and Alexandria Turnpike and began operating in 1855. The Washington and Old Dominion Railway was established as an electrified line in 1912. It crossed over Potomac Yard, east to west, on a 1500 foot steel trestle, then continued north, over the Potomac River to Georgetown and Great Falls.

Two railroad stations were located within this area. The Washington and Ohio Junction (St. Elmo) Station was built ca. 1877 near the east end of Clifford Avenue. St. Asaph's Junction Station, built ca. 1890, was just north of the Monroe Avenue overpass. Both stations were closed soon after the creation of Potomac Yard, but were still standing in the 1950s.

Potomac Yard was developed by the Richmond, Fredericksburg and Potomac Railroad as a large freight classification and interchange facility in 1906. Railway tracks, which once ran north from Duke along Henry and Fayette Streets, were relocated to this Yard. It was the largest classification yard in the nation at that time covering 450 acres and having more than 52 miles of track. By 1984, the Yard occupied 526 acres and 136 miles of track. Today there are nine buildings standing that are 50 years old or more, eight structures that may be less than 50 years old, and at least 28 structures that are less than 50 years old.

The City of Alexandria annexed the area in 1930.

Significance of Historic Resources

Potomac Yard and Daingerfield Island have the potential for containing significant resources from prehistoric and historic periods. A cultural inventory of the Potomac Yard has yielded important information about the depth and quantity of resources which are known, or have the potential, to survive.

The Alexandria Canal and the Richmond, Fredericksburg and Potomac Railroad features are unique landmarks in Alexandria. The Canal is most probably in excellent condition under many feet of railroad fill (Map 1). Some of the Yard buildings and features, such as stations, humps and a coal tipple, are significant for documenting and appreciating early 20th century railroad technology. While the Alexandria Canal is significant as a individual entity, the railroad resources achieve their significance as components of the whole.

The site of Preston at the northern end of Potomac Yard is one of the few associated with Alexandria's namesake family, the Alexanders. Only a small portion of Abingdon, another Alexander

home site, survives in the National Airport property. However the site may be lost if it is excavated to accommodate more parking. The Philip Alexander quarters were once located in the southern part of Alexandria, but their exact location (probably somewhere near Yates Gardens) or state of preservation is unknown. Thus, Preston is the last opportunity for understanding and appreciating this important family's contributions to Alexandria, and the origins of the City. House and outbuilding foundations, and even portions of the cemetery, may still be present.

Other resources may be in this area, but their location is more difficult to determine. The Fendall family cemetery may be in the southern portion of the Potomac Yard area. Parts of St. Asaph Junction (see also Northeast Small Area Plan) may still exist here as well. Prehistoric materials from hunting, gathering and camping activities may also survive many feet under the historic soil layers.

Historic Preservation Issues

The two parts of this area are in dramatic contrast to one another. Daingerfield Island on the Potomac River is owned by the federal government and maintained adjacent to the George Washington Memorial Parkway as open and recreational space. The island's resources are protected by federal law. Potomac Yard sits on the western side of the Memorial Parkway, and is slated for development over the next 30 years. The inventory of cultural resources conducted for the project documents that there are significant, and potentially significant, resources here (Engineering Science, Inc. for HOH Associates, Inc., 1989).

Critical preservation issues in Potomac Yard include the following:

1. The protection of the 71 year old George Washington Memorial Parkway's character and visual appearance. Design guidelines which are compatible with the highway and the City's Old and Historic District can limit the negative impact upon this important roadway and parkland. The Old and Historic District extends 500 feet on either side of the Highway.

2. The protection in place and preservation of the fabric and integrity of resources which are highly significant and can enrich the new development. The identification, stabilization and/or reconstruction of the Alexandria Canal will add appreciably to the development's character. The Canal's exact placement and integrity should be determined at the earliest time to integrate preservation needs with the site plan of each proposed neighborhood. The Canal will add an important focal and historic point to the project. Preston provides an opportunity to develop open space with historical elements that also will enliven the project area. Certain railroad features may also contribute to the identity of the new neighborhood.

3. The use of history to assist in establishing the identity and design of each planned neighborhood:

Four Mile Run Neighborhood (Preston Plantation and natural/prehistoric Potomac environment); Potomac Waterfront Neighborhood (Alexandria Canal and turning basin/St. Elmo Railroad station); Potomac Central Neighborhood (original RF&P railroad complex); Slater's Lane Neighborhood (St. Asaph Junction village including, schoolhouse, poorhouse, homes and railroad station); Braddock Neighborhood (Fendall Farm/Cemetery).

4. The need to conduct a complete cultural resource evaluation and management plan process prior to preliminary site plan submissions and rezoning; and, the implementation of the management plan through appropriate preservation measures. Most of the resources in Potomac Yard are archaeological in nature. The Archaeological Protection Procedure provides the mechanism to insure that these resources are managed and preserved according to their significance.

Historic Preservation Recommendations

1. Write guidelines for the preservation of significant historic resources in Potomac Yard which may be lost due to development.
2. Incorporate historic elements of the area into the Urban Design Guidelines which will be written for the area, and into the approachways analysis, which seeks to identify an improvements program to enhance major streets, and, thus, the perception of the City.
3. Develop guidelines to enhance the public's appreciation of the City's maritime, colonial, and railroad history in open space, parks and along the bike trail with the Department of Recreation, Parks and Cultural Activities.

POTOMAC YARD SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

National Register of Historic Places

Mount Vernon Memorial Highway
(George Washington Memorial Parkway)

State Register (AX) and Recorded Archaeological Sites

1. Alexandria Canal (AX28)
2. Four Mile Run Aqueduct Bridge (part of the Alexandria Canal) (AX55)

Historic Transportation Sites

3. Potomac Railroad Yard (1906), buildings, turntable, and related structures
4. St. Elmo Station (1894 map)
5. St. Asaph Junction Station (1894 map)
Alexandria Loudoun and Hampshire Railroad
Washington and Ohio Railroad
Washington and Alexandria Turnpike (Jefferson Davis Highway)
Washington Avenue (Monroe Avenue)

DOCUMENTED HISTORIC RESOURCES

Cemeteries

1. Alexander Family Cemetery at Preston

Historic Estates

2. "Preston," John Alexander Estate ("Alexander" on Civil War Map)

Civil War Period Sites

3. "Cottage"; Miss Swann (1878), C. Swann (1894)
4. House (also 1878). S.L. Barbour Estate (1894)

Late 19th Century Sites

5. T. Peverill - St. Asaph's Junction
6. J. Duncan - St. Asaph's Junction
7. R. Roberts - St. Asaph's Junction
8. E. Roberts - St. Asaph's Junction
9. Fendall Farm and Cemetery

POTOMAC YARD SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

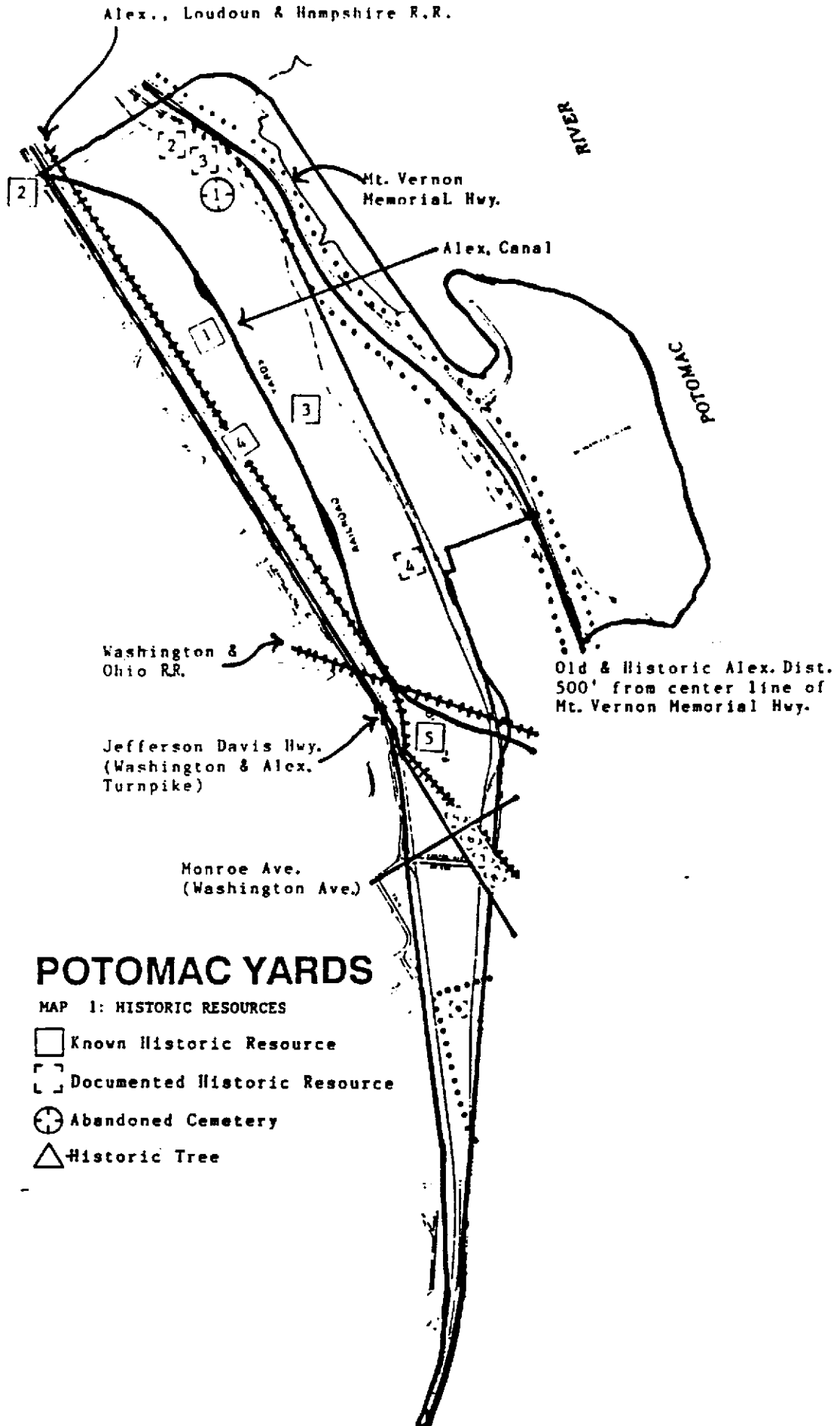
National Register of Historic Places

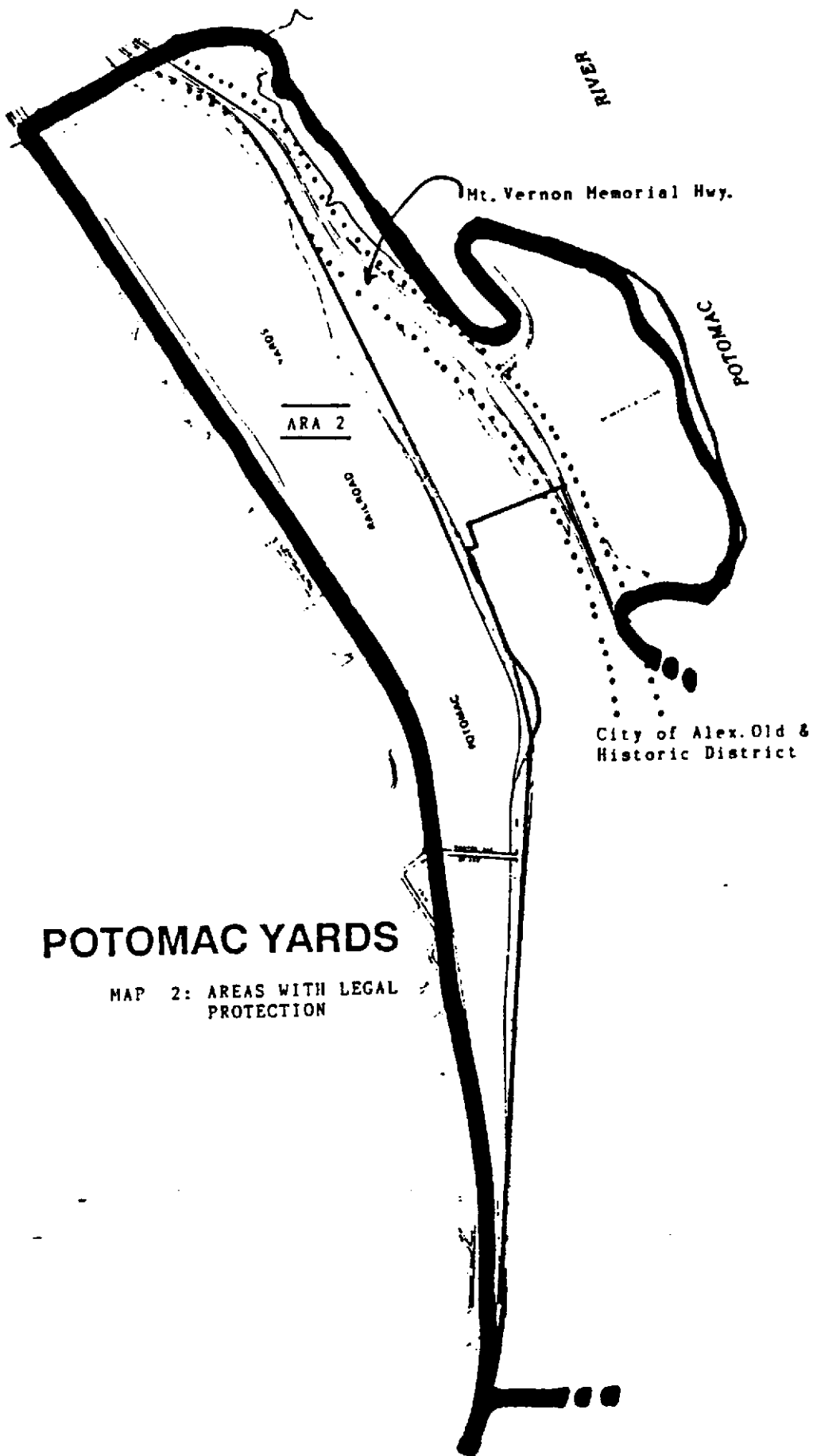
1. Mount Vernon Memorial Highway
(George Washington Memorial Parkway)

City of Alexandria Old and Historic District

City of Alexandria Archaeological Resource Area (ARA)

ARA 2



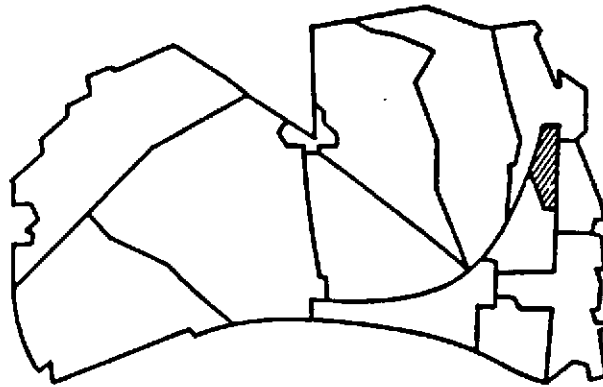


POTOMAC YARDS

MAP 2: AREAS WITH LEGAL PROTECTION

NORTHEAST

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**NORTHEAST SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve and protect the Alexandria Canal and other significant buried resources.
2. To insure that development is compatible with the historic character of the George Washington Memorial Parkway, the Old and Historic District and the Parker-Gray Historic District.
3. To improve the visual appearance of the area where possible by using historical information.
4. Preserve resources buried in the Powhatan Gateway Site and enhance future open space with the history of the neighborhood.

Historic Overview

This portion of town was primarily open land which may have been farmed or used as pasture. By 1861, a cluster of seven structures stood at the north end of the Northeast area. The Daingerfield family is linked to these land holdings in the 19th century. The central and southern parts of the area relate to Alexandria's transportation history by the mid-1800s. The Alexandria Canal (1843-1886) snaked through the center of the area (following West Abingdon Drive and crossing Slaters Lane). The Washington and Alexandria Turnpike transected the area as well. This turnpike was established in 1808, one of the oldest in the City limits today.

By 1894, a series of homes and a school house were situated along the Turnpike. The neighborhood was referred to as "St. Asaph Junction." Washington Avenue, now Monroe Street, extended across the train tracks to the Potomac River and ended at the John Slater property. Slaters Lane is the remnant of this street, which once linked the new suburb of Northwest Alexandria to Washington Street. The Corporation Line ran midway along the blocks bounded by First and Second Streets, setting the northern boundary of the historic city. Just south of this line, clustering between Washington, Patrick, Montgomery and Second streets, was the 19th and 20th century African American neighborhood, "the Hump." The George Washington Memorial Parkway, listed on the National Register of Historic Places in 1981, forms the eastern boundary of the area. The land comprising the Northeast area was annexed to the City in 1852 and 1930.

Significance of Historic Resources

The streetscapes in Northeast Alexandria have changed dramatically since the 19th century when Powhatan Street, then the Washington and Alexandria Turnpike, carried goods and people between the town of Alexandria and the western hinterland. The diagonal alignment of Powhatan, one of the few irregularities in the historic urban grid, funneled traffic directly to one of the earliest roads to the north (Map 1). The diagonal orientation of the railroad tracks which cross Slaters Lane also are indicative of the role this area played as a connector between the historic city and the rural lands to the north and west. Rail tracks also ran alongside Fayette and Henry Streets, joining here to angle northwest. It was hoped that the Alexandria Canal, like the road and railroad arteries, would enrich the City's fortunes by expanding trade to the north.

Eventually, in the 20th century, Potomac Yard was constructed adjacent and to the west of this area. The George Washington Memorial Parkway was built to the east. The area continues to be a major through way for traffic.

Residences, however, did exist here historically and formed a viable neighborhood including a school house along the Turnpike. The Daingerfield estate, fields and related structures formed another enclave farther north.

Historic Preservation Issues

There are few visible remains of this area's history, except the diagonal street (Powhatan) and the railroad pattern. The George Washington Memorial Parkway, however, does provide an historic amenity for the eastern edge of the area. Development here and to the north at Potomac Greens and Potomac Yard can affect the character of the Memorial Parkway and increase the through traffic.

Any development in the Daingerfield estate area, along the path of the Alexandria Canal and on Powhatan Street could threaten buried historic resources. If the Powhatan Gateway Site is sold or modified by the State or City, other resources associated with St. Asaph's Junction could also be lost. The area has protection as part of the Old and Historic Alexandria District along the Washington Street/Memorial Parkway corridor and in the south within the Parker-Gray Historic District (Map 2). Large development is not likely there. Archaeological Resource Area 2 includes the entire area and provides for preservation of resources within site plan projects.

Historic Preservation Recommendations

1. Develop guidelines for all developments requiring site plans to preserve significant buried resources.
2. Include preservation guidelines and goals within plans to create open space, park land or development at the Powhatan Gateway Site.
3. Incorporate historic information into the urban design guidelines for this area to improve the visual appearance.

**NORTHEAST SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

Mount Vernon Memorial Highway
(George Washington Memorial Parkway)

City of Alexandria Old and Historic District

State Register (AX) and Recorded Archaeological Sites

1. Alexandria Canal (AX 28)
2. Street Well at southeast corner of First and N. Columbus Streets

Historic Transportation Sites

Washington and Alexandria Turnpike (Powhatan Street)
Washington and Ohio Railroad
Virginia Midland Railroad
Richmond, Fredericksburg and Potomac Railroad

DOCUMENTED HISTORIC RESOURCES

Historic Estates

1. Daingerfield Estate (1878 and 1894)

Civil War Period Sites

2. House
3. House
4. House
5. House
6. House
7. House
8. House

Late 19th Century Sites

1. House: J. Marcher (1894)
2. House: J. Peverill (1894)
3. House: Turley (1894)
4. Schl.Ho. [School House] (1894)
5. House: J. Berkley
6. House: W. H. Dempsey
7. House (1894)

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

National Historic Landmark District

National Register of Historic Places

Mount Vernon Memorial Highway
(George Washington Memorial Highway)

City of Alexandria Old and Historic District





City of Alexandria Parker-Gray Historic District

City of Alexandria Archaeological Resource Area (ARA)

ARA 2

NORTHEAST

MAP 1: HISTORIC RESOURCES

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



Mt. Vernon Memorial Hwy.

Washington & Ohio RR.

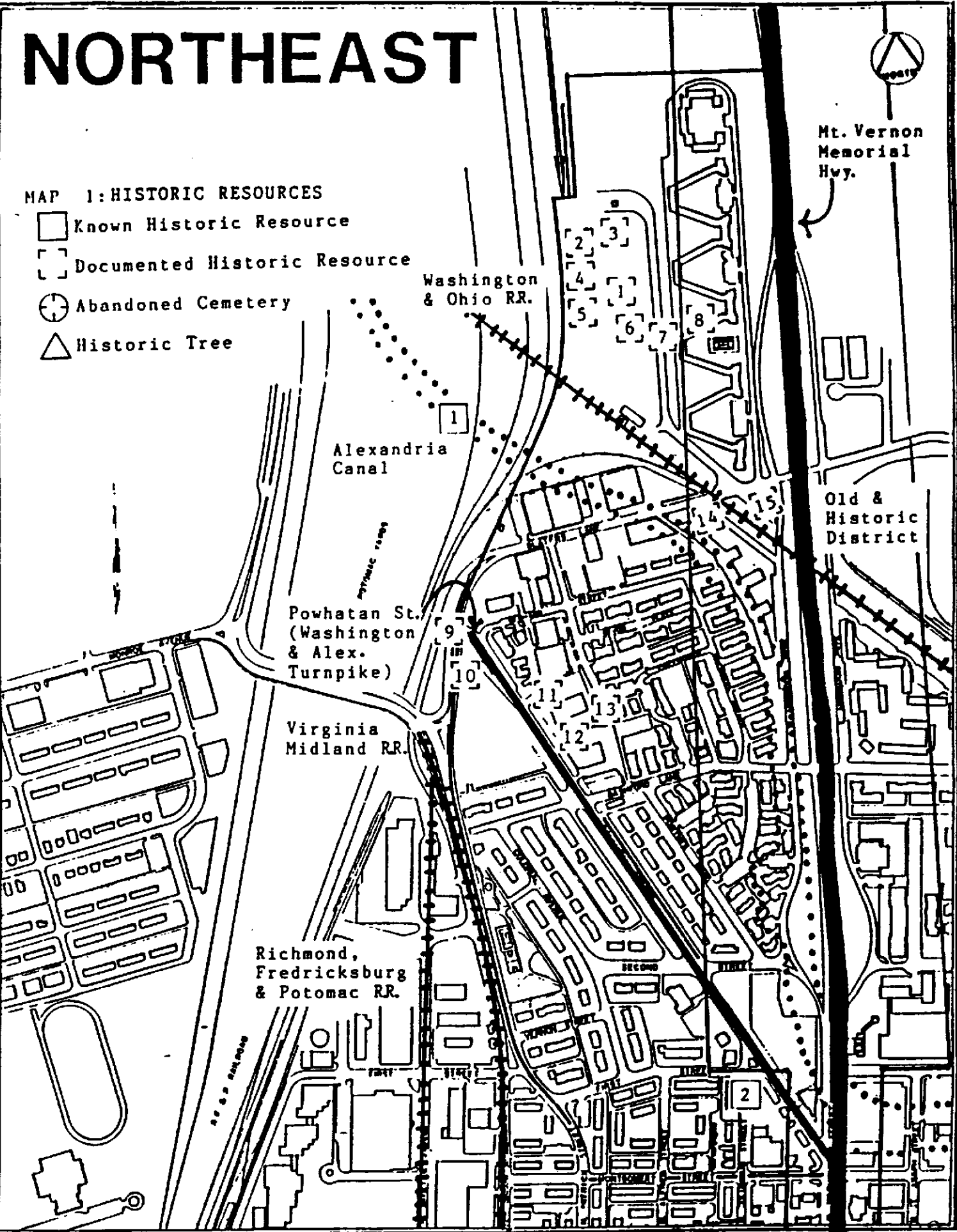
Alexandria Canal

Powhatan St.
(Washington & Alex.
Turnpike)

Virginia
Midland RR.

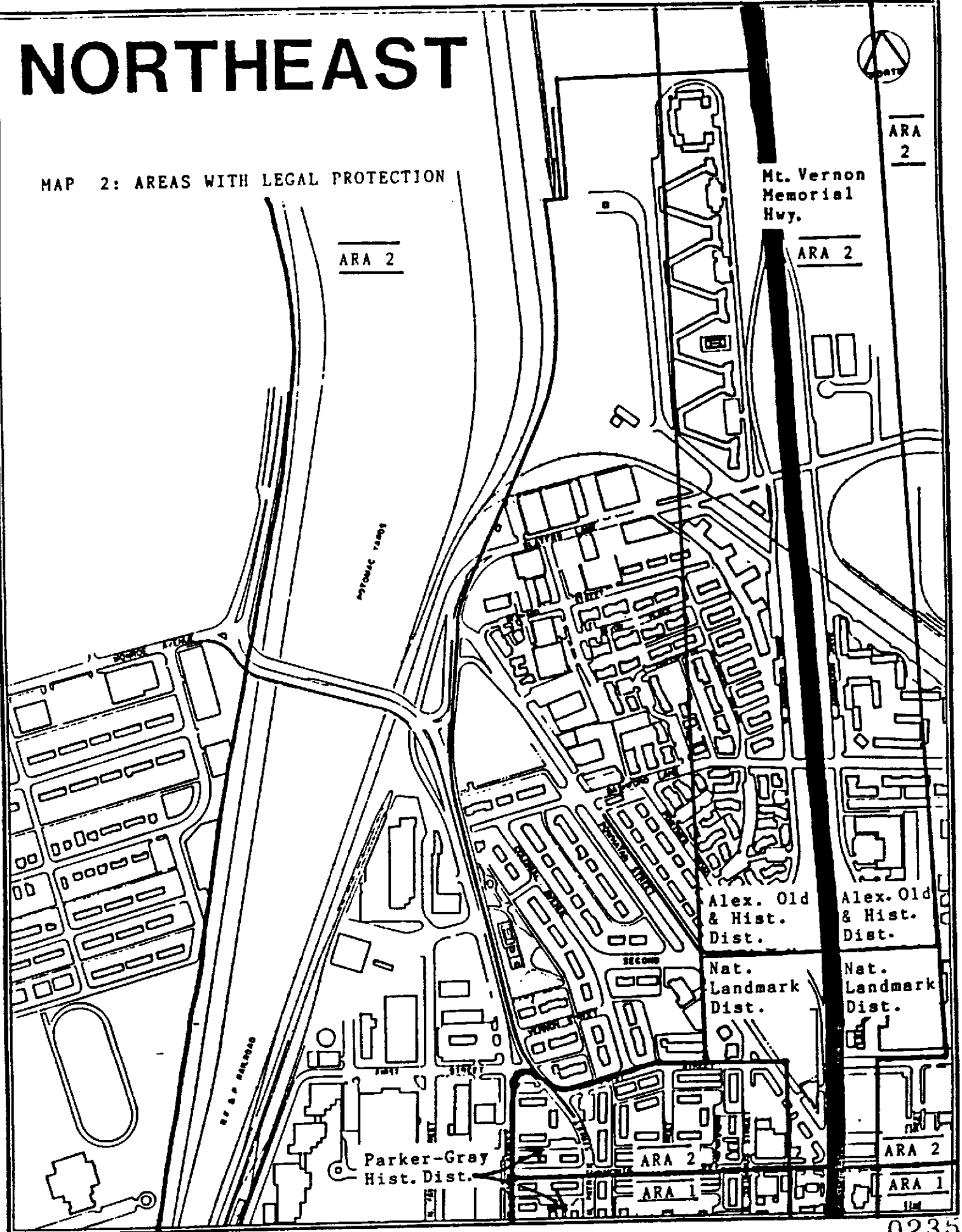
Richmond,
Fredricksburg
& Potomac RR.

Old &
Historic
District



NORTHEAST

MAP 2: AREAS WITH LEGAL PROTECTION



ARA 2

Mt. Vernon Memorial Hwy.

ARA 2

ARA 2

Alex. Old & Hist. Dist.

Alex. Old & Hist. Dist.

Nat. Landmark Dist.

Nat. Landmark Dist.

Parker-Gray Hist. Dist.

ARA 2

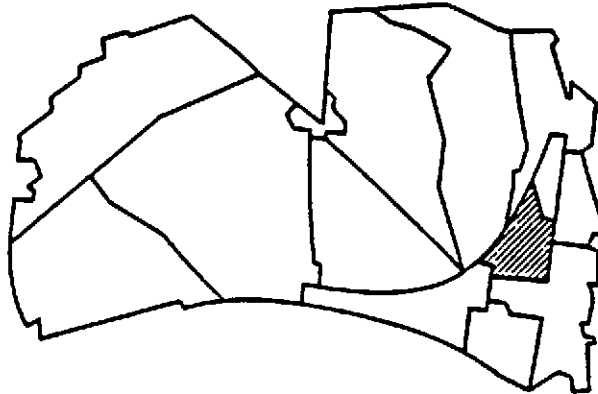
ARA 2

ARA 1

ARA 1

BRADDOCK ROAD METRO STATION

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**BRADDOCK ROAD METRO STATION SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve significant historic resources on City land, with special reference to the Grimshaw Ropewalk (Durant Recreation Center), the Quaker Cemetery (Queen Street Library) and the Alfred Street Sugar House (parking lot, 100 block North Alfred).
2. To insure compatibility of new buildings and modifications of old ones with the standards and guidelines of the Old and Historic Alexandria District and Parker Gray Historic District.
3. To preserve significant archaeological resources which may be lost due to development.

Historic Overview

Alexandria's boundaries expanded to include this area by 1798. Christ Church was built more than thirty years earlier, prior to the formation of the urban grid west of Washington Street. Today, the standard grid deviates where Cameron Street "jogs" around Christ Church. Other important sites were associated with this North Columbus Street corridor: the Society of Friends (Quaker) burial ground, the Female Lancastrian School/Potomac Lodge No.8, and the County Courthouse. Also nearby were two early 19th century sugar refineries, which established Alexandria as a national leader in sugar production. Further west, just over the City line, the Grimshaw Ropewalk extended between Queen and Oronoco Streets.

Many homes and businesses were constructed throughout the area, particularly along the streets closest to King and Washington Streets. Some Alexandrians built fine homes on large estates: "Dundas Castle" on Pendleton; the Daingerfield home on North Patrick and Wythe; "Peyton's Grove" on Cameron; the Boothe house on Princess; and "Belle Air" (later "Colross") on Oronoco. Yet, much of the area remained undeveloped. During the 18th century, a powderhouse stood at the southwest corner of Queen and Fayette.

A free African American neighborhood began near Patrick and Cameron Streets by 1810. Prior to the Civil War, African American homes centered around the 800-1100 blocks of Cameron Street. After the War, more African Americans moved into Alexandria, and the neighborhood (referred to as "Uptown") expanded to West Street and north to Pendleton Street. Many African American churches were established here. Several African American education sites are also in this area: the Hallowell School for Girls (1867-1920), the Parker-Gray School (1920-1965) and the Robinson

Library, now the Black History Resource Center. In 1985, a portion of this area was designated as the Parker-Gray Historic District.

Union troops built many structures throughout the area, perhaps more than in other parts of town. Entire blocks were transformed into Union stables, barns, offices and barracks, hospitals, kitchens, and a bakery. After the Civil War there were a few wood and coal yards, but large manufacturing and processing plants did not start until the 20th century. The face of the area changed again with the establishment of the Belle Pre Bottling Company, the Alexandria Glass Company bottling plant, the Mutual Ice Company, and chemical and vinegar factories. Close proximity to the railroad tracks running down North Fayette and Henry Streets, encouraged factories to locate along this artery. The Alexandria Station sat at the northeast corner of Cameron and Fayette for many years.

Significance of Historic Resources

The area has a rich historic resource base both above and below ground (Map 1). Excellent examples of 19th century architecture, colonial and African American churches and gravestones still survive. The buried archaeological materials are well preserved, even though there are few surface indications. Parking lots, such as the City lot on the southeast corner of North Alfred and Cameron Streets, are particularly rich in archaeological materials which document Alexandria's manufacturing and Civil War heritage.

Alexandria's leading families built large homes, established businesses and Christ Church in the northwest quadrant of the 18th century urban grid. Yet by the first quarter of the 19th century, the area was still quite sparsely settled and retained an undeveloped, rural atmosphere. The sites of the first African American homes are some of the earliest in Alexandria. More African American churches were built in this area than any other part of town. African American business also flourished here.

Historic Preservation Issues

The Braddock Road area is increasingly affected by changes brought by the King Street and Braddock Metro stations. The area is attracting new residents and small businesses, due to its close proximity to the metro stations and its historic character. Many historic structures have been renovated, and archaeological resources in backyards were lost with construction of additions. In-filling of new buildings on vacant lots changes the density of this historic neighborhood. Large buildings and new townhouses have elevated the height and scale at the northern end of the area.

Much of the central and southern portion of the area is protected

by inclusion in the Parker-Gray Historic District and Old and Historic District (Map 2). Eight structures in the 100 block of North Payne and Fayette Streets are also protected by their individual listing as Structures More Than 100 Years Old Outside the Historic Districts. The remaining structures in this strip between the two historic districts are not protected.

Archaeological Resource Areas 1 and 2 cover this entire area, but operate only for projects requiring site plans. The City of Alexandria owns land in which important resources are known or documented. If the parking lot on north Alfred and Cameron is developed, resources will need to be preserved prior to construction. The Grimshaw Ropewalk may still survive in the open space along West Street at the Durant Recreation Center. Gravestones are still visible by the Queen Street Library, and sinking asphalt in the parking lot may correspond to graves. Other human remains may still exist under streets and lots near Christ Church.

Historic Preservation Recommendations

1. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs, Board of Education, and Library for the protection and conservation of the City's historic resources.
2. Write guidelines for archaeological preservation associated with City projects affecting the parking lot on North Alfred and Cameron Streets.
3. Maintain the compatibility of new buildings and modifications by adhering to the urban design guidelines to be developed for the historic districts by the Department of Planning and Community Development.
4. Write archaeological preservation guidelines for developments.

**BRADDOCK ROAD SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Christ Church Episcopal, 118 N. Washington

State Survey of Abandoned Cemeteries

2. Quaker Cemetery, 717 Queen Street

City of Alexandria Structures Outside Historic Districts

3. 113 N. Fayette Street
4. 114 N. Payne Street
5. 115 N. Payne Street
6. 116 N. Payne Street
7. 118 N. Payne Street
8. 120 N. Payne Street
9. 122 N. Payne Street
10. 124 N. Payne Street

State Register (AX) and Recorded Archaeological Sites

11. 711 Princess Street (AX 72)
- (1). Christ Churchyard/Cemetery (AX 88)
12. Moore-McLean Sugar Refinery Site,
111-117 N. Alfred St (AX 96)
13. 204 N. Columbus Street - well
14. 212 Patrick Street - well in basement

Historic Trees

- (1). Sycamore, Christ Churchyard

DOCUMENTED HISTORIC RESOURCES*

Historic Estates

1. Colross (Belle Aire), John Potts Estate

Civil War Period Sites

2. Union Camp, 2nd New Jersey Regiment
3. Sickel Branch Hospital

*Given the high number of historic structures and archaeological sites in the 18th/19th century city limits of Alexandria, a full resource inventory and specific locations are not presented.

BRADDOCK ROAD SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. Christ Church Episcopal, 118 N. Washington Street

State Survey of Abandoned Cemeteries

2. Quaker Cemetery, 717 Queen Street

City of Alexandria Old and Historic Alexandria District

City of Alexandria Parker-Gray Historic District

City of Alexandria Structures Outside Historic Districts

3. 113 N. Fayette Street
4. 114 N. Payne Street
5. 115 N. Payne Street
6. 116 N. Payne Street
7. 118 N. Payne Street
8. 120 N. Payne Street
9. 122 N. Payne Street
10. 124 N. Payne Street

City of Alexandria Designated Historic Tree





- (1). Sycamore, Christ Churchyard

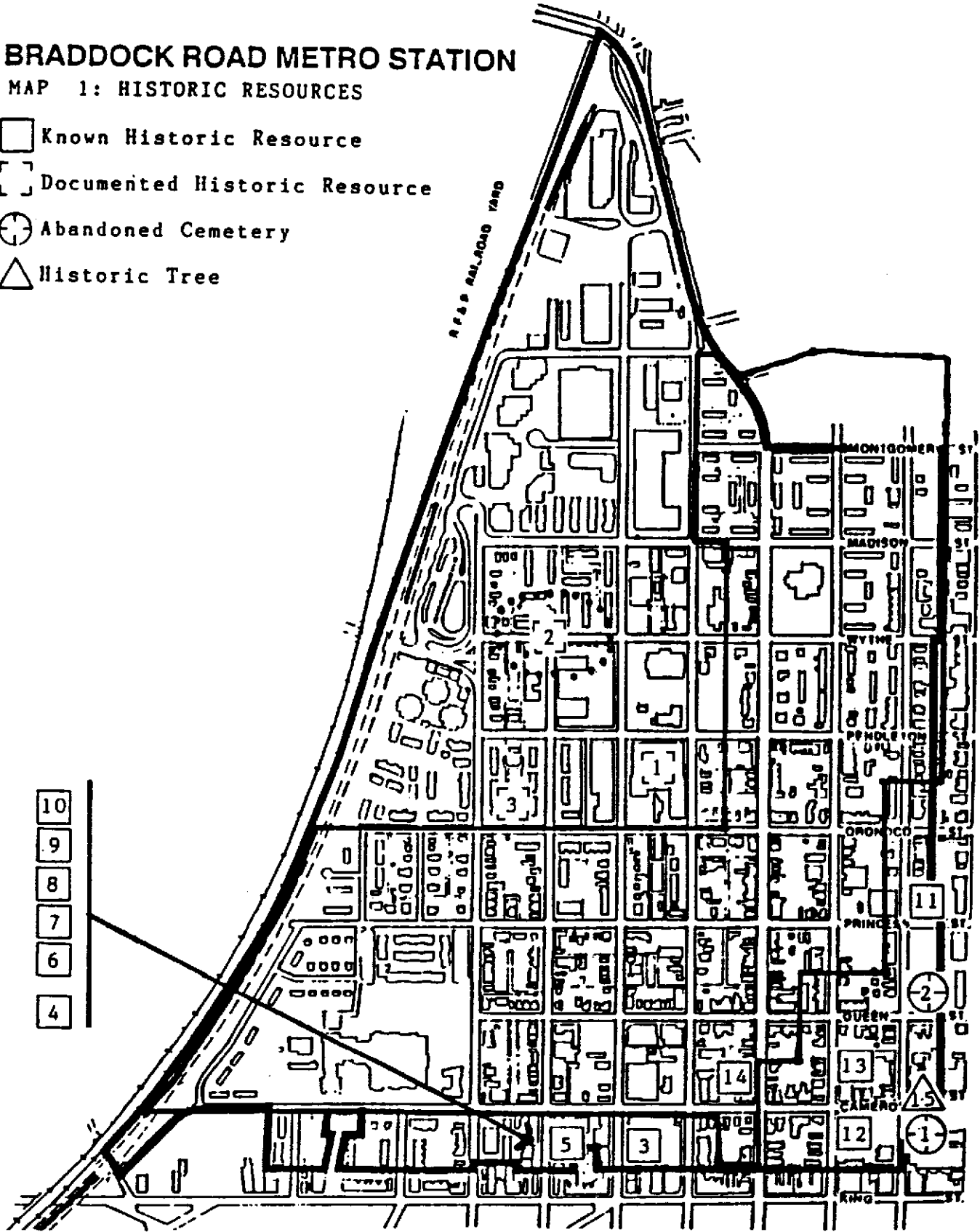
City of Alexandria Archaeological Resource Areas (ARA)

- ARA 1
- ARA 2

BRADDOCK ROAD METRO STATION

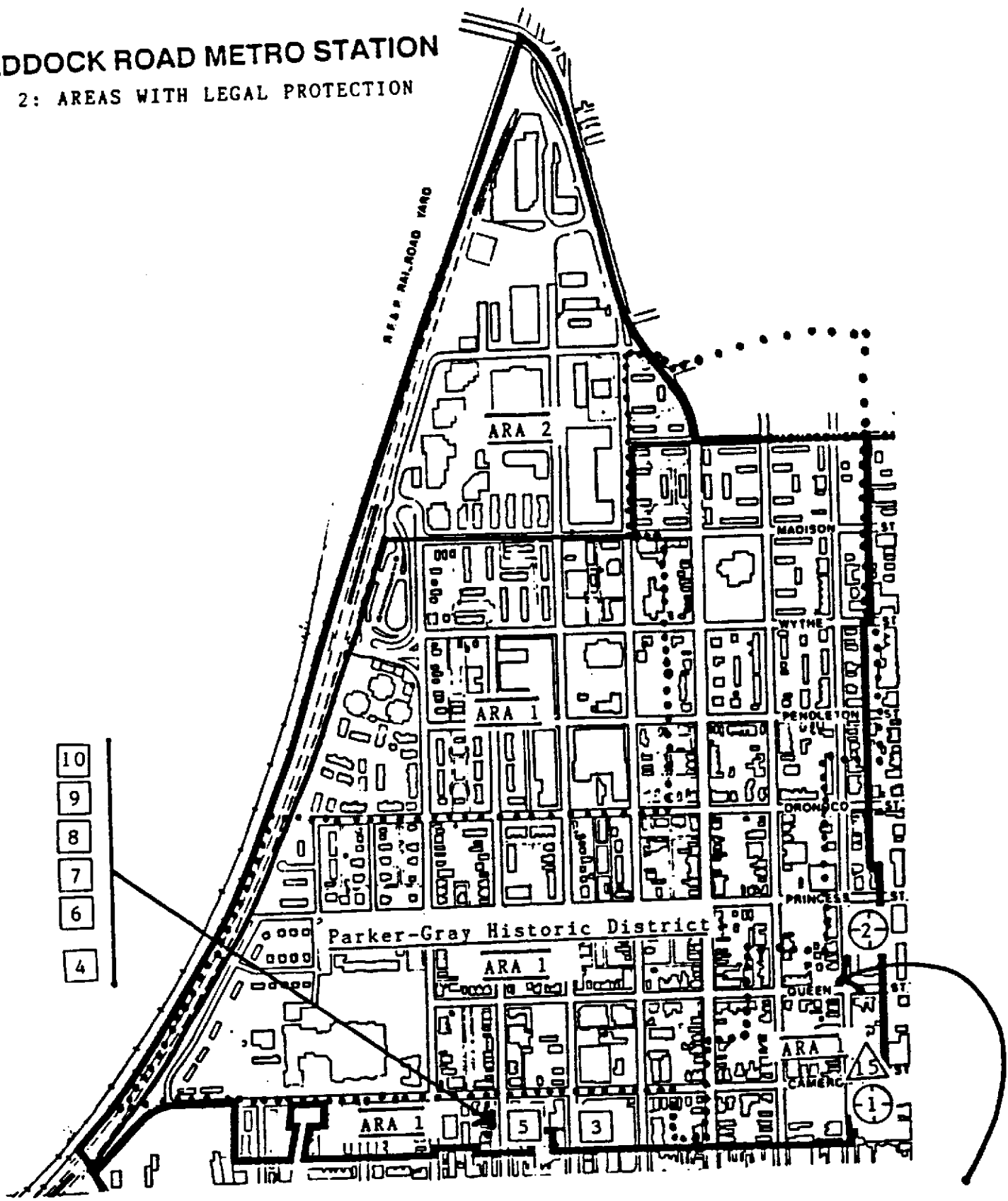
MAP 1: HISTORIC RESOURCES

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



BRADDOCK ROAD METRO STATION

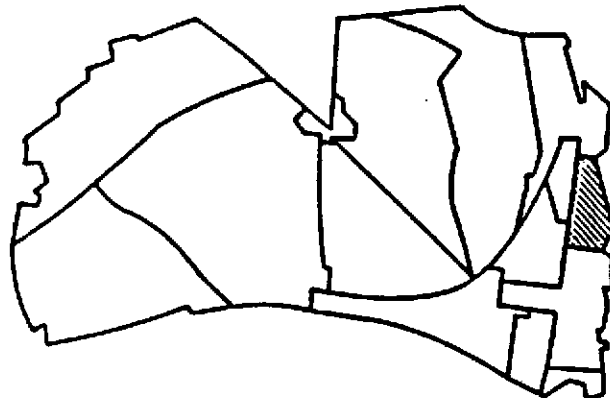
MAP 2: AREAS WITH LEGAL PROTECTION



Old & Historic District

OLD TOWN NORTH

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

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

**OLD TOWN NORTH SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To protect and preserve the remaining portions of the Alexandria Canal.
2. To preserve significant archaeological resources which represent this area's heritage, such as historic wharves, sunken vessels, industries and Cross Canal neighborhood.
3. To encourage public appreciation of Alexandria's maritime past in the North Waterfront.

Historic Overview

This area was part of the 6,000 acre Alexander purchase of 1669. It was probably settled by tenants of John Alexander prior to the establishment of Preston Plantation, during the late 1720s or early 1730s. By 1760, much of the land comprising Old Town North was owned by Townshend and Baldwin Dade. They each owned 400 acres, stretching from the Potomac River to a line running roughly along Cameron Mills Road. Townshend Dade, first rector of Christ Church (1765-1778), owned the northern 400 acres and eight slaves. Baldwin owned the southern 400 acres and six slaves. In 1760, the Dades were not listed as owners of town lots in Alexandria, so they probably resided on their plantations.

Bellevue Plantation stood for many years in the upper part of Old Town North. In 1772, Robert Adam leased land from the Alexanders of Preston and established a plantation. William Hodgson purchased the lease in 1801 and moved his family there. In 1841, John Slater bought Bellevue and developed extensive greenhouses. A storm destroyed the old house in 1912. It was located at the end of present day Slater's Lane, north of the Pepco Plant.

Ralphs's Gutt, a marshy area north of Oronoco Street, and several springs made Old Town North less hospitable than other parts of town for historic development. The Chalybeate Spring, or "Spa Spring" as it was sometimes called, was near the corner of Pitt and Montgomery Streets. The spring was famous for its medicinal waters until it was closed by the City in 1933. At least two other springs were recorded in the vicinity.

The Alexandria Canal was opened in 1843 and operated until 1886. During the 1850s, the Alexandria, Loudoun, and Hampshire Railroad laid track on a right-of-way through this area. It later became the Washington and Old Dominion Railroad. By 1877, a trolley line ran through Old Town North and its repair shop was located at the corner of Pitt and Wythe. The Washington and Ohio Rail-

road also had tracks and car shops in the neighborhood.

Although the area was relatively undeveloped, several businesses operated here: Mount Vernon Cotton Manufactory; Portner's Brewery, two ice houses, a lime kiln and a fertilizer plant. The Old Dominion Glass Company produced mold-blown bottles for a variety of products between 1898 and 1927. The glass works stood southwest of the site of the Tide Lock and Pool No. 1 of the Alexandria Canal, on the 900 Block of South Fairfax Street.

"Cross Canal" was a relatively rural and quiet African American neighborhood north of the Alexandria Canal and Old Dominion Glass Company. At the turn of the 20th century, Cross Canal was located in the far northeastern end of town.

Oronoco Bay and Oronoco Park are two highly utilized resources in Old Town North. They are also the locations of at least three documented maritime archaeological sites. The remains of a vessel that sank in 1836 may be beneath fill deposited in the mid-20th century to create Oronoco Park. The Emily Washington was pinned to the bottom beneath four feet of water in 1910 and the Plumie E. Smith was dynamited in the bay in 1911. There is a high probability that both Park and Bay contain other archaeological resources in addition to the documented sites.

In celebration of the 200th anniversary of the birth of George Washington, the Department of the Interior planned a more direct route from the District of Columbia to Mt. Vernon. Construction of the Mount Vernon Memorial Highway began in 1928 to offer "recreational motoring" through scenic and historical areas. The highway was incorporated as a portion of the George Washington Memorial Parkway.

Significance of Historic Resources

Composing the northeastern portion of Alexandria in the 19th century, this area did not develop as rapidly as the central and southern part of town. The wet, marshy lands north of Oronoco Street restricted development until filling occurred (Map 1). However, a number of 19th century factories flourished here, most notably Mount Vernon Cotton Manufactory, Portner's Brewery and the Old Dominion Glass Company.

Portner's covered four City blocks spanning out from North Washington Street and Pendleton Street. Established in 1862, Portner's was reputed to be the largest brewery in the South and noted for its "latest scientific improvements in brewing, refrigerating and bottling machinery" (Wedderburn's Souvenir Virginia Tercentennial, 1607-1907: 38). There are no buildings remaining of this expansive enterprise except 515 North Washington Street (originally the Mount Vernon Cotton Manufactory). Archaeological materials, however, may still exist. The Old Dominion Glass Factory may also still remain underground on North Fairfax Street. Covering 6 acres on the north waterfront, Old Dominion

produced two railroad cars of soda and beer bottles daily.

The Alexandria Canal was the most important landmark of this area in the mid and late 19th century. Long stretches of the Canal probably still exist under railroad fill in the Potomac Yard. Four locks were constructed between Montgomery and First Streets allowing barges to make the elevational change from the Potomac River to North Washington Street. The Tide Lock survives in a park of the same name, and another lock still exists underground at the City's Montgomery Park.

Oronoco Park and Bay may also contain fill and sunken vessels important to understanding Alexandria's maritime heritage. Due to the marshy nature of this area, prehistoric materials may also survive underground. Buried historic wharves may still exist along the north waterfront.

The historic residential sites, such as Bellevue and the Cross Canal neighborhood appear to be completely lost in this area. However, a few archaeological fragments may still be found. Since little is known of the exact location of the earliest 18th century houses, some vestiges may also be preserved in unlikely spots.

Historic Preservation Issues

There were fewer historic structures and activities in this part of town than others. Fewer historic resources have survived here as well. Virtually all resources that may still exist are underground. Therefore, historic goals must center upon the preservation of the archaeological remains and public appreciation in the public parks of the City's maritime past. All the land in this area is in Archaeological Resource Areas 1 and 2. Development of large parcels requiring site plans will be reviewed for their archaeological impact (Map 2).

The parking lot associated with the Mastercraft furniture store, is a particularly important site for preserving Portner's Brewery. Any ground altering activities along the waterfront may disturb maritime resources. Oronoco and Montgomery parks protect important historic resources, and should be preserved. Public improvements which could affect the Alexandria Canal should include archaeological recording and recovery (from Montgomery to Slater's Lane within and parallel to North Washington Street; all blocks and streets between Montgomery and First Street).

Historic Preservation Recommendations

1. Write preservation guidelines for development which will affect significant resources, particularly the Alexandria Canal, Portner's Brewery and Old Dominion Glass Company.
2. Develop preservation guidelines with the Department of Transportation and Environmental Services to preserve significant

OLD TOWN NORTH SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Alexandria Canal Tide Lock
2. Boyhood Home of Robert E. Lee (607 Oronoco Street)
Mount Vernon Memorial Highway (George Washington
Memorial Parkway)

State Register (AX) and Recorded Archaeological Sites

2. Alexandria Canal (AX28)
3. Old Dominion Glass Works (AX84)

DOCUMENTED HISTORIC RESOURCES*

Historic Estates

1. Belleview Plantation
2. unidentified structure(s)

Other Sites

3. unidentified vessel (1836) under Oronoco Park
4. abandoned (1910) vessel, Emily Washington, in Oronoco Bay
5. abandoned (1911) vessel, Plumie E. Smith in Oronoco Bay
6. Portner's Brewery (515 N. Washington Street: building was
originally the Mount Vernon Cotton Manufactory)

* There are many more documented resources for this area. However due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

OLD TOWN NORTH SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

Alexandria Canal Tide Lock
Boyhood Home of Robert E. Lee (607 Orononco Street)
Mount Vernon Memorial Highway (George Washington
Memorial Parkway)

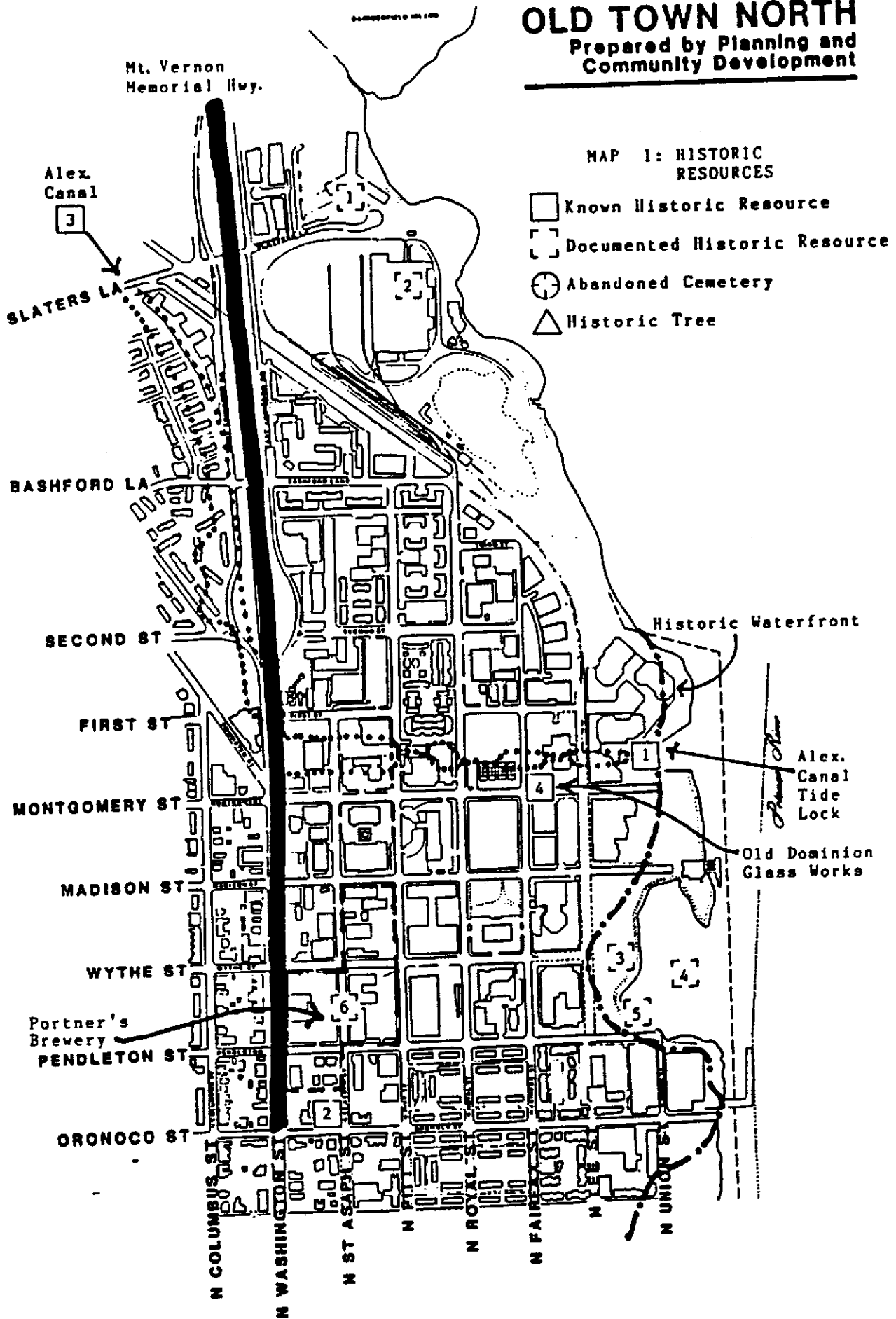
City of Alexandria Old and Historic Alexandria District

City of Alexandria Archaeological Resource Areas (ARA)

ARA 1
ARA 2

OLD TOWN NORTH

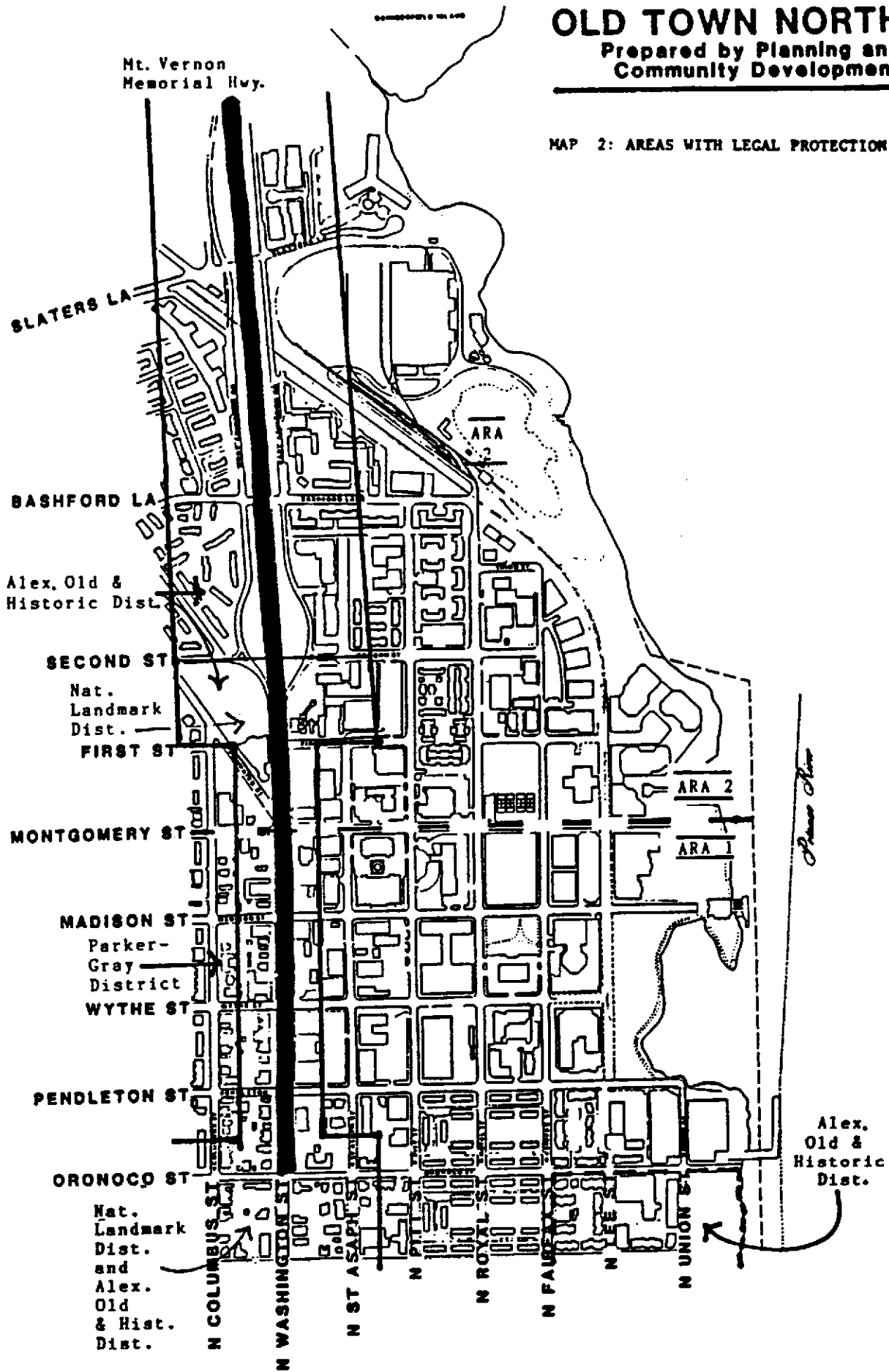
Prepared by Planning and
Community Development



OLD TOWN NORTH

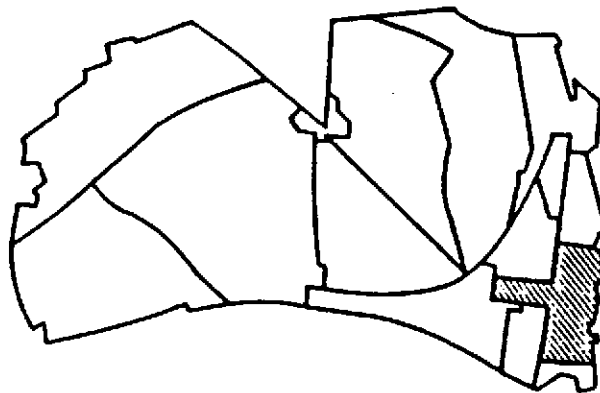
Prepared by Planning and
Community Development

MAP 2: AREAS WITH LEGAL PROTECTION



OLD TOWN

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**OLD TOWN SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To protect the historic fabric, scale, open space and character of the area.
2. To insure that developments and modifications are compatible with the Old and Historic Alexandria District's character.
3. To preserve significant archaeological resources which may be inadvertently lost from land alteration.
4. To protect the historic integrity and enhance the appearance of Washington Street (George Washington Memorial Parkway) as a major approachway within the Old and Historic District and as a site on the National Register of Historic Places.
5. To enhance the waterfront for public appreciation and enjoyment of Alexandria's maritime heritage.

Historic Overview

Archaeological findings at Jones Point indicate that the area was inhabited by American Indians for nearly 10,000 years before the arrival of John Smith. The earliest buildings were erected in Old Town by the 1730s. These sites were situated near the Potomac River and included public tobacco warehouses and small farms.

Since the town's official founding in 1749, it has been the urban center for Northern Virginia. King Street was a thriving commercial corridor offering wares and entertainment to the region. The Old Town area today includes the historic port, manufacturing and commercial sites, churches, cemeteries, schools, and residences. The original bay, which extended from Duke to Oronoco Streets and west to Water (Lee) Street, was filled in by 1790. Virtually all African Americans in 18th century Alexandria were slaves; but by the time of the Civil War, half the African American population had achieved free status. African American neighborhoods and institutions were well established by this date. The military occupation during the War dramatically altered the landscape, and many properties were used by the federal troops. Industrialization affected Alexandria less than other cities. However, in the last half of the 19th century some factories emerged and railways dominated several streets.

Significance of Historic Resources

Old Town contains the core of Alexandria's urban heritage. The

area has the greatest density and highest variety of historic resources within the contemporary City. More than 1,000 structures built in the 18th and 19th centuries still stand in Old Town. Archaeological resources occur in abundance underground in properties associated with these historic buildings. They also are preserved under parks, streets and parking lots. The alleys, walls and open space contribute to the historic character of Old Town.

Many individual sites are significant, as evidenced by 15 structures listed separately on the National Register of Historic Places (Map 1 & 2). But the context in which these and other properties are situated is equally as important. The National Landmark status of the area is testimony to the total area's significance. This historic context and character is fragile. Minor changes which can occur to individual properties affect the whole. Alexandria's Old Town area is a living, dynamic historic city and archaeological site. Old Town and its historic resources are significant for the City of Alexandria, the Commonwealth of Virginia and the nation.

Historic Preservation Issues

In 1946, protection for historic buildings began with the establishment of the Old and Historic Alexandria District. The archaeological protection procedure went into effect in 1989 for projects requiring site plans (Map 3 & 4). Yet, the resource base is in constant need of conservation and preservation. Buildings are neglected causing a loss in the integrity of individual structures. Additions, in-filling of open space, and buildings of large mass and scale impact the character of the area. Decreasing open space and increasing scale of newer buildings continue to be issues of concern to citizens and preservationists.

Archaeological resources are not usually apparent, due to their buried and fragmentary nature. The City has recorded and studied nearly 100 sites in Old Town which are still extant. Many more sites have been excavated and are no longer preserved in the ground due to new development. Approximately 40 percent of the land in this area has lost its archaeological integrity and significance. However, 30 percent still has a high potential for containing significant archaeological resources. Continuation of the current voluntary registration program promotes cooperation of property owners.

Old Town has been enhanced by the implementation of the Waterfront Plan which advocated a continuous public access to the Potomac River. A series of waterfront parks now form a greenbelt from Daingerfield Island to Jones Point. The parks are generally of a passive nature and open the vista of the Potomac River to those walking or biking. While many of the parks have historic names (Tide Lock, Oronoco Bay, West's Point, Founders, Torpedo Plaza, Point Lumley, Roberdeau), their atmosphere can be further

enhanced to promote a sense of Alexandria's maritime heritage for public enjoyment. For example, a unified historic marker system and a landscape plan can heighten biker and walker appreciation of the waterfront.

Historic Preservation Recommendations

1. Adhere to the historic design guidelines which will be developed for the Old and Historic Alexandria District by the Department of Planning and Community Development.
2. Write preservation guidelines for developments which can affect significant archaeological resources.
3. Develop preservation guidelines with the Department of Transportation and Environmental Services for public improvements and projects.
4. Incorporate historic information for Washington Street into the planned approachways analysis, which seeks to identify an improvements program to enhance major streets, and thus, the perception of the City.
5. Develop a plan and guidelines with the Department of Recreation, Parks and Cultural Affairs to enhance the public's appreciation for the City's maritime heritage within the waterfront parks.

**OLD TOWN SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. 301 King Street, City Hall
2. 133 N. Fairfax Street, Bank of Alexandria
3. 121 N. Fairfax Street, Carlyle House
4. 118 N. Washington Street, Christ Church
5. 128 N. Royal Street, Gadsby's Tavern
6. 607 Oronoco Street, Lee Boyhood Home
7. 220 N. Washington Street, John Wise/Lloyd House
8. 201 S. Washington Street, The Lyceum
9. 201 Prince Street, Old Dominion Bank
10. 222 S. Pitt Street, St. Paul's Episcopal Church
11. 105-107 S. Fairfax Street, Stabler-Leadbeater Apothecary Shop
12. 614 Oronoco Street, Lee Fendall House
18. 207 Prince Street, Fairfax Moore Montague House

Cemeteries

13. 118 N. Washington Street, Christ Church Cemetery
14. 315 S. Fairfax, Old Presbyterian Meeting House Cemetery
15. 1100 Block of S. Washington, St. Mary's Catholic Cemetery
16. 214-218 S. Fairfax, Independent Meeting House Cemetery

State Register (AX) and Recorded Archaeological Sites

(These sites are not shown on Map 1 due to their high density in this area.)

- 134 N. Royal Street, Gadsby's Tavern (AX2)
(on National Register)
- 121 N. Fairfax Street, Carlyle House (AX3)
(on National Register)
- Southeast corner S. Alfred and Wolfe Streets (AX5)
- The block bounded by 200 N. Alfred and N. Columbus (AX19)
- 301 King Street, Courtyard of City Hall (AX33)
- 220 N. Washington Street, John Wise/Lloyd House (AX34)
(on National Register)
- 1000 S. Washington Street, St. Mary's Church and Cemetery (AX40)
- 607 Oronoco Street, Lee Boyhood Home (AX43)
(on National Register)
- 207 N. Fairfax Street, Dalton House (AX46)
- 607 Cameron Street, Yeaton/Fairfax House (AX47)
- 221 King Street, Ramsay House (AX49)
- 200 Block of Wilkes Street, Orange and Alexandria Railroad Tunnel (Wilkes Street Tunnel) (AX50)

209 Wolfe Street (AX56)
 315 S. Columbus Street (AX57)
 318 S. Alfred Street (AX58)
 316 S. Alfred Street (AX59)
 407 S. Lee Street (AX64)
 412 S. Royal Street (AX65)
 217 N. Royal Street (AX66)
 601 Duke Street, Delaney/Joynt House (AX67)
 424 S. Royal Street (AX68)
 217 S. Fairfax Street, Carter House (AX69)
 407 S. Fairfax Street (AX71)
 213 S. Pitt Street (AX74)
 609 Cameron Street (AX77)
 Jones Point Park, Virginia Ship Building Corporation
 Shipyard (AX78)
 100 Block Cameron Street (south side), Carlyle/Dalton
 Wharf (AX81)
 212 S. Fairfax Street, Frank Wright House (AX85)
 222 S. Washington Street, Piercy Pottery (AX87)
 414 Franklin Street, Yeates Garden (AX89)
 713 S. Fairfax Street (AX104)
 201 S. Lee Street, Hooe House (AX106)
 306 S. Fairfax Street (AX107)
 307 S. St. Asaph (AX108)
 330 N. Fairfax Street (AX109)
 207 Prince Street, Montague House (AX110)
 (on National Register)
 306 Duke Street (AX115)
 124 S. Fairfax Street (AX117)
 600 Block S. Union, Shipyard/Ford Plant (AX119)
 211 N. Union (AX120)
 312-314 1/2 S. Alfred Street (AX125)
 100 Block Wolfe Street (south side), Roberdeau's
 Distillery (AX126)
 410 S. Washington Street, Alexandria Academy
 120 S. Fairfax Street (ice well)
 506 Cameron Street (well)
 204 N. Columbus Street (well)
 316 Duke Street (well)
 321 Duke Street (well)
 215 S. Fairfax Street (ice well)
 405 S. Fairfax Street (well)
 404 S. Lee Street (well)
 212 1/2 S. Pitt Street (well)
 315 S. Pitt Street (well)
 421 S Pitt Street (well)
 114 Prince Street (well)
 211 Prince Street (well)
 405 Prince Street (well)
 415 Prince Street (well)
 408 Prince Street (well)
 604 Princess Street (well)
 323 and 325 Queen Street (well)
 100 Block S. Royal Street (street well)
 217 S. Royal Street (well)

312 S. St. Asaph Street (well)
317 S. St. Asaph Street (well)
510 Wolfe Street (well)
321 S. Lee Street (well)
106 Wolfe Street (well)
505 S. Lee Street (well)

Historic Trees

17. Sycamore, 415 Wolfe Street

Historic Easements

601 Duke Street
619 South Lee Street
229 S. Pitt Street
207 Prince Street
711 Prince Street
811 Prince Street
1020 Prince Street
522 Queen Street
301 South St. Asaph

DOCUMENTED HISTORIC RESOURCES*

State Survey of Abandoned Cemeteries

1. 311 S. St. Asaph Street, Quaker Cemetery

Other Documented Sites

2. Vessel Hull used as fill (1825)
3. Remains of at least 13 vessels dredged from the Alexandria channel in 1910-1911 and used to fill Battery Cove

Historic Waterfront

* There are many more documented resources for this area. However due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

**OLD TOWN SMALL AREA PLAN
WEST OF WASHINGTON STREET
MAP 2
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. 1315 Duke Street, Franklin and Armfield Slave Quarters and office (see also below)
2. 811 Prince Street, Bayne/Fowle House

City of Alexandria Structures Outside Historic Districts

3. 1018 Duke Street
4. 1020 Duke Street

State Register (AX) and Recorded Archaeological Sites

807 Wolfe Street, Muddiman Tavern (AX51)
711 Prince Street (AX70)
1010 King Street (AX73)
105-107 N. Fayette Street, Reynolds Pottery (AX86)
809 Duke Street (AX97)
807 Duke Street (AX102)
900 King Street (AX113)
1315 Duke Street, Franklin and Armfield Slave Quarters and office (AX75)
1301-1303 Duke Street, Franklin and Armfield Slave Quarters and kitchen
213/215 S. Alfred Street (well)
Southwest corner King and S. Alfred Streets (street well)
923 King Street (well)
Southwest corner King and Commerce Streets (street well)
917 Duke Street (well)
115 S. Patrick Street (well)
804 Prince Street (well)
1117 Prince Street (well)

DOCUMENTED HISTORIC RESOURCES*

*There are many documented resources for this area. However, due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

**OLD TOWN SMALL AREA PLAN
MAP 3
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Historic Landmark District

National Register of Historic Places

1. 301 King Street, City Hall
2. 133 N. Fairfax Street, Bank of Alexandria
3. 121 N. Fairfax Street, Carlyle House
4. 118 N. Washington Street, Christ Church
5. 128 N. Royal Street, Gadsby's Tavern
6. 607 Oronoco Street, Lee Boyhood Home
7. 220 N. Washington Street, John Wise/Lloyd House
8. 201 S. Washington Street, The Lyceum
9. 201 Prince Street, Old Dominion Bank
10. 222 S. Pitt Street, St. Paul's Episcopal Church
11. 105-107 S. Fairfax Street, Stabler-Leadbeater Apothecary Shop
12. 614 Oronoco Street, Lee Fendall house
Also see 207 Prince Street, Montague House
15. 207 Prince Street, Fairfax-Moore-Montague House

State Survey of Abandoned Cemeteries

13. 311 S. St. Asaph Street, Quaker Cemetery

City of Alexandria Old and Historic Alexandria District

City of Alexandria Designated Historic Trees

14. Sycamore, 415 Wolfe Street

City of Alexandria Archaeological Resource Area (ARA)

ARA 1 - entire area

Historic Easements

601 Duke Street
619 South Lee Street
229 S. Pitt Street
207 Prince Street
711 Prince Street
811 Prince Street
1020 Prince Street
522 Queen Street
301 South St. Asaph

OLD TOWN SMALL AREA PLAN
WEST OF WASHINGTON STREET
MAP 4
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. 1315 Duke Street, Franklin and Armfield Slave Quarters
and Office
2. 811 Prince Street, Bayne/Fowle House

City of Alexandria Old and Historic Alexandria District

City of Alexandria Structures Outside Historic Districts

3. 1018 Duke Street
4. 1020 Duke Street





City of Alexandria Archaeological Resource Area (ARA)

ARA 1 - entire area

OLD TOWN

Historic
Waterfront

MAP 1: HISTORIC RESOURCES

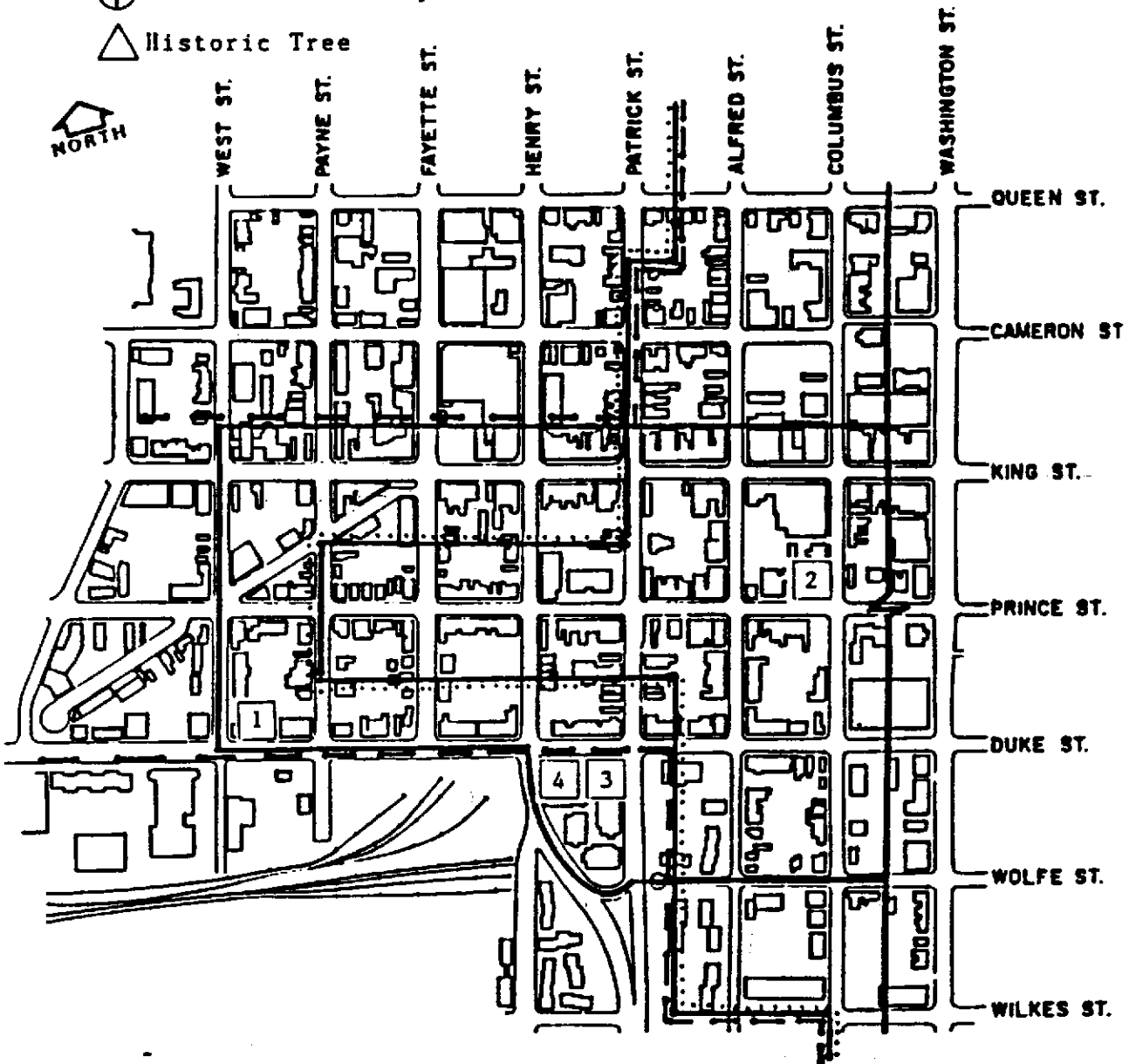
-  Known Historic Resource
-  Documented Historic Resource
-  Abandoned Cemetery
-  Historic Tree



OLD TOWN

MAP 2: HISTORIC RESOURCES

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



National Landmark District
 City of Alexandria Old & Historic District - - - -

OLD TOWN

MAP 3: AREAS WITH LEGAL PROTECTION

Entire Area: ARA 1

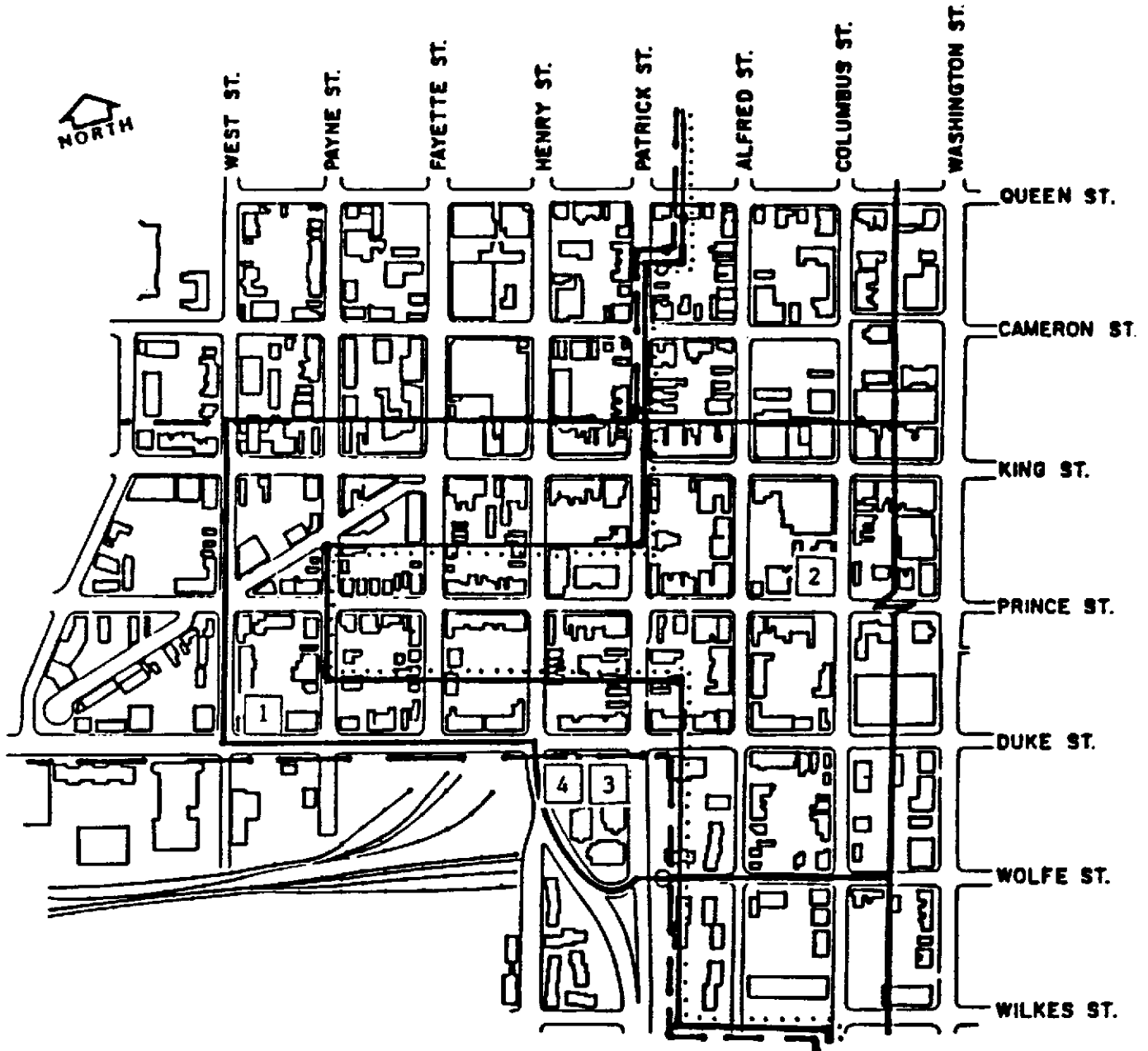
Nat. Landmark Dist.

Old & Historic Dist. & - - -



OLD TOWN

MAP 4: AREAS WITH LEGAL PROTECTION



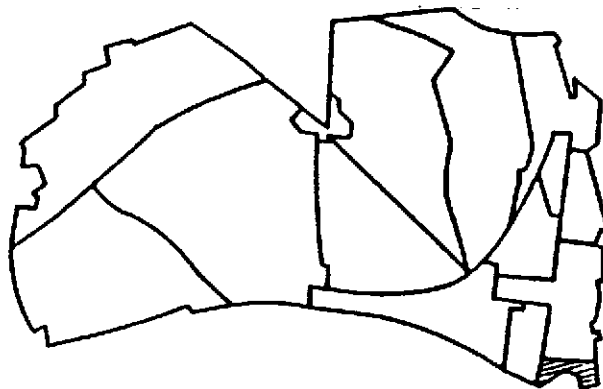
National Landmark District.....

City of Alexandria Old & Historic District - - - - -

Entire Area: ARA 1

**OLD TOWN
COVERING THE AREA SOUTH OF I-95**

**SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**



OCTOBER 1990

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

**OLD TOWN SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

ADDENDUM COVERING THE AREA SOUTH OF I-95

Preservation Objectives

1. To manage Jones Point with the National Park Service in a manner that protects and conserves historic resources.
2. To provide park visitors the opportunity to understand and appreciate the natural and historic environment of the park.*
3. To ensure that all improvements are aesthetically and ecologically compatible with the natural, historic and recreational resources of the park.*
4. Protect prehistoric and historic resources within Hunting Creek.

*an original goal of the 1984 Development Concept Plan and Environmental Assessment for Jones Point Park.

Significance of Historic Resources

Jones Point is the largest public preserve in the City which contains historic sites of all time periods. Its woods, marshes and playing fields are also important visual and recreational elements of Old Town. A City of Alexandria archaeological survey conducted as part of the 1984 Environmental Assessment, documented the richness of the historic resources on Jones Point.

Historic resources span from Native American Indian camps buried under many feet of 20th century fill to the Jones Point Lighthouse, the oldest surviving inland lighthouse in the nation (Map 1). The South Corner Stone of the District of Columbia is a particularly important symbol for Alexandria and America. Two large economic enterprises used Jones Point: a ropewalk, the largest of three in the City, extended the length of the historic boot-shape of the Point; and the Virginia Shipbuilding Corporation shipyard occupied much of the Point at the beginning of this century. While the ropewalk is no longer visible, the shipways are still present. The filling of Battery Cove covered sunken vessels. Many more prehistoric and historic resources may be buried under layers of sediment in Hunting Creek.

Historic Preservation Issues

Jones Point is federally owned; however, the City of Alexandria operates the site through contractual agreement with the National Park Service (NPS). The lighthouse and D. C. South Corner Stone

are under the direct management of NPS and are on the National Register of Historic Places (Map 2). Thus, the site is protected from federal actions and permits which would alter or destroy significant historic resources. The 1984 Development Plan outlines an environmental and cultural review process through which all planned projects must be evaluated. The plan states (34): "In accordance with National Park Service management policies and sections 106 and 110, as amended (P.L. 96-515), an archaeological background study and assessment will be conducted by the City of Alexandria prior to submission of any specific plans for National Park Service approval, which require ground disturbance and/or limit access for archaeological investigation."

The plan also sets forth a four stage procedure for managing cultural resources at Jones Point, which the City is responsible for implementing. The City has conducted the first phase; however the other three phases remain. They consist of the following: study of areas not affected by the development plan to complete the cultural inventory; excavation and research on significant sites; and public interpretation. Other maintenance, recreational and nature projects were also proposed in the plan. The Department of Recreation, Parks and Cultural Affairs is carrying out these initiatives.

The enlargement of the Woodrow Wilson Bridge may affect historic resources within Alexandria. Evaluation of federal environmental impact statements and City guidelines for preservation relating to the Bridge project are needed.

Historic Preservation Recommendations

1. Implement the 1984 Development Concept Plan as modified by contemporary and public needs.
2. Write preservation guidelines for Wilson Bridge environmental impact statements.

OLD TOWN SMALL AREA PLAN
ADDENDUM COVERING THE AREA SOUTH OF I-95
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Jones Point Lighthouse
2. District of Columbia Boundary Marker, South Corner Stone

Mount Vernon Memorial Highway (George Washington
Memorial Parkway)

State Register (AX) and Recorded Archaeological Sites

- (1). Jones Point Lighthouse (AX52)
3. American Indian Site (AX53)
4. Virginia Ship Building Corporation Shipyard (AX78)

DOCUMENTED HISTORIC RESOURCES

Possible Archaeological Sites

1. Jones Point Park, sites with unidentified locations:

Coastal Fortification (1795); Quarantine House (1798);
Ropewalk (c. 1835-52); two taverns (one 18th century,
one 19th century)
2. Battery Cove:

Sunken vessels used as fill (1911). See also Old Town
Small Area Plan for Historic Preservation.

Historic Waterfront

OLD TOWN SMALL AREA PLAN
ADDENDUM COVERING THE AREA SOUTH OF I-95
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. Jones Point Lighthouse
2. District of Columbia Boundary Marker, South Corner Stone
Mount Vernon Memorial Highway

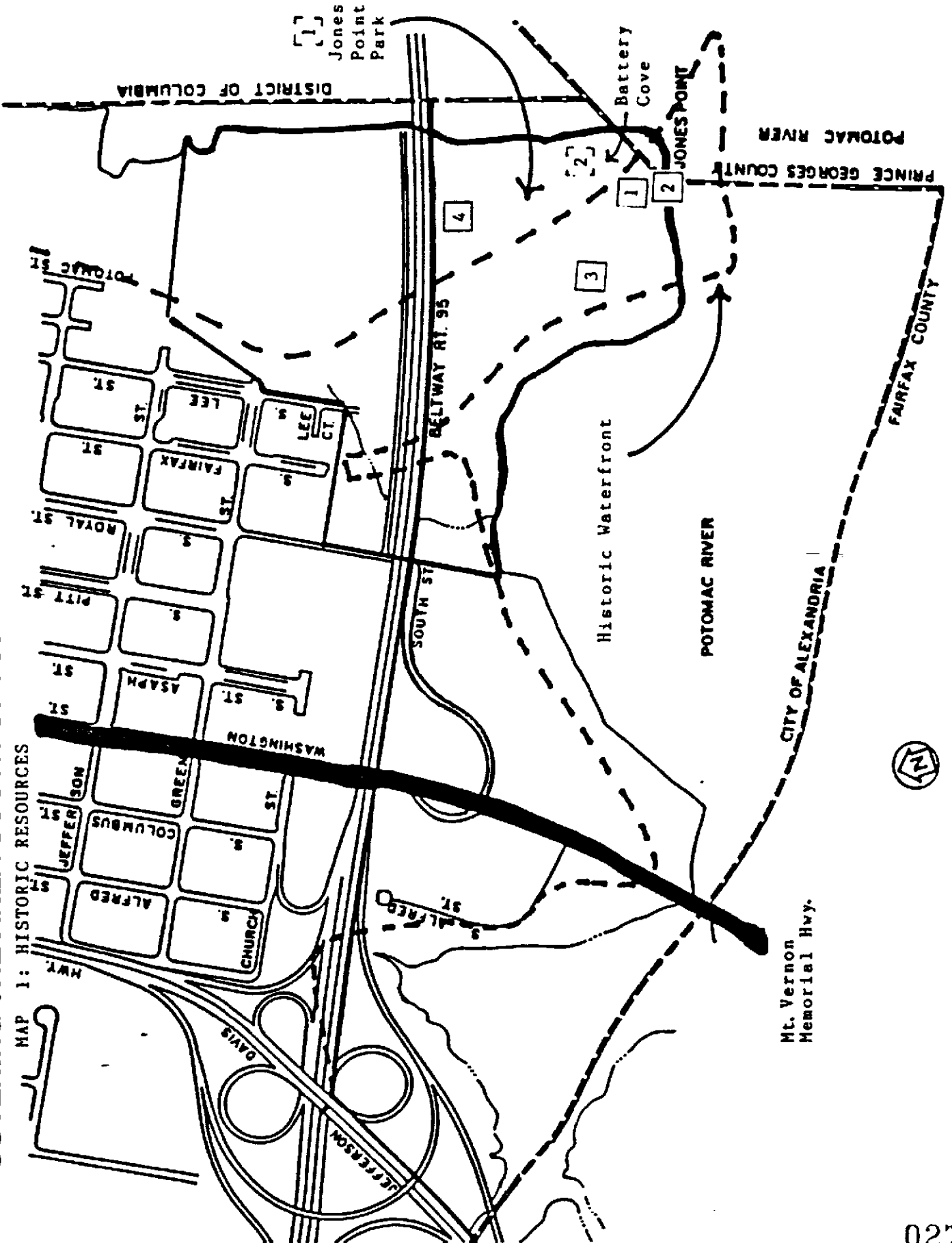
City of Alexandria Old and Historic District

City of Alexandria Archaeological Resource Area (ARA)

ARA 1

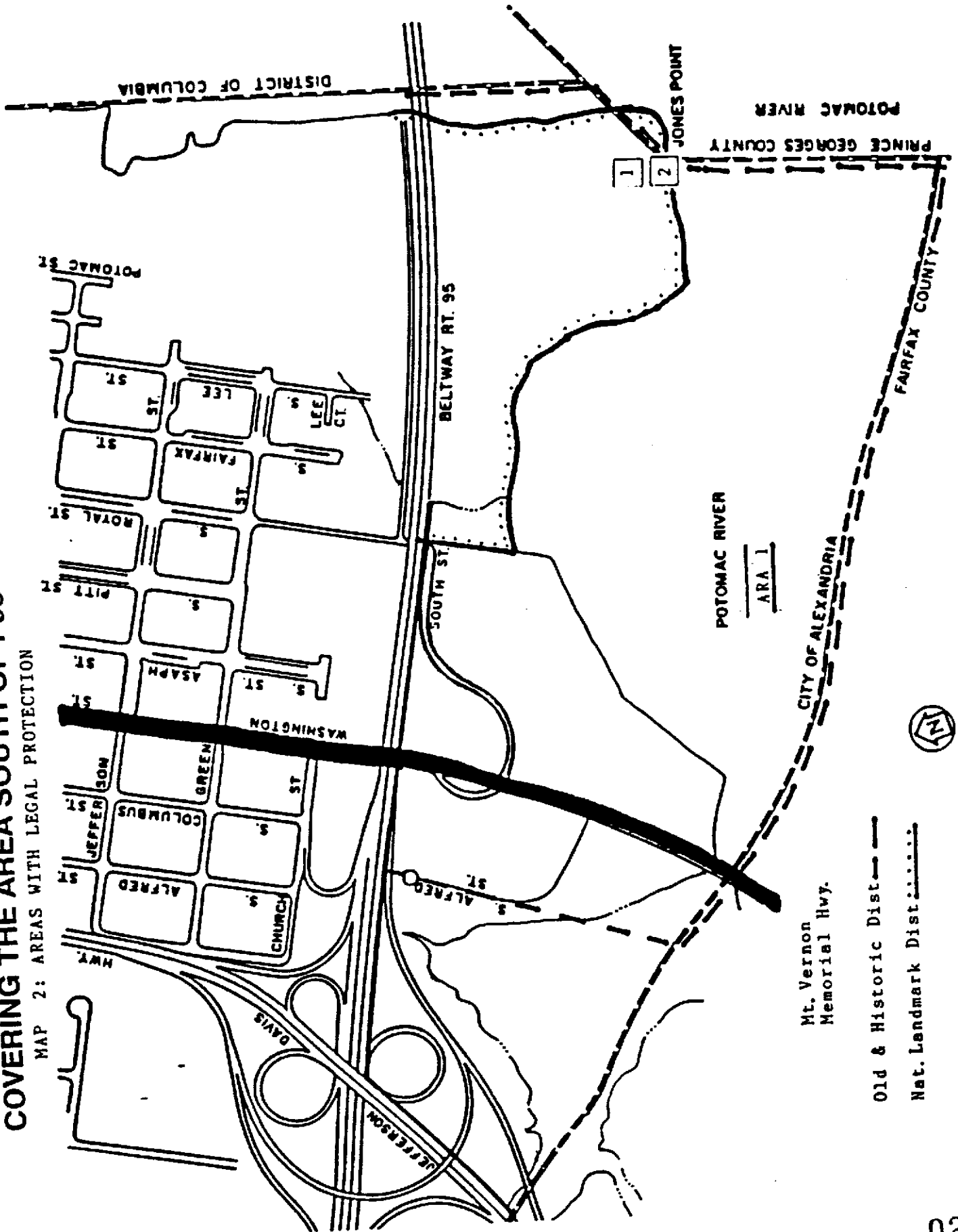
OLD TOWN COVERING THE AREA SOUTH OF I-95

MAP 1: HISTORIC RESOURCES



OLD TOWN COVERING THE AREA SOUTH OF I-95

MAP 2: AREAS WITH LEGAL PROTECTION



Mt. Vernon
Memorial Hwy.

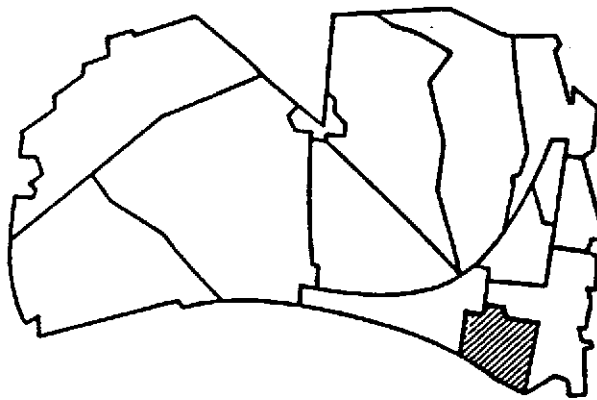
Old & Historic Dist: ———

Nat. Landmark Dist: ·····



SOUTHWEST QUADRANT

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

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

**SOUTHWEST SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To protect the historic fabric and to strengthen the historic character of the neighborhood and Washington Street (George Washington Memorial Parkway).
2. To insure that new development and roads surrounding the area are compatible with the Southwest historic residential nature and the historic character of the cemeteries.
3. To foster protection and conservation of the cemeteries adjoining the area to the west.

Historic Overview

Most of this area was in the western section of the City annexed by 1798. However, the southern portion was annexed twice, initially in 1858, and later in 1915. The area was primarily pastoral in setting, and part of Spring Gardens Farm. The western land adjoining the Southwest Quadrant became the burial grounds for many churches and societies after an 1804 ordinance outlawed interments within the City limits. The African American neighborhood referred to as the "Bottoms" was located here. Several of the blocks are lower in elevation due to a stream which ran diagonally through the area south to Jones Point. Hence, the name "Bottoms." Later, the term "DIP" was applied to the area.

Free African American households originated as early as 1790 in the 700 and 900 Blocks of Wolfe Street. Twenty years later, this neighborhood centered around Duke and Alfred Streets. The neighborhood grew in the later part of the century, and many homes lined the streets. The Odd Fellows Hall (411 S. Columbus) is a standing symbol of the many benevolent societies which met there. The Alfred Street Baptist Church, while in the Old Town Small Area, has great significance to the history of this area and throughout the City. It was the first African American church in Alexandria, organized in 1803.

District of Columbia Mile Marker No. 1 sits at the southeast intersection of Payne and Wilkes Street. It marks the first mile from the south cornerstone at Jones Point. The Union forces made their imprint on the Southwest Quadrant by building a stockade around the U.S. Military Railroad (USMRR) Station. This stockade ran along South Alfred, Payne and Gibbon Streets, encompassing twelve blocks which contained locomotive repair shops, a blacksmith, a slaughterhouse, and an arsenal. Extensive quarters for carpenters stood outside the compound on the 700 and 800 blocks of Gibbon Street. Railroad tracks dominated Wilkes Street and two blocks south of Wolfe Street. Several homes were incorporated

into the USMRR Station, and remained occupied by their owners. Two brickyards and a corn mill operated in this part of town at the turn of the 20th century.

Significance of Historic Resources

This area's history is characterized by two major themes: African American life and transportation. Most of the African American historic resources have been lost or altered. However, the Alfred Street Baptist Church and Odd Fellows Hall still stand. The Church is vacant and in critical need of restoration. Portions of free African American sites remain underground. In 1851, the Orange and Alexandria Railroad transformed the quiet village atmosphere into an environment dominated by rails, locomotives, engine houses and the roundhouse at Duke and Henry Streets. The United States Military Railroad further changed the area during the Civil War with the erection of an urban stockade and massive movements of goods and troops. The Hooff's Run Stone Bridge is the only structure to survive near this area of Alexandria's railroad era.

The quiet, bucolic atmosphere of the previous century also survives in the western portion of the area where it adjoins the cemetery complex.

Historic Preservation Issues

The resources in this area have been lost or altered more than in most other areas. Although the area has great significance to Alexandria's African American and railroad heritage, few visible resources remain. When most of the resources are buried, it is more difficult to recognize the importance of preservation than when standing structures are present. Yet, one of the few Alexandria pottery sites still remains under a parking lot, and a 19th century African American cemetery may still exist near a Washington Street gas station (Map 1). One of the oldest African American churches awaits restoration. Railroad and Civil War history may still exist under many City blocks and streets. Almost half of the area is within the Old and Historic Alexandria District (Map 2).

Few new developments are expected to occur in the residential sections of the area. However, several parcels along Washington Street and Henry Street may undergo development. Compatibility of new buildings with the George Washington Memorial Parkway and the Old and Historic District is important in maintaining and strengthening the area's historic character. Large development within the Norfolk/Southern parcel to the north of the area may also affect the traffic and visual setting of the area. Archaeological resources will be preserved in such development sites, since the archaeological protection procedure operates in ARA 1. However, there is no protection for buried resources within smaller parcels.

The cemeteries are a unique complex within the City and offer a rare opportunity to step back in time. The Alexandria National Cemetery, established in 1861, has been determined to be eligible for listing on the National Register of Historic Places. Due to both this eligibility and its ownership by the federal government, any projects requiring federal funds or permits must not adversely affect the cemetery. Development near the cemeteries should be examined locally to insure that it is compatible with the character of this area. The City of Alexandria maintains many of the cemeteries and has erected signs. The gravestones however, are deteriorating and many inscriptions are illegible.

Historic Preservation Recommendations

1. Write guidelines for preservation in large development tracts adjoining this area, and ones within the area which may contain significant resources.
2. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs for the conservation of the cemeteries which are maintained by the City.
3. Adhere to the design guidelines which will be developed for the historic districts by the Department of Planning and Community Development.

**SOUTHWEST SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Southwest No. 1 Mile Marker of the District of Columbia boundary, 1220 Wilkes Street
Mount Vernon Memorial Highway
(George Washington Memorial Parkway)

State Survey of Abandoned Cemeteries

2. Douglass Cemetery
3. Methodist Protestant Cemetery
4. Penny Hill Cemetery

Other Cemeteries

5. Alexandria National (Soldier's)
6. Trinity Methodist
7. Christ Church Episcopal
8. Bethel
9. Presbyterian
10. St. Paul's Episcopal
11. Union-Methodist Episcopal South
12. Home of Peace, Jewish

City of Alexandria Structures Outside Historic Districts

13. National Cemetery Lodge, 1415 Wilkes Street

State Register and Recorded Archaeological Sites

14. Lewis Plum's Pottery (AX7) 400 Block South Columbus Street

Historic Trees

15. Sweet Gum, National Cemetery

Historic Transportation Sites

16. Orange and Alexandria Railroad Bridge over Hooff's Run
Orange and Alexandria Railroad

Given the high number of historic structures and archaeological sites within the 18th and 19th century city limits of Alexandria, a full resource inventory and specific locations are not presented.

NOTE: - Resources are also included in this area which occur in the land between Hooff's Run and South Henry Streets, which does not fit within any small plan area.

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. Kalorama Hospital
2. U.S. Military Railroad Compound (stockades, engine house, shops, offices, quarters, houses)
3. U.S. Military Railroad Roundhouse (built 1851)
4. Tollgate
5. Union Camp, Unidentified
6. Union Camp, Greene's Artillery
7. Union Camp, 18th New York

Cemeteries

8. Church Street African American Cemetery
(700-800 Blocks, South Church Street)

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

National Historic Landmark District

• National Register of Historic Places

1. Alexandria National Cemetery (determined to be eligible)
7. Southwest No. 1 Mile Marker of the District of Columbia boundary, 1220 Wilkes Street
Mount Vernon Memorial Highway
(George Washington Memorial Parkway)

State Survey of Abandoned Cemeteries

2. Douglass Cemetery
3. Methodist Protestant Cemetery
4. Penny Hill Cemetery

City of Alexandria Old and Historic Alexandria District

City of Alexandria Structures Outside Historic Districts

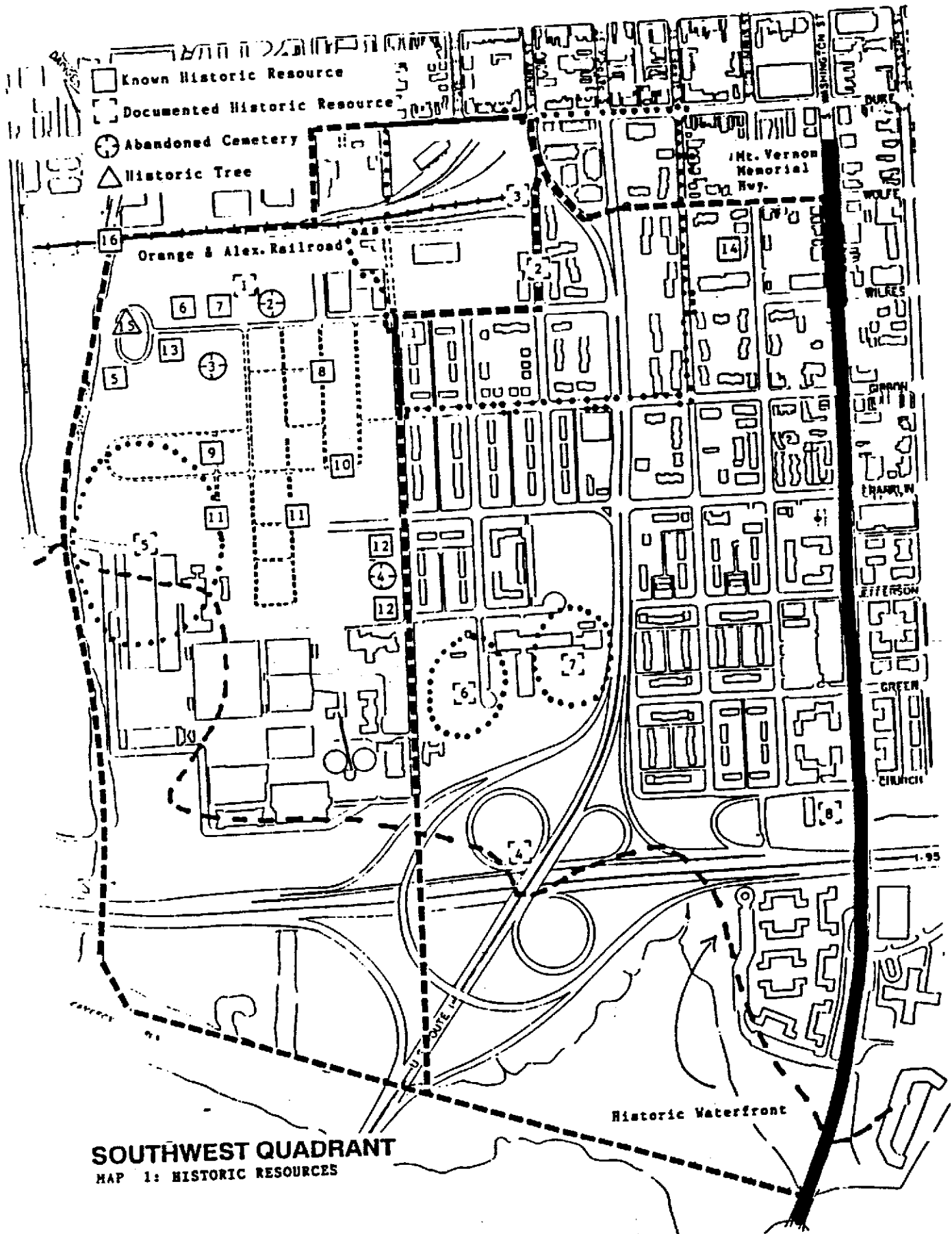
5. National Cemetery Lodge, 1415 Wilkes Street
(see also 1. and 6.)

City of Alexandria Historic Trees

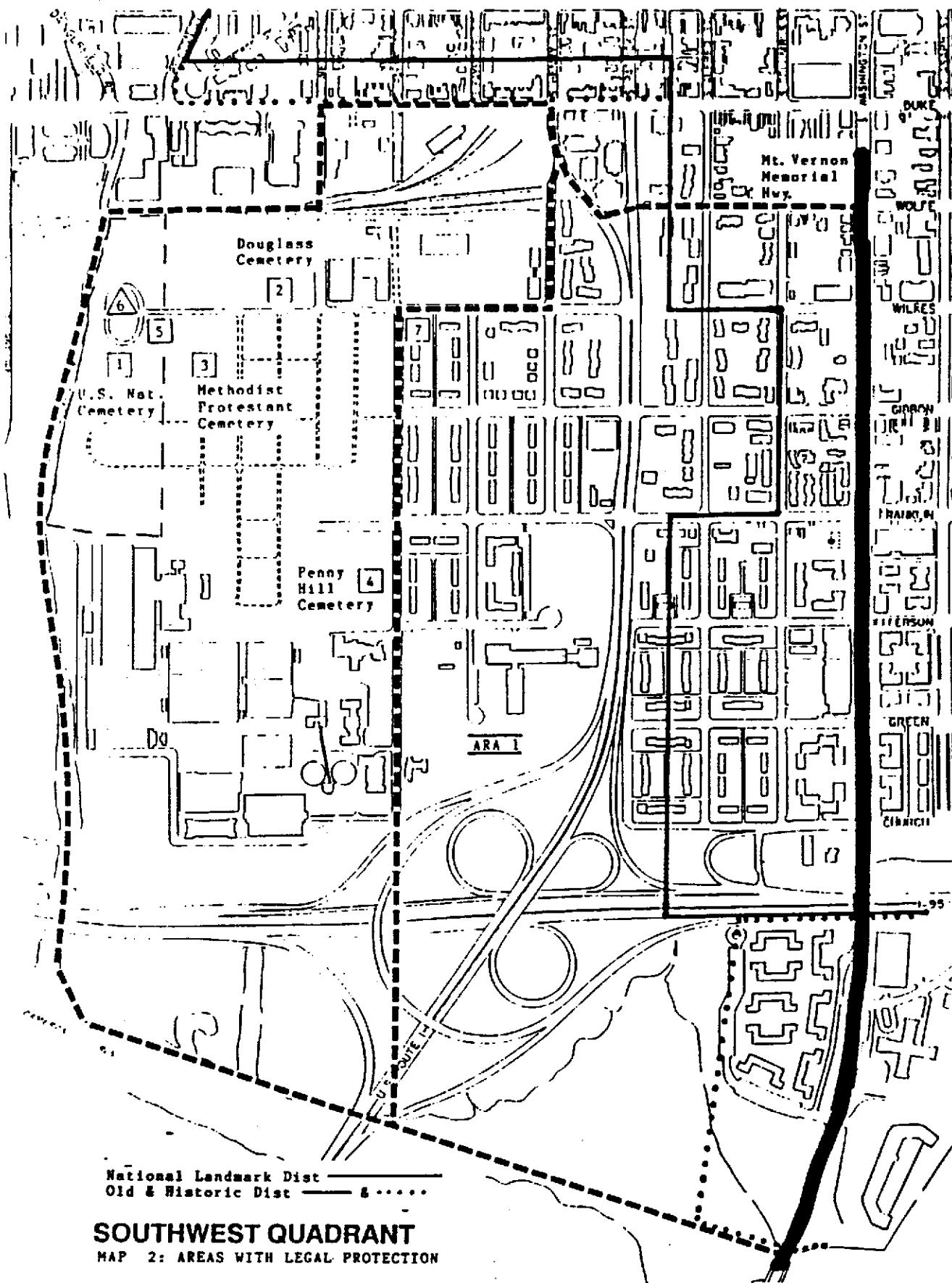
6. Sweet Gum, National Cemetery

City of Alexandria Archaeological Resource Area (ARA)

ARA 1



SOUTHWEST QUADRANT
 MAP 1: HISTORIC RESOURCES

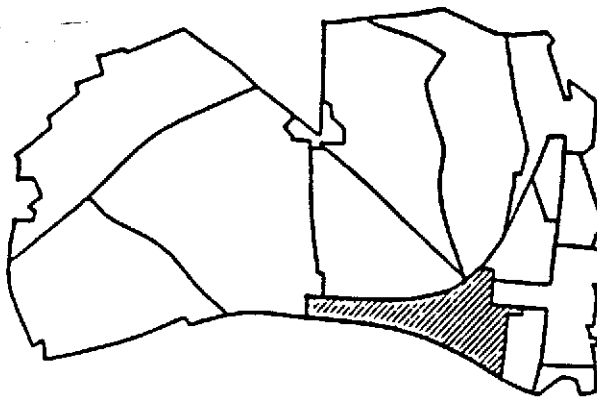


National Landmark Dist —————
 Old & Historic Dist - - - - -

SOUTHWEST QUADRANT
 MAP 2: AREAS WITH LEGAL PROTECTION

**KING STREET / EISENHOWER AVENUE
METRO STATION**

**SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**



OCTOBER 1990

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

**KING STREET/EISENHOWER AVENUE METRO STATION SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve significant historic resources before loss due to development and public improvements.
2. To protect highly significant resources, such as the Black Baptist Cemetery, Cameron Mills and Millrace, and the village of Cameron, in place and enhance them for use as cultural and recreational amenities of the area.
3. To ensure that development is compatible with the character of the City and its landmarks.
4. To create an identity for the area and Eisenhower Avenue that reduces its isolation and complements the historic and urban character of the adjoining old neighborhoods.
5. To enhance open space, parks and streets in a manner that provides an appreciation of the natural environment and history of Cameron Run and Hooff's Run.
6. To create the Alexandria Black Heritage Park at the location of the Black Baptist Cemetery that is compatible with nearby natural and historic resources.

Historic Overview

This area has a long and complex history which relates to virtually every period of Alexandria's development. American Indians inhabited the riverine environment and traveled along the many waterways--Hunting Creek, Cameron Run and Hooff's Run--which intersect in the area.

Cameron, the small settlement on Hunting Creek which predated Alexandria, was situated here. Some of the early founders of Alexandria, such as John Carlyle, lived in this hamlet. If the Virginia Assembly had selected the Cameron petition instead of Hugh West's in 1749, the new port town would have been established near Telegraph Road, rather than at Oronoco Street on the Potomac River.

A mill was established in the vicinity of Cameron by 1752, and later rebuilt prior to 1798 into two mills--Cameron Mills. A long millrace, extending about 8000 feet, provided the water power for the mills, as well as for Watkins' and Brown's mills farther upstream. A viaduct was constructed to carry the race over Taylor Run. One of these early mills was incorporated into the Alexandria Water Company by the installation of a pump. Thus, water from Cameron Run was pumped up to the reservoir on

Shuter's Hill. Nearby stood Cameron Mills Farm, operated by the Roberts family, who were Quakers and founders of the Alexandria Water Company in 1851. A distillery operated farther to the west along the millrace.

This corridor was always "exceedingly well situated for trade." Four crossroads met at Cameron as early as 1760. Little River Turnpike (Duke Street) was developed by 1806 to facilitate trade. A stone bridge permitted the Turnpike to cross over Hooff's Run from Alexandria as it followed the bluff overlooking Cameron Run to the west. In 1851, the Orange and Alexandria railroad tracks cut through the valley and crossed Hooff's Run via the old stone railroad bridge. Two roundhouse complexes were built in the area. The roundhouse on Duke and Henry Streets played a major role in establishing Alexandria as the regional trade center. The other roundhouse still stands west of Holland Lane. Union Station opened in 1905 and serves three different carriers.

The "West End," a village just outside Alexandria's city limits, clustered around Little River Turnpike from Hooff's Run west to the turnpike toll gate. Homes, businesses, Catts's Tavern, Englehardt Brewery, the toll gate, and slaughterhouses were once located on the 1400 to 2000 blocks of Duke Street.

The Bruin Slave Quarters, often described as a "Negro Jail" or "Slave Pen", was also located in West End. Joseph Bruin learned the trade at the Price, Birch and Company slave dealership, located at 1315 Duke Street. In 1844, Bruin opened his own trade in the building at 1707 Duke Street while he resided next door to the east. The United States Marshall confiscated the house in 1864 under the Act of Congress authorizing the seizure of "the property of Rebels."

The Union occupation of Alexandria during the Civil War had a considerable impact on West End and other parts of the King Street/Eisenhower Avenue area. Soldiers constructed trenches on either side of the millrace west of Regan's Distillery. Slough Barracks stood south of the Orange and Alexandria Railroad tracks that had been converted for use by the U.S. Military Railroad. In 1864, the barracks became Slough Hospital. There was a headquarters building, sixteen barracks, a mess hall, laundry, storehouse, stable and dead house. In January 1866, it was the last general Army hospital to close in Alexandria.

In November 1885, the Silver "Leaf (Colored) Society of Alexandria" petitioned Judge James Keith of Fairfax County for a charter of incorporation for a cemetery. The burial ground encompassed an acre across from Alexandria National Cemetery between Holland Lane and Hooff's Run.

Alexandria added the land in this area in three separate annexations--1915, 1952 and 1973.

Significance of Historic Resources

Today the King Street/Eisenhower Avenue Metro Station area looks devoid of history with neglected rail and scrap yards, as well as new high-rise buildings. Yet, there are still traces of the significant role that this area played in Alexandria's development. The foundation of one of the Cameron Mills sits underground near a parking lot; sections of the millrace are visible occasionally near Mill Road (Map 1). These resources and others are still underground awaiting development as cultural features which enhance the landscape.

While the resources are individually important, the setting as a whole has historic value. The view from Cameron Valley of the George Washington National Masonic Memorial, an Alexandria Landmark, is one of the finest in the City. Cameron Run and Hooff's Run are still present as vestiges of the aquatic environment which attracted American Indians and the first Europeans.

Many of the area's historic resources are unique and irreplaceable. The roundhouse on Holland Lane is the only one standing in Alexandria from the City's illustrative days as a railroad hub. The Hooff's Run Bridge is the last stone bridge surviving in the City, and with the Wilkes Street Tunnel, the only structures left from the Orange and Alexandria Railroad.

The Black Baptist Cemetery perches on the bluff overlooking Hooff's Run. Its boundaries are known from deed research. One gravestone and two bases (realigned from their original orientation), are the only physical traces visible from the surface. This cemetery is the oldest recorded African American cemetery within the current limits of Alexandria. The cemetery was placed just south of the buildings used as the Bruin slave quarters, at Duke and Reinkers Lane, twenty years after the Civil War ended. The Bruin establishment is the only structure to survive from more than 40 homes and business which once lined Little River Turnpike in the old West End village (Map 1 Detail).

Historic Preservation Issues

The landscape in Cameron Valley has been in constant flux over the centuries. However, greater changes began in the early 20th century with filling that covered the historic landscape and structures. Today, the area is in a process of development which will transform it from one of neglect to one of prime real estate between the King Street and Huntington Metro Stations. These actions will alter the landscape more than previously. Virtually every parcel which will be developed in the area has the potential for uncovering significant historic resources. All developments, such as CNS and Hoffman, will be included in the archaeological protection procedure to ensure appropriate preservation actions (Map 2).

The development of the Cameron Valley will include a variety of

actions from both the private and public sectors: construction on most of the vacant parcels, a series of transportation improvements, an open space, recreation and bike trail system, and urban design guidelines and street-scape standards for Eisenhower Avenue. The consideration and enhancement of historic resources, native habitat and the historic context of the area should support the goals of the small area plan adopted by City Council.

Historic Preservation Recommendations

1. Include the Office of Historic Alexandria and City historic and archaeological commissions in working with the departments of Planning, Transportation and Environmental Services and Recreation, Parks and Cultural Affairs to include preservation and enhancement of historic resources in the development of the open space/recreation and bike path system, as well as Eisenhower Avenue street-scape plan and urban design guidelines.
2. Develop preservation guidelines with the Department of Transportation and Environmental Services to preserve resources which may be endangered by City projects.
3. Write guidelines to preserve archaeological resources in all large development parcels, such as the CNS, Hoffman and Alexandria Business Center (CSX) projects.
4. Write guidelines for the preservation and restoration of the Black Baptist Cemetery as the site of the Alexandria Black Heritage Park.

KING STREET/EISENHOWER VALLEY METRO STATION SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Black Baptist Cemetery

City of Alexandria Structures Outside Historic Districts

2. 1707 Duke Street, Bruin Slave Quarters (on Civil War 1878 and 1894 maps)
3. 1520 King Street
4. 1522 King Street
5. 1524 King Street

State Register (AX) and Recorded Archaeological Sites

6. Englehardt Brewery-Buried Brewery Cellar, (AX 35) (Civil War Map, 1894; Richd. Rotchford on 1878)
7. Bontz Site (AX 103) (Geo. Bontz on 1878 and 1894 maps)
8. Cameron Mills (AX 112) (on Civil War and 1894 maps; Flour Mill/Hunt and Roberts, 1878)

Historic Transportation Sites

- Orange and Alexandria Railroad
Little River Turnpike (Duke Street)
Telegraph Road (Old Colchester Road)
9. Union Station (1905)
 10. Orange and Alexandria Railroad Bridge over Hooff's Run
 11. Southern Railroad Roundhouse

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. House; Jno. H. Watkins (1878), J. D. Watkins (1894)
2. House; Jno. H. Watkins (1878), J. D. Watkins (1894)
3. House; Mary Watkins (1878 and 1894)
4. House; Mary Watkins (1878 and 1894)
5. House; Geo. Watkins (1878 and 1894)
6. House
7. House; R.D. Catts Drovers Hotel (1878), R.D. Catts (1894)
8. House
9. House (also 1878 and 1894)
10. House
11. House (also 1878 and 1894)
12. House

13. House
14. Structure; store (1878), J. Jamison (1894)
15. House
16. House (also 1878), B. Henry F. (1894)
- 17-23. House (also 1878)
24. House (also 1878), J. Bruin House (1894)
25. House (also 1878)
- 26-28. House
29. Distillery; Peter Fegan Distillery (1878),
Distillery (1894)
- 30-33. House (also 1878)
34. House (also 1878 and 1894)
35. House
36. House
37. House (also 1878 and 1894)
38. House
39. Watkins/Browns and Cameron Mills Millrace
40. Union Entrenchments
41. Slough Barracks

Late 19th Century Sites

42. R.D. Catts "Drovers Hotel" (1878)
43. Store Chas. Cowling (1878), Ed. Cowling (1894)
44. B.S.Sh. [Black Smith Shop] (1878)
45. Eliza. Zimmerman (1878), House (1894)
46. House (1878)
47. House (1878)
48. Richd. Rotchford (1878), O. Brooks (1894)
49. Richd. Rotchford (1878), Geo. West (1894)
50. Jas. Watkins (1878 and 1894)
51. Harrison Emerson (1878)
52. Geo. Bontz (1878 and 1894)
53. Geo. Bontz (1878 and 1894)
54. Jno. H. Watkins (1878), J.H. Watkins (1894)
55. Reneger (1878 and 1894)
56. Reneger (1878 and 1894)
57. Reneger (1878)
58. Jos. Bruin (1878), J. Bruin (1894)
59. Jos. Bruin (1878), J. Bruin (1894)
60. House (1894)
61. Benj. F. Baggett (1894)
62. R.D. Catts House (1894)
63. House (1878 and 1894)
64. Jno. and E. Mahoney (1894)
65. House (1894)
66. House (1878 and 1894)

KING STREET/EISENHOWER AVENUE METRO STATION SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

State Survey of Abandoned Cemeteries

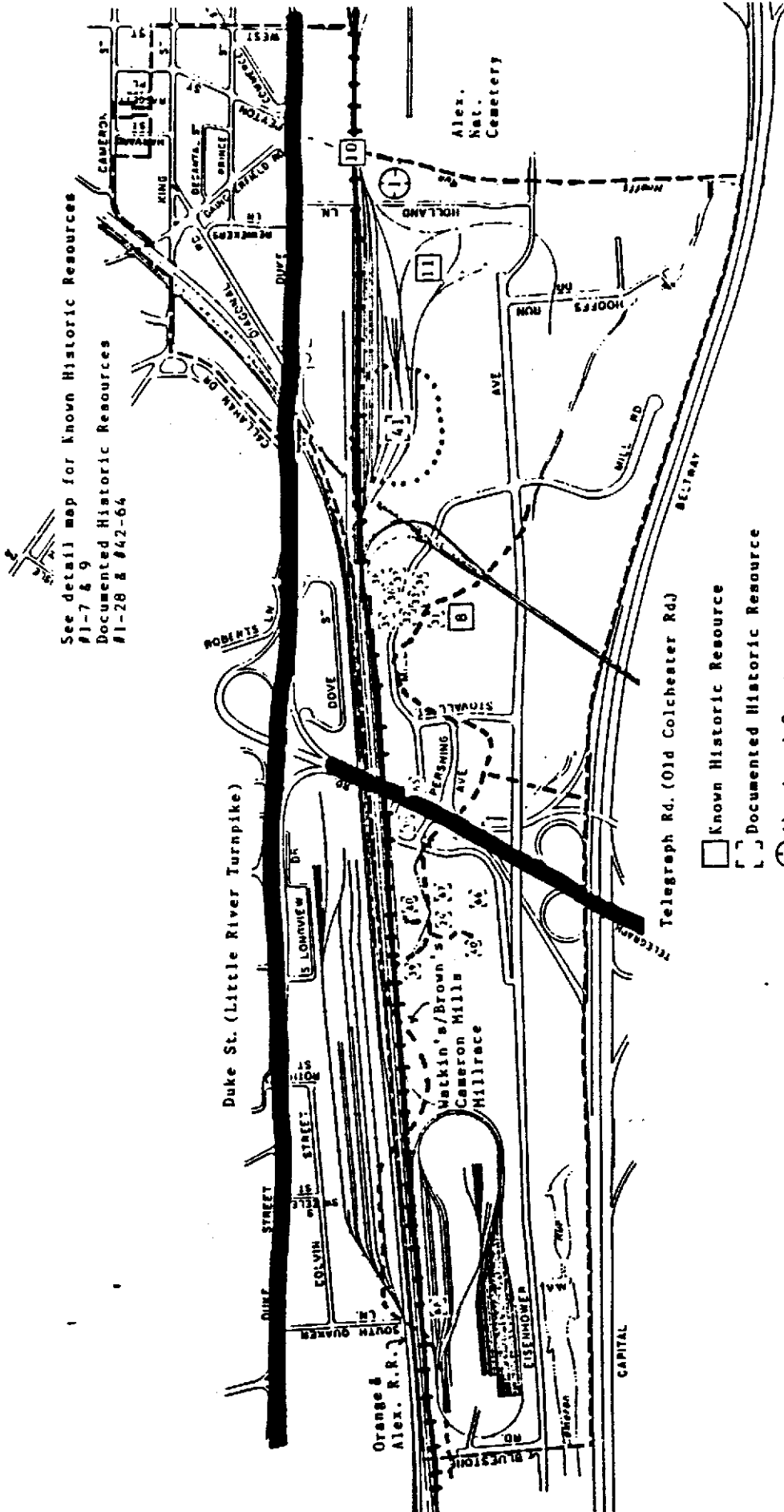
1. Black Baptist Cemetery

City of Alexandria Structures Outside Historic Districts

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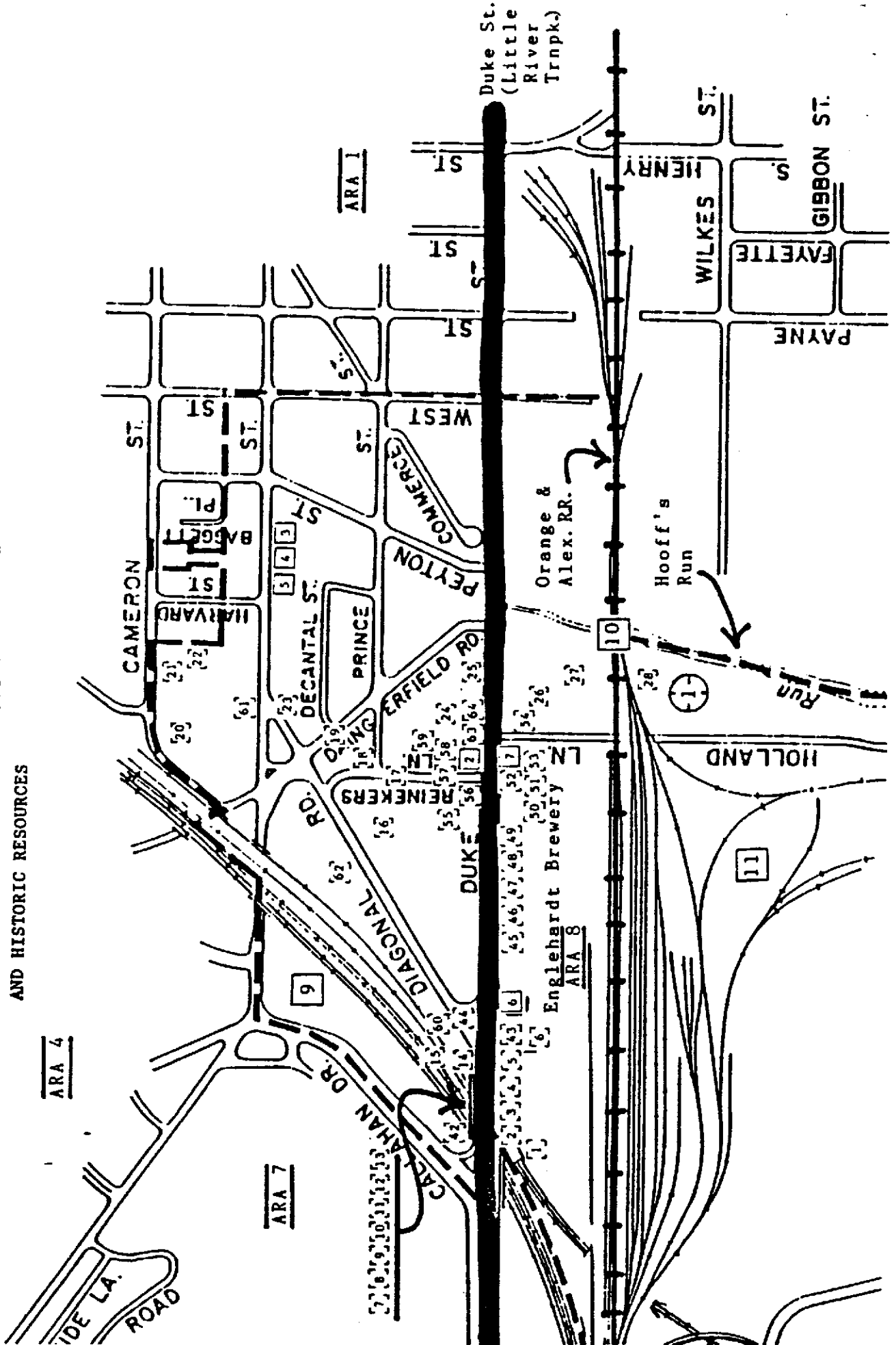
City of Alexandria Archaeological Resource Areas (ARA)

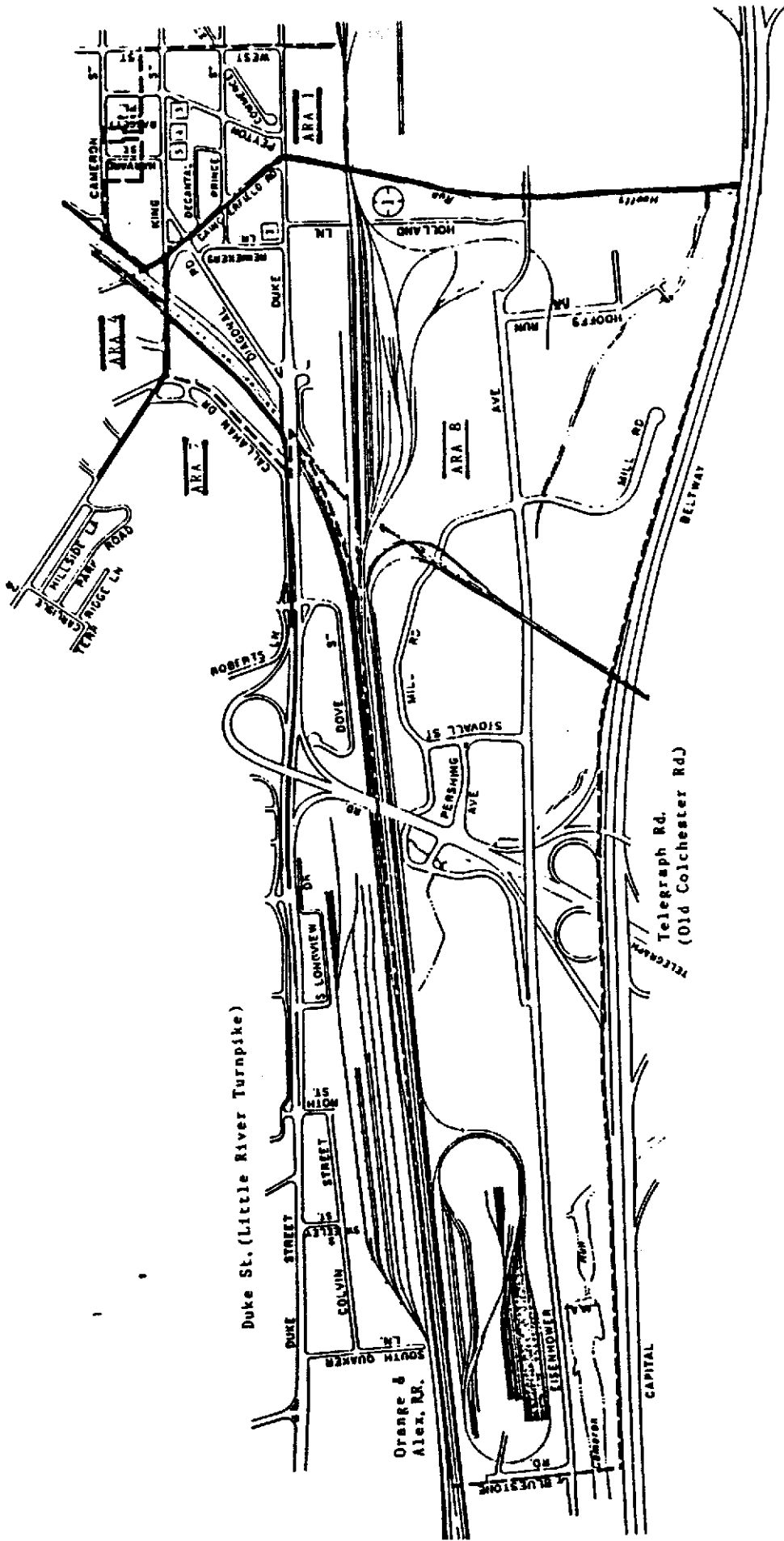
- ARA 1
- ARA 4
- ARA 7
- ARA 8



King Street / Eisenhower Avenue
 MAP 1: HISTORIC RESOURCES

Detail Map: WEST END OF ALEXANDRIA
King Street / Eisenhower Avenue
 MAP 2: AREAS WITH LEGAL PROTECTION
 AND HISTORIC RESOURCES





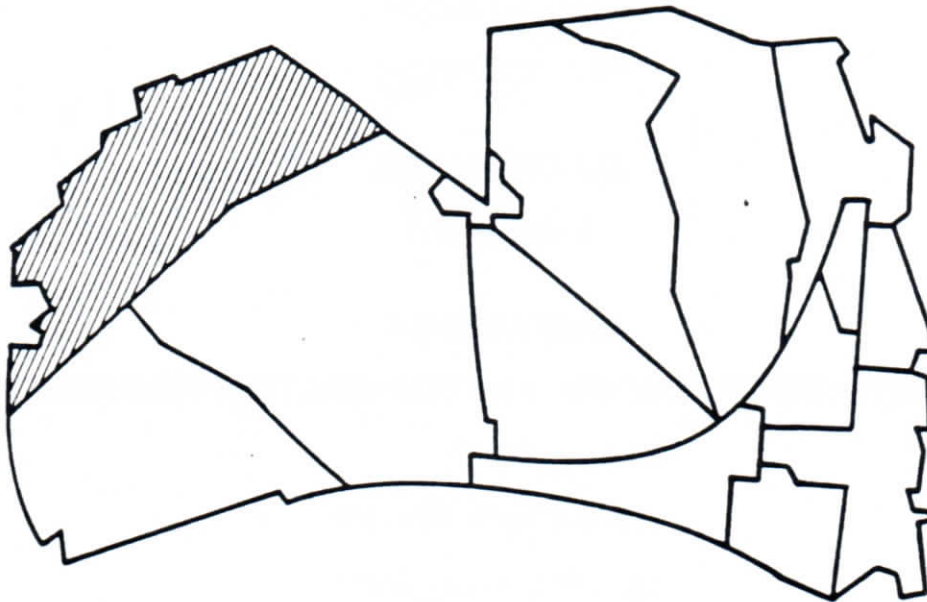
King Street / Eisenhower Avenue
 MAP 3: AREAS WITH LEGAL PROTECTION

PLEASE RETAIN
ALEXANDRIA WEST

SMALL AREA PLAN

ADOPTED JUNE 27, 1989: ORDINANCE 3392

AMENDED JANUARY 25, 1992: ORDINANCE 3554



MASTER PLAN
ALEXANDRIA, VIRGINIA

ALEXANDRIA WEST

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor James P. Moran

Vice Mayor Patricia S. Ticer

Kerry J. Donley

William C. Cleveland

Lionel R. Hope

T. Michael Jackson

Redella S. Pepper

CITY MANAGER

Vola Lawson

PREPARED BY:

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Staff:

Sheldon Lynn, Director

Larry Grossman, Chief
Comprehensive Planning

Principal Author:

Kimberley Johnson

Design Analysis and Graphics:

Van Slaymaker

JUNE 1989

REVISED ALEXANDRIA WEST

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

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Vice Mayor William C. Cleveland

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Lonnie C. Rich

David G. Speck

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Adopted by City Council

JANUARY 1992

TABLE OF CONTENTS

Purpose of Plan

Background and Issues

Description of The Area	1
Demographic Background	1
Existing Land Use	4
Zoning	7
Economic Activity and Development Trends	10
Transportation	15
Urban Design	19
Policy History	21
Issues	24

Goals and Recommendations

Goals and Objectives	26
Land Use Recommendations	27
Zoning Recommendations	35
Heights	42
Urban Design Recommendations	42
Transportation Recommendations	49

LIST OF MAPS

1.	Study Area	2
2.	Existing Land Use	5
3.	Major Development/Redevelopment Sites	13
4.	1974 Major Thoroughfare Plan	16
5.	1987 intersection Levels of Service A.M. Peak Hour/P.M. Peak Hour	18
6.	1974 Land Use Plan	28
7.	Land Use Concept	29
8.	Proposed Land Use	30
9.	Proposed Land Use Concept	32
10.	Existing Zoning	36
11.	Proposed Zoning	37
12.	Proposed Zoning Changes	38
13.	Existing Height Limits	43
14.	Proposed Heights	44
15.	Proposed Height Changes	45
16.	Stone Tract Site	47
17.	Winkler Tract	48

LIST OF TABLES

1.	Population Characteristics	1
2.	Employment	3
3.	Existing Land Use	4
4.	Existing Zoning	8
5.	Development Rights Under Existing Zoning on Key Parcels	10

PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1974 Consolidated Master Plan for the Alexandria West area and to adopt a 1988 Alexandria West Area Plan as part of the city's new Master Plan. The 1988 Plan, once adopted, will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the Alexandria West area.

ORGANIZATION AND CONTENTS

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

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

PLANNING PROCESS

This plan has been developed in consultation with citizens, property owners and community and business groups, through meetings which included review of existing conditions and trends in the Alexandria West area, identification of issues, review of the 1974 Master Plan and review of plan recommendations.

The final draft of this plan will be sent to the Master Plan Task Force for review and to the Planning Commission and City Council for review and adoption. Once approved, the plan will be referred to the Zoning Task Force for input into the City-wide zoning code revision effort. Based on the approved plan and revised zoning code, the City will proceed with implementing appropriate rezonings in the area.

DESCRIPTION OF THE AREA

The Alexandria West area is located in Planning District III, west of Shirley Highway (I-395) and bounded to the north, west and south by Fairfax and Arlington Counties. (See Map 1)

The Alexandria West area was annexed from Fairfax County in 1952. At the time of annexation, the area was relatively undeveloped, with only 950 housing units on its 1217 acres. Most of these units were single-family homes concentrated in the Lincolnia Hills and Dowden Terrace areas along the Fairfax County boundary. Except for a few neighborhood oriented service stores along King Street, there were no commercial or industrial uses within the area. After annexation, especially during the sixties and seventies, the Alexandria West area experienced a tremendous amount of residential development, primarily garden and high-rise apartment units.

Almost all of the commercial development in the area has been built in the last ten years. The commercial development has focused along the King Street and Duke Street corridors at the northern and southern ends of the study area. The Duke Street commercial, immediately accessible from I-395, is at moderate densities and includes hotel, retail and office use. Development along King Street is also at medium to high densities, with office uses dominating. A third focus of commercial development in the area is on the Winkler site south of Seminary Road along Beauregard Street. Office development on this tract is surrounded by a large amount of open space, resulting in very low density development even though scales of some individual buildings are high.

DEMOGRAPHIC BACKGROUND

Population

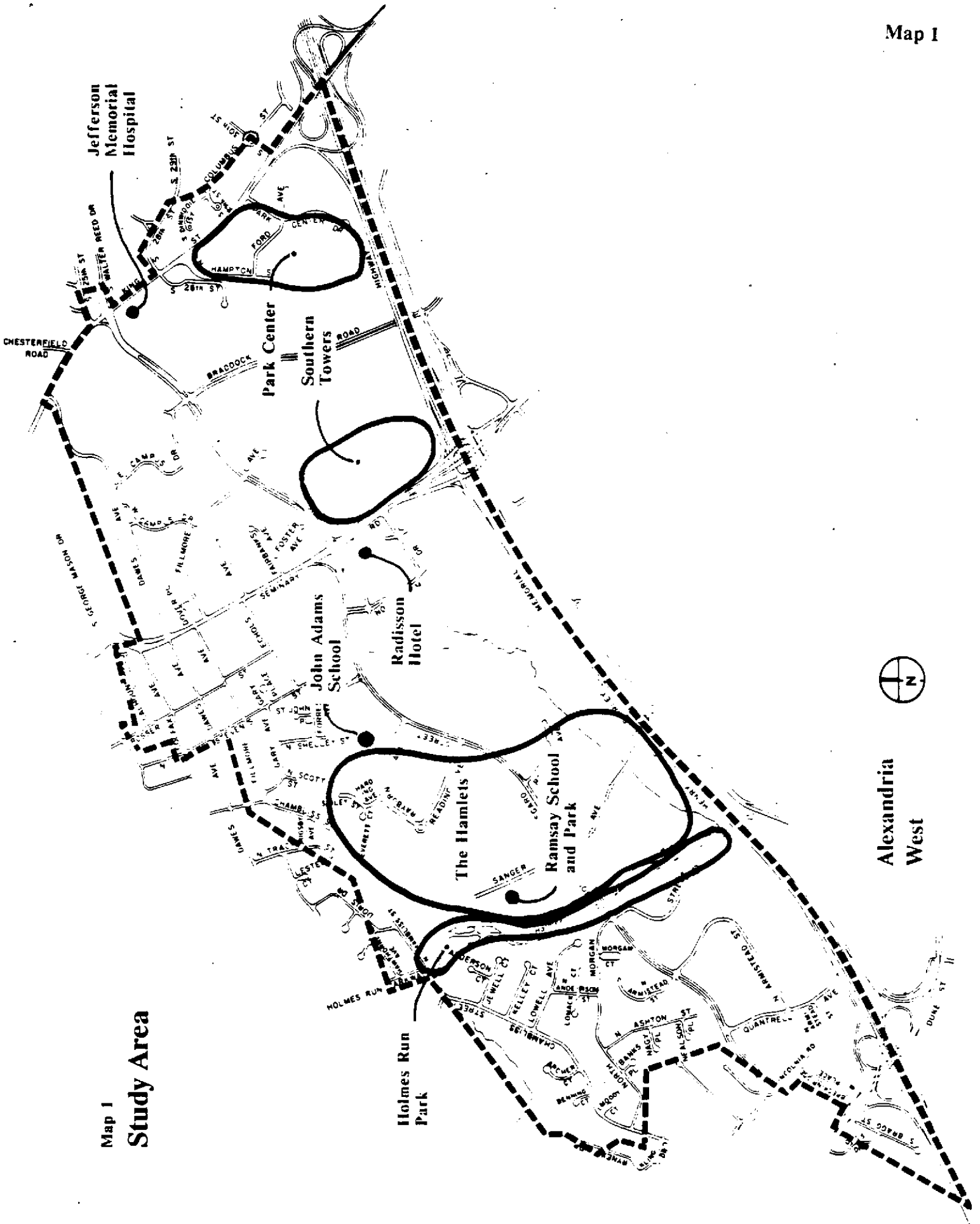
The 1985 population of the Alexandria West area was 19,578, up 3,164 people (over 19 percent), from 16,414 in 1970. (See Table 1.) This substantial increase in population occurred during a period when the total population of the City declined. The population growth is attributable to the construction of almost 3,300 housing units in the Alexandria West area from 1970 to 1985 and also reflects the Alexandria West area's low residential vacancy rate, 1.8 percent, in 1985.

Table 1

POPULATION CHARACTERISTICS Alexandria West Area

	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Population	16,414	18,904	19,578	19,965	21,226
% of City Population	14.8%	18.3%	18.0%	18.2%	19.0%
Housing Units	7,535	10,374	10,822	11,239	12,275
% of City Housing Units	17.0%	19.9%	19.3%	19.6%	20.0%
Households	7,348	10,164	10,622	11,030	12,037
Housing Vacancy Rate	2.5%	2.0%	1.8%	1.9%	1.9%
Average Household Size	2.23	1.86	1.84	1.81	1.77

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



Map 1
Study Area



Alexandria
West

Given the availability of additional residential sites in the Alexandria West area, the area's population is expected to continue to grow, reaching approximately 21,200 people by the year 2000. With population growth in the Alexandria West area far exceeding growth in other parts of the City, the Alexandria West area's share of the total City population is expected to have increased from 15% in 1970 to almost 20% by the year 2000.

Employment

An estimated 6,851 people worked within the Alexandria West area in 1985, including self employed persons. This reflects a 122 percent increase in employment in the area from 1976, when the number was 3,090 (Table 2). During the same period, employment in the entire City increased by only 49 percent.

The greatest growth in employment in the Alexandria West area during the 1975-85 period was within the service sector, with an increase of over 200 percent from 1,225 to 3,713 service jobs. The retail/wholesale and government employment sectors also grew substantially in the Alexandria West area during the 1975-1985 period.

Table 2

**EMPLOYMENT
Alexandria West Area**

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>%Change</u>
Industrial	333	518	69	-79.3%
Wholesale/Retail	305	385	580	+90.2%
F.I.R.E.	418	574	380	-9.2%
Services	1,225	2,296	3,713	+203.1%
Federal/State/Local	621	504	1,877	+199.0%
Self Employed	188	366	252	+34.0%
Total	<u>3,090</u>	<u>4,643</u>	<u>6,851</u>	<u>+121.7%</u>

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

Major commercial sites are still available for development in the Alexandria West area, and employment is forecasted to grow at even a faster rate during the 1985-2000 period than in the previous fifteen years. The number of employees in the area is forecasted to grow to over 19,000 people by the year 2000. This is a 175 percent increase and is nearly twice the rate of growth forecasted for the entire City during the 1985 to 2000 period.

Summary -- Demographics

- o The Alexandria West area has experienced population and employment growth substantially greater than the City average over the past decade.
- o With large vacant tracts suitable for both commercial and residential development, population and employment rates are expected to continue to grow faster than the rest of the City.

EXISTING LAND USE

Excluding street and alley right-of-ways, the Alexandria West area study area includes approximately 910 acres of land, with a mix of uses. (See Table 3.) Residential uses predominate. Generally, the non-residential uses are concentrated along King Street, Duke Street, and the western half of the Seminary Road/Beauregard Street intersection. (See Map 2.)

Table 3

EXISTING LAND USE Alexandria West Area

Land Use	Sq. Ft.	Acres	% of Total
Industrial	335,412	7.7	0.7%
Commercial	2,950,627	67.7	7.4%
Residential	21,273,308	487.0	53.7%
Institutional	4,772,739	109.6	12.0%
Open Space/Recreational	2,946,227	67.6	7.4%
Vacant	<u>7,415,323</u>	<u>170.2</u>	<u>18.7%</u>
Total	39,632,067	909.8	100.0%

Residential Land Use

The Alexandria West area is predominately residential, with 54 percent (487.0 acres) of the total land area developed in residential uses. These uses range in density from low to high and include a mix of housing types. The estimated total number of housing units in the area in 1985 was 10,822. This number reflects a dramatic increase, over 30 percent, in dwelling units since 1970.

Low density single family detached housing is located primarily in the Dowden Terrace and Lincolnia Hills neighborhoods, west of Beauregard Street.

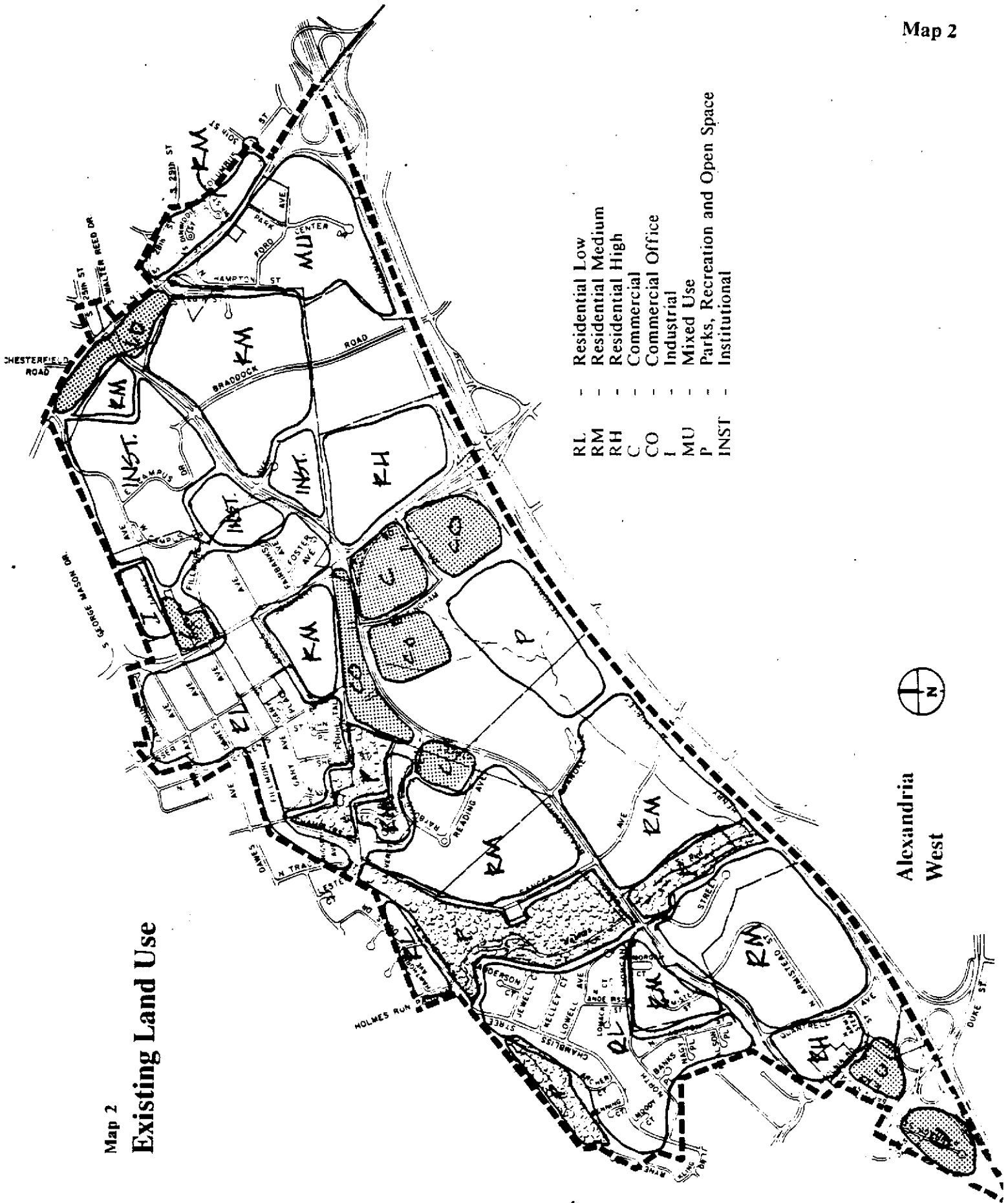
Medium density garden apartments and townhouses are scattered throughout the study area. Toward the north are the Larchmont Village, Newport Village and Fairlington garden apartments. Moving southward along Beauregard near Seminary Road there are the Seminary Heights and Seminary Park townhouse projects, along with several smaller townhouse developments. Further south along both sides of Beauregard are the Hamlet Hills, Hamlet West and Hamlet East garden apartments and the Saxony Square, Overlook Gardens and Mayflower units.

The high density residential development is concentrated at the northern and southern ends of the study area; to the north are the Park Center apartments and Southern Towers. Toward the south are the Holmes Run, Seasons, Tower 2000 and Bragg mid and high rise residential buildings.

Commercial Land Use

Commercial uses cover about 7.4 percent (67.7 acres) of the land area in the Alexandria West area. The commercial uses are concentrated along King and Duke Streets, at the northern and southern ends of the study area, and south of the Beauregard Street/Seminary Road intersection. Commercial uses include high-rise and townhouse office, hotels/motels, and supporting and neighborhood serving retail and services.

Map 2
Existing Land Use



- Residential Low
- Residential Medium
- Residential High
- Commercial
- Commercial Office
- Industrial
- Mixed Use
- Parks, Recreation and Open Space
- Institutional

RL
RM
RH
C
CO
I
MU
P
INST



Alexandria
West

In total, there is approximately 1.8 million net square feet of office space in the study area. Much of this office space has been built in the past five years, and much of this space is included within two large mixed use developments: Park Center and the Winkler Development. Park Center has about 695,000 net square feet of office space and the Winkler office development includes 730,000 net square feet of office space.

The Radisson Mark Plaza Hotel is located in the study area, on the Winkler tract at the southwest corner of Beauregard Street and Seminary Road. It has 500 rooms in a 30 story structure and is Alexandria's largest hotel and tallest building. Along Duke Street, there is the 150 room, mid-rise Quality Inn and the 200 room low-rise Days Inn.

The commercial retail uses in the area are concentrated along King Street, in the Clermont Shopping Center and Summit Plaza, and in the Hamlet Shopping Center on Beauregard Street. Other retail uses are scattered throughout the Mark Center office development and toward Duke Street.

Industrial Uses

There is only one industrial use in the study area, the Coca-Cola bottling plant located along Dawes Avenue, north of Seminary Road. This facility covers 0.7 percent of the study area (7.7 acres).

Institutional Land Uses

Hospitals, schools and other institutional uses cover 12.0 percent of the study area (109.6 acres).

The largest institutional use is the Alexandria campus of the Northern Virginia Community College, which covers over 50 acres and is located toward the northern end of the study area off of Dawes Avenue. Phase I and II of the planned campus are complete, and include about 300,000 gross square feet of space located in four main buildings, with a small amount of additional maintenance and storage space located in several small buildings and temporary trailers. A performing arts center, 50,000 sq. ft. in size, is tentatively planned for the campus in the near future. It would be located south of Dawes Avenue on East Campus Drive, near the existing Bisdorf building. In conjunction with development of the Performing Arts Center, structured parking may also be built on land now used for surface parking along Dawes Avenue next to the Coca Cola Plant. The master plan for the campus also calls for three additional buildings located toward the center of the campus near existing buildings. Although these additional buildings are envisioned in the long term, none are funded and none are likely to be built in the next five to ten years.

Other institutional uses include the Jefferson Memorial Hospital on King Street and the John Adams and William Ramsey Elementary Schools.

Parks and Open Space

Open space and parks cover about 7.4 percent (67.6 acres) of the study area and includes the Winkler Botanical Preserve, the Dora Kelly Nature Park, the Rynex Nature area and the Holmes Run Park. Another 26 acres of park land is currently provided by the Winkler family in the Winkler Botanical Preserve.

Vacant Parcels

The Alexandria West area has 170.2 acres of undeveloped land, 18.7 percent of the total land area. Much of the vacant land is in two key areas: the Winkler Development off of Beauregard between Seminary Road and Holmes Run, and the Stone Tract, on the north side of Braddock Road just west of I-395. The vacant land within the Park Center development has approved concept plans for high-rise office and residential development. The vacant Stone Tract, bounded by medium rise residential to the west and I-395 to the east and high rise residential to the north and south, has a proposed plan for 1.8 million square feet of office and 360 dwelling units. The vacant portion of the Winkler Tract has been subject to numer-

ous master plan processes by the Mark Winkler Company. Their most recent plans for the 104 vacant acres include 2.8 to 3.8 million square feet of office over the long term, with 30-40 acres being reserved as a nature park.

Toward Duke Street, at the southern end of the study area, there are two smaller vacant parcels. The 3.1 acre Skypointe parcel, located on Lincolnia Road at the southbound ramp from I-395, has been the proposed site of high density office and/or residential in the past year. Neither proposal was approved by the City. The largely vacant 3.0 acre site on Breckenridge Place south of Lincolnia Road had an approved site plan for 390,000 sq. ft. of office space which has expired.

Another vacant parcel, 3.8 acres at the southwest corner of Beauregard Armistead Streets was the site of proposed high-rise residential in the 1970s. Although approved, the project was never built and the approval has expired. This site is surrounded by low-scale medium density residential uses.

Summary -- Land Use

- o Residential land use predominates in the Alexandria West area and includes the full range of housing types and densities, from low density single family neighborhoods to high-density high rise residential areas.
- o Commercial uses are focused near King and Duke Street, and on the Winkler Tract.
- o A substantial amount of vacant land in large tracts is available for development.

ZONING

Almost three-fourths (70.9 percent) of the Alexandria West area is zoned for residential uses. Of the remainder, less than one percent is zoned for industrial, about 5 percent is zoned for mixed use and the remaining 23.8 percent is zoned for commercial. In all, the Alexandria West area has 14 different zoning classifications. (See Table 4.)

Residential Zoning

There are significant amounts of both single family and multi-family residential zoning within the Alexandria West area: multi-family residential zoning covers 41.8 percent of the land area, and single-family residential zoning covers 29.1 percent of the land area.

RA is the most prevalent type of multi-family zone, covering 25.7 percent of the total land area in the Alexandria West area. RA is a medium density residential zone which allows single and multi-family units at densities up to 27.23 units/acre. The RA zoning is located on most of the Hamlet residential development sites, the Newport and Larchmont Village sites, the Fairlington Village development and on much of the Northern Virginia Community College Campus. About 14 acres of the 104 acre vacant Winkler holdings are zoned RA, including three of the eighteen acres deeded to the Botanical preserve for use as park land. A small amount of RB zoning, allowing the same density as RA (27.23 units/acre) but also townhouse development, is located primarily on Seminary Heights and Seminary Parks townhouse developments.

RC is the second most prevalent multi-family zone, covering 12.8 percent of the total study area. The RC zone allows considerably higher densities than RA and RB, 54.43 units/acre. The RC zoning is located on the Mayflower, Overlook, Tower 2000 and Fountains units at the southern end of the study area, and on the Hamlet Hills and Hamlet North residential developments. Many of the projects with RC zoning have been developed at densities considerably less than that allowed under the zoning.

There is a small amount of RT multifamily, a very low density townhouse zone allowing 9.12 units/acre, along the western end of Seminary Road and toward the southern end of Beauregard Street on the Beauregard Heights development.

Table 4

**EXISTING ZONING
Alexandria West Area**

		<u>Sq. Ft.</u>	<u>Acres</u>	<u>% of Total</u>
Industrial:	I-1	274,070	6.3	0.7%
Commercial:	C-1	24,816	0.6	0.1%
	C-1-B	108,900	2.5	0.3%
	C-2	8,681,508	199.3	21.9%
	C-2-B	607,439	13.9	1.5%
	C-O	1,875,130	43.0	4.7%
Residential	RA	10,193,040	234.0	25.7%
	RB	618,038	14.2	1.6%
	RC	5,079,233	116.6	12.8%
	RT	677,993	15.6	1.7%
	R5	22,116	0.5	0.1%
	R8	948,005	21.8	2.4%
	R12	9,268,743	212.8	23.4%
	R20	<u>1,252,836</u>	<u>28.8</u>	<u>3.2%</u>
Total:		39,632,067	909.8	100.0%

The R-12 single family zone covers 23.4 percent of the total area and allows single family dwelling units at densities up to 3.63/acre. Other single family zones in the area are R20, R8 and a very small amount of R5. These zones allow 2.18, 5.45 and 8.71 units/acre, respectively. The single family zoning is concentrated west of Beauregard Street, adjacent to the Fairfax County border in the Dowden Terrace and Lincoln Hills neighborhoods.

Commercial Zoning

There are five commercial zones within the Alexandria West area: C-1, C-1-B, C-2, C-2-B and CO.

C-2 zoning dominates by far, covering 21.9 percent (199.3 acres) of the total land area. C-2-B, which is essentially the same zone, covers an additional 14 acres. The C-2 and C-2-B zones allow commercial development at densities up to a 3.0 floor area ratio and heights up to 150 feet. They also allow residential development at densities up to 54.45 units/acre. The largest block of C-2 zoning covers a section of the Winkler holdings, focused around Beauregard Street and Seminary Road. Existing development on this C-2 zoned land includes the 730,000 square feet of Winkler office development, the Hamlet retail center and the Southern Towers high rise residential complex. About 90 of the 104 acres of vacant Winkler holdings are zoned C-2, including most of the 25 acres leased to the Nature Preserve.

Adjacent to the Winkler Southern Towers development, most of the vacant Stone Tract is zoned C-2 and C-2-B commercial, allowing development at densities up to a 3.0 floor area ratio. However, the C-2-B section of Stone Tract, north of Braddock Road, was rezoned from RC to C-2- B in 1981 on the condition that development not exceed a 1.5 floor area ratio, rather than the 3.0 normally allowed by C-2.

The rest of the C-2 and C-2-B zoning in the area is located at either end of the study area, generally along King and Duke Streets. Along King Street the C-2 zoned land contains office, retail, a high-rise residential building, and the Jefferson Memorial Hospital. Little C-2 or C-2-B land is left for development along King Street.

Along and near Duke Street, the C-2 zoned parcels are the site of the Bragg office building and Bragg high-rise apartment building/residential hotel. Fifteen units of scattered site public housing are also located on the C-2 land south of Duke Street. On the northern side of Duke Street, the C-2 zoned land includes a motel, a cemetery and some retail/service uses. In this general area, but not directly accessible from Duke Street, there are two three acres parcels which are zoned C-2.

The CO commercial office zone covers 4.7 percent (43 acres) of the Alexandria West area's total land area. The CO allows for commercial and residential development at densities up to a 2.0 floor area ratio for commercial and a .75 floor area ratio for residential. It provides for heights up to 150 feet or "unlimited" heights on Planned Developments. This zone was designed for sites of two acres or more to encourage large-scale office, commercial and residential complexes under a unified and approved development plan and to offer developers flexibility in site layout and design, while at the same time providing for ample open space and green areas and maximizing the use of off-street parking facilities. The largest CO zoned site is Park Center, a high-rise office and residential project located south of King Street just west of I-395. CO zoning is also located on the Mark Radisson Plaza Hotel site, on the Winkler tract at the corner of Beauregard and Seminary Roads. The final CO zoned site in the study area is located along Lincolnia Road and is the site of a midrise office building and a U.S. Post Office.

Less than one percent of the land area in the Alexandria West area has C-1-B or C-1 zoning which allow for low density neighborhood serving commercial development, up to a 1.0 floor area ratio and heights of 150 feet. In addition C-1 allows residential development at densities up to .75. The small amount of C-1 zoning is on the site of the bank north of King Street at 28th Street, and on the site of the medical town-house- offices along Seminary Road at the intersection with Dawes Avenue.

Industrial Zoning

There is only one site zoned industrially in the Alexandria West area. Part of the Coca-Cola site at the northwest corner of Seminary Road and Dawes Avenue, about 6 acres, is zoned I-1 commercial, allowing commercial and industrial development at densities up to a 2.5 floor area ratio and heights up to 150 feet.

Theoretical Development Potential

Table 5 shows the theoretical amount of development which is allowed under existing zoning on the six largest developable tracts in the Alexandria West area (Map 3). Assuming that residentially zoned land is developed in residential uses and commercially zoned land is developed in commercial uses, the zoning rights on these six tracts amount to 15.2 million square feet of office space and 995 dwelling units. This is over eight times the 1.8 million square feet of existing office space in the area, and does not include 600,000 sq. ft. of approved office space at the Park Center and Winkler developments.

Table 5

**DEVELOPMENT RIGHTS UNDER EXISTING ZONING ON KEY PARCELS
Alexandria West Area**

	Parcel Size (Acres)	%Zoned Commercial	Maximum F.A.R./ D.U.s/Acre*	Maximum Commercial Development (Sq. Ft.)**	Maximum Residential Development (Units)**
1 Winkler Tract	103.9	86.6%	3.0/27.23	11,761,200	378
2 Stone Tract	32.8	77.8%	3.0/54.45	2,445,885	400
3 Coca-Cola Site	8.8	60.7%	2.5/3.63	232,536	10
4 Armistead/Beauregard	3.8	0.0%	--/54.45	0	207
5 Skypointe Site	3.1	100.0%	3.0/--	408,921	0
6 Tandem Site	3.0	100.0%	3.0/--	386,982	0
Total	155.4	81.7%		15,235,524	995

* Maximum F.A.R. for commercial zoning and maximum dwelling units per acre for residential zoning on parcel.

** Assumes commercially zoned land developed in commercial space and residentially zoned land developed in residential units at maximum densities allowed under existing zoning.

Summary -- Zoning

- o Zoning within the Alexandria West area is predominantly residential.
- o Almost all of the commercially zoned land is zoned C-2 or C-2-B which allows for very high density, high scale development.
- o Seventy-eight percent (121.6 acres) of the vacant and developable land in the Alexandria West area is zoned C-2 or C-2-B for high density development.
- o Existing zoning on the five largest commercially zoned vacant parcels would allow up to 15.2 million square feet of development.
- o Several existing medium density residential developments are located on tracts with high density residential zoning; likewise, some high density residential uses are located on tracts with commercial zoning.

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

The Alexandria West area has experienced a considerable amount of development in the past. Through the fifties and sixties, into the seventies, most of the development within the area was residential, with garden apartments and high-rise units being built. In the last decade, most of the new development in the area has been commercial. With almost 170 acres of vacant land available for development, there is substantial potential for additional development. Most of this vacant land is either in very large parcels or is assembled under one owner in larger tracts.

Recent and Approved Development

King Street Area

One of the larger recent developments in the study area is the office, residential and retail mixed use Park Center project, south of King Street on North Hampton and Park Center Drive. This 40.9 acre tract, part of the Stone Estate, was rezoned from RC and C-2 to the CO zone in 1985. The master plan for the project provides for the development of 1,464 residential units and 1,227,000 net square feet of commercial space in predominately high-rise structures. To date, 578 dwelling units, 695,000 square feet of office space and 65,000 square feet of service and retail space have been built on the site. Another 342 dwelling units and 185,000 net square feet of office are currently under construction.

In addition to the office space at Park Center, another 356,000 gross square feet of office space have been built on other sites along King Street in the past decade. This office space includes the Alexandria West townhouse project and the Alexandria Financial Center and Summit Center buildings. It also includes an addition to Jefferson Memorial Hospital and the construction of a medical office building adjacent to the hospital.

Also along King Street, at the interchange with I-395, the Wyndham high-density garden apartment residential project was approved by the City in 1988. Construction is expected to begin on this 482 unit project in the near future.

Duke Street Area

Development in the past ten years in the Duke Street area has included the 200 room Days Inn and the 150 room Quality Inn, both south of Duke Street. Also south of Duke Street, the 48,000 sq. ft. Bragg office building was completed in 1985. The Alexandria Redevelopment and Housing Authority constructed 15 units of scattered site public housing on Bragg Street, south of Duke Street.

The Winkler Tract

Within the study area, the Winkler Family and related entities own about 278 acres of contiguous land in the area south of Seminary Road, east of I-395 and north of Holmes Run, almost one-third of the entire Alexandria West Study area. Development on this tract includes Hamlet garden apartments, the Hamlet Shopping Center, the Mark Radisson Plaza Hotel and almost 730,000 square feet of office space. About 18 acres have been deeded to the Winkler Botanical Preserve, for maintenance as a nature park, and another 25 acres are currently leased by the Winklers to the Preserve for use as parkland. In the past, the Winkler Family has gifted about 18 acres to the City for Ramsey School, Holmes Run Park, public tennis courts and Beauregard Street. The Winklers are also the co-owners and developers of the 2,500 unit Southern Towers high-rise residential complex, north of Seminary Road.

The residential and most of the retail development within the Winkler tract was largely completed by the mid-1970s. In the past decade, commercial development has prevailed.

The Radisson Mark Plaza Hotel, on the main site at the intersection of Seminary Road and Beauregard Street, was built in 1985. With 500 rooms in a 30 story structure, the Radisson is the City's largest hotel and tallest building. Office development began on the Winkler Tract in 1978. The first phase of office development included five low and mid-rise buildings with surface parking at a very low overall density. These first office buildings were located north of Beauregard Street. Development of the main site, south Beauregard Street, began in 1980. Two mid-rise office buildings with a combination of structured and surface parking were built just off Beauregard Street on the main site in 1980-1981. The first high-rise office building was completed in 1986 and was located near the intersection of Seminary Road and I-395. A second high-rise office building is approved for the main site, near the existing mid-rises. Including this planned high-rise building, the Winkler tract has almost 1 million square feet of office.

Other

Several residential townhouse projects have been built in the Alexandria West area within the past fifteen years. The Seminary Park and Seminary Heights projects are located just north of the Seminary Road and Beauregard Street intersection and have a total of 198 units. The Beauregard Heights and Beauregard Manor projects are located along Beauregard Street at North Morgan Street and have a total of 136 units. All are at low densities, 9-13 dwelling units/acre.

The Alexandria Housing and Redevelopment Authority has built 40 public housing units scattered amongst three different sites, on 28th Street, Sanger Avenue and Bragg Street.

Potential Development and Redevelopment Sites

There are several key vacant tracts in the Alexandria West area which are likely to be developed. The two largest sites are the vacant portion of the Winkler Tract and the Stone Tract. But there are also several smaller sites with a substantial amount of development potential, including the Coca-Cola site, most of the parcels in the area north of Duke Street and south of Quantrell Road, and the vacant parcel at the corner of Beauregard and Armistead.

Winkler Tract

As noted above, the 278 acre Winkler Tract (excluding the Southern Towers site which the Winkler Corporation only co-owns) is partially developed in residential, retail, office and hotel uses. The existing residential development, about 2,300 units, covers 45 percent of the Winkler Tract. Another 17 percent of the tract is developed in the commercial uses, including over 100,000 sq. ft. of retail space, 730,000 sq. ft. of office and 500 hotel rooms.

There are 104 acres on the Winkler tract which remain vacant. The C-2 and RA zoning on this tract would allow for development of 11.7 million square feet of commercial development and 378 residential units.

Of these 104 acres, 18 are now deeded to the Winkler Botanical Preserve for maintenance as parkland. In addition, the Winklers currently plan to deed an additional twenty to thirty acres to "the Preserve for perpetual park use and scientific study . . . as part of the continuing development of Mark Center."

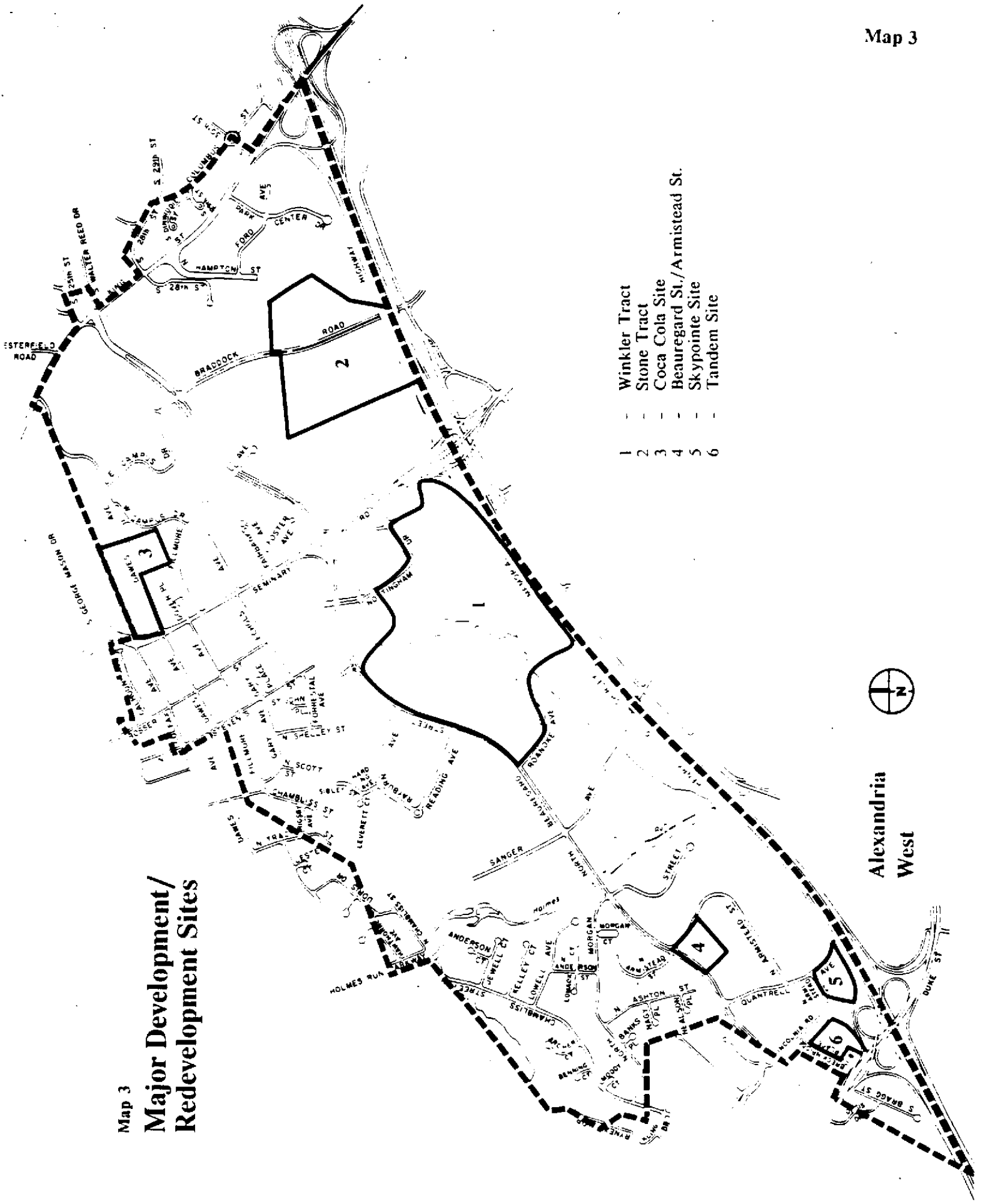
The remaining area, that likely to actually be developed, includes about 60 acres and is located on two separate plateaus that are divided by the valley that runs through the Winkler tract from north to south. The first site, located south of Beauregard Street between Roanoke Avenue and an area developed by the Winklers at the southwest corner of Beauregard and Nottingham Drive, contains approximately thirty acres, about nine of which are zoned residential and 21 of which are zoned C-2. The second site, which is also approximately 30 acres, is zoned C-2 and is located near the intersection of I-395 and Seminary Road.

Primary access to the site is I-395 via Seminary Road. Beauregard Street provides access from King and Duke Streets.

Stone Tract

The Stone Tract is a vacant 33 acre site, located on both sides of Braddock Road, just west of I-395, with access to King Street via North Hampton Drive. Most of this site is zoned C-2-B with proffers and C-2; there is a 7.3 acre section of RC zoning along the south side of Braddock Road. These zones allow for the development of about 2.4 million square feet of office space and 400 dwelling units on the site. A proposal for 1.8 million square feet of office space and 360 dwelling units has been submitted by the owners.

**Map 3
Major Development/
Redevelopment Sites**



The Stone Tract is surrounded by residential development. The high-rise residential component of the Park Center mixed use development is immediately to the tract's north. To the west of the tract, on the north side of Braddock Road, is the Newport Village garden apartment project. To the west of the project, on the south side of Braddock road is part of the Hermitage Hill garden apartment project and the planned site of a small number of scattered site public housing units. Adjacent to the tract, to the south, is the high density Southern Towers residential development.

Access to this site is very poor, compared to other potential development sites within the City. Major access to this site will be from King Street via North Beauregard Street and North Hampton Drive, and from Seminary Road via Beauregard Street. There is no access to I-395 at Braddock Road.

Coca-Cola Site

The Coca-Cola site is a 8.8 acre site located at the Western edge of the City on Seminary Road and Dawes Avenue. Development activity in the area, including the adjacent Skyline development, and increased land values make redevelopment of this site likely in the future. Sixty percent of the site is zoned I-1 industrial, which allows commercial and industrial development up to a 2.5 floor area ratio and heights up to 77 feet by right. The remainder of the site is zoned R-20 and R-12, single family residential. Considering only the development of the industrially zoned part of the parcel, a maximum of about 580,000 net square feet of commercial space could be built on the site by right under the existing zoning.

This site is in two parcels and is separated by Dawes Avenue. To the east of the site are surface parking lots of the Alexandria Campus of the Northern Virginia Community College. South of the site is the Seminary Village medical townhouse complex. Across Seminary road to the west is the single family Dowden Terrace residential area. Directly adjacent to the north, in Fairfax County, is a Build America low scale flex space project, primarily used for retail. Just beyond the Build America buildings is the high density, high-rise residential and commercial Skyline project.

Other Parcels

Within the Area bounded by Duke Street, I-395, Quantrell Avenue, Lincolnia Street and Breckenridge Place are a number of parcels likely to develop and/or redevelop. These parcels form two main sites, each with about 3 acres. The first consists of one parcel adjacent to I-395 just south of Quantrell Avenue and Lincolnia Street. This 3.1 acre parcel was the site of a proposed high density office building and, subsequently, a second proposal for high density residential development with CO zoning at 112 units/acre. Both proposals were rejected by the City. The second site is an assemblage of four largely vacant parcels under single ownership, off of Breckenridge Place. A 390,000 sq. ft. office project was approved for this site by the City in 1985, but the approval has since expired.

Both of these sites are zoned C-2, which allows for high density commercial development, with heights up to 150 feet and an F.A.R. up to 3.0. It also allows residential development up to 54.45 units per acre. Given the existing zoning, about 400,000 sq. ft. of office development or 165 dwelling units could be built on each of the sites.

These parcels both have extremely poor access. There is no direct access to Duke Street, Primary access into and from them is via Lincolnia Street to Beauregard and Duke Street. Almost direct access into the sites from I-395, via Quantrell is available only for southbound traffic on I-395. Neither Quantrell nor Lincolnia Road will be able to carry much traffic, even when lights are installed at their intersections with Beauregard Streets. Traffic will impact the Duke and Beauregard Street intersection, the most congested intersection in the area.

At the southwest corner of Beauregard Street and Armistead Street is a vacant steeply sloped 3.8 acre parcel with RC-multifamily zoning. This parcel is surrounded to the south and west by the Mayflower Square garden condominium projects. A plan for a high rise residential building was approved for this site

in the mid-1970s, but this plan has since expired. The existing RC zoning allows residential development up to a maximum of 54.45 units/acre, or a maximum of 206 units on this site.

Summary – Economic Activity and Development Trends

- o With the exception of Park Center, which has a large residential component, development in the Alexandria West area in the last decade has been mostly commercial.
- o Commercial development has ranged from very low to very high density, with the highest densities generally focused along King Street, moderate densities along Duke Street, and low densities (but high scales) on the Winkler Tract.
- o There are two very large sites, with predominantly commercial zoning, where development will occur: the 87 acre vacant section of the Winkler Tract and the 33 acre vacant Stone Tract.
- o Three other large vacant tracts are available for development: two commercially zoned three acre sites at the northwest corner of Duke Street and I-395, and the residentially zoned 3.8 acre site at the corner of Beauregard and Armistead Streets.
- o Development activity in the area and increased land values make likely the redevelopment of the 8.8 acre Coca-Cola site on Seminary Road at the Fairfax County. Sixty percent of this site is zoned I-1 with the rest in R-20 and R-12 zoning.

TRANSPORTATION

Street System

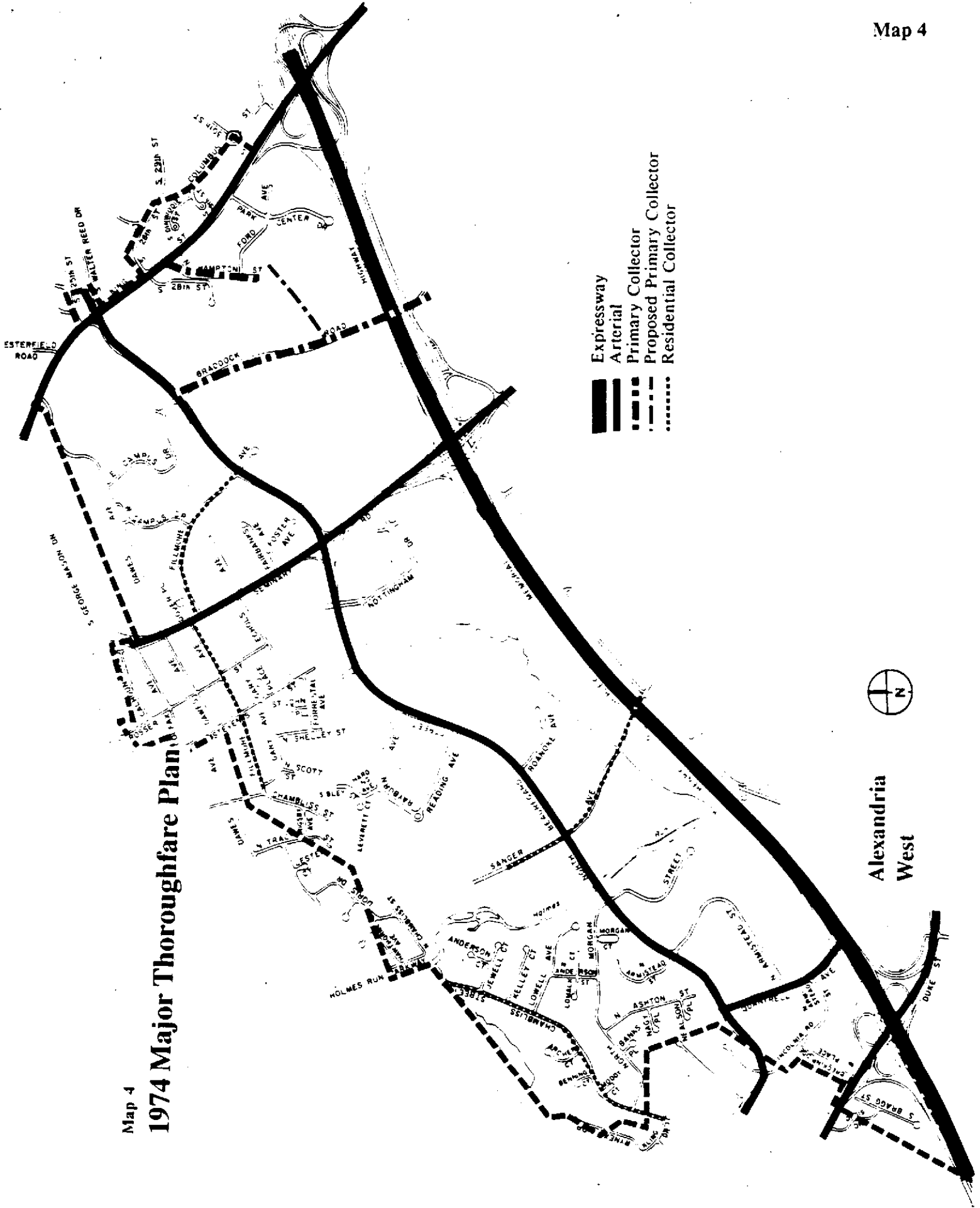
Although the Alexandria West area is a substantially residential area, the densities of both residential and commercial development at various locations generate substantial amounts of traffic. In addition, the area is bounded on three sides by heavily trafficked expressways and streets which also serve through traffic. The eight lane I-395 (Shirley Highway) north-south expressway bounds the area to the east, with interchanges at Duke Street, Seminary Road and King Street. The heavily trafficked King Street and Duke Street east-west arterials bound the study area to the north and south. Two other increasingly heavily trafficked arterials traverse the study area. Seminary Road runs east-west near the center of the study area, and Beauregard Street cuts through the center of the study area running north-south.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan for the Alexandria West area is shown on Map 4. This plan classified streets into these five categories: expressways, arterials, primary collectors, residential collectors and local streets.

The 1974 plan denoted I-395 (the Shirley Highway) as an expressway. King Street, Seminary Road, Duke Street and Beauregard Street were designated as major arterials. Two streets were designated as residential collectors: North Hampton Drive and Braddock Road. North Chambliss Road, Fillmore Street and Sanger Avenue were designated as residential collectors. In addition, the 1974 plan called for study of the intersections of Beauregard with King Street and Seminary Road. These intersections have been studied subsequently, and are discussed further in another section.

Map 4
1974 Major Thoroughfare Plan



- Expressway
- Arterial
- Primary Collector
- Proposed Primary Collector
- Residential Collector



Alexandria
West

Existing Traffic Flow

Map 5 shows estimated a.m. and p.m. peak hour levels of service in 1988 of all major intersections within the Alexandria West area. The level of service is a measure which is based upon amount of traffic, number of lanes and signal timings, and which indicates how good or bad traffic conditions are. An A rating is excellent, with no delays and traffic less than 60 percent of capacity; while at the other extreme are the E rating where traffic is over 90 percent of capacity and delays are extreme. The F rating describes intersections with badly jammed conditions resulting in unpredictable volumes of traffic being carried.

Most of the intersections along King and Beauregard Streets were operating at acceptable levels of service in 1988. The King Street/Beauregard Street intersection has the poorest level of service in the study area, at over eighty percent capacity; backups and delays are common. The Seminary Road/Beauregard Street intersection is at an adequate C level of service, but will become increasingly congested as development in the area occurs. The Beauregard Street/Sanger Avenue intersection was at D during the am peak, but recent widening of Sanger Avenue should improve that intersection. Directly outside of the study area, in Fairfax County, the Duke and Beauregard Streets intersection is operating at an F level of service during both the morning and evening peak hours.

Recent and Planned Capital Improvements

A number of street improvements are proposed and/or planned for the Alexandria West area. Most of the projects are related to intersections along Beauregard Street. Several other improvements are likely to be financed privately, in conjunction with development proposals.

Beauregard and King Street Intersection

In December 1987, the City Council approved a project to improve the King Street/Beauregard Street intersection. The project was in the State budget as of July 1, 1988 and construction is expected to begin in either 1992 or 1993.

The planned intersection improvement will widen King Street to six lanes between North Hampton Drive and the City limits, and will provide a diamond interchange between King and Beauregard Streets. King Street will be raised 5 feet and be signalized, with ramps to Beauregard Street. Beauregard Street will drop 15 feet and go under King Street. It will not be signalized and will have ramps to King Street. All movements will be possible. This plan will require the acquisition of right-of-way at the Fairlington development and at the southwest corner of the intersection, at the site of the Clermont shopping center.

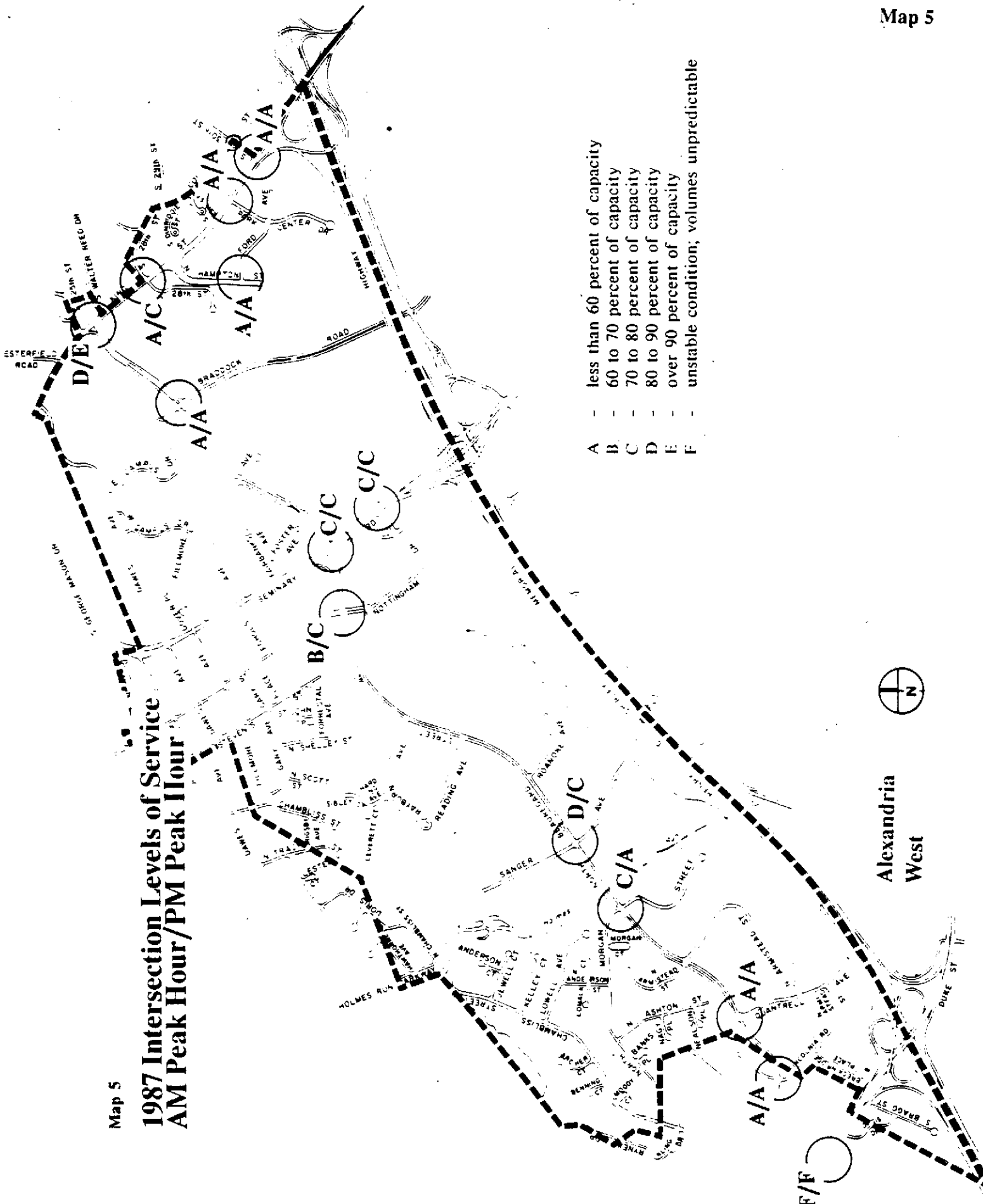
Beauregard Street Corridor Study

The Beauregard Street corridor, from Duke Street through Arlington County, is currently under study by the State. As part of this study, the intersection of Beauregard Street with Seminary road will be studied. After the study is completed, if it is determined that improvements are needed on this intersection, the State may then study it in more detail. Traffic studies have shown that this intersection will be at a saturated "F" level by 1993 if no improvements are made.

Also as part of this Beauregard Street Corridor Study, the Beauregard Street, Duke Street intersection will be studied by the State. Immediately outside of the City boundary in Fairfax County, the extremely congested condition of this intersection severely affects Alexandria traffic on Duke Street to east of I-395, as well as southbound traffic on Beauregard. Fairfax County has also undertaken an independent study of this intersection, including feasibility and design, in order to speed up the project process.

Map 5

**1987 Intersection Levels of Service
AM Peak Hour/PM Peak Hour**



Alexandria
West

Other Beauregard Street Intersections

The widening of Sanger Avenue from Beauregard Street to Van Dorn Street was recently completed. This widening is expected to improve the Beauregard Street/Sanger Avenue intersection flow. Further south, along Beauregard, the intersections of Beauregard Street with Quantrell Avenue and Lincolnia Road are unsignalized, making turns onto Beauregard difficult. These intersections will be signalized in conjunction with nearby development.

Privately Financed Improvements

In conjunction with development of the vacant Stone Tract, North Hampton Street will be extended through to Braddock Road, providing a connection to King Street. Signalization of the intersections of both Quantrell and Lincolnia with Beauregard Street is also anticipated in conjunction with nearby private development.

Summary -- Transportation

- o The study area is bounded and traversed by a number of heavily trafficked streets: the I-395 expressway and the King Street, Duke Street, Seminary Road and Beauregard Street Arterials.
- o Major points of congestion are found along Beauregard Street, at King and Beauregard and directly outside the area at Duke Street and Beauregard. Seminary Road and Beauregard, while currently not congested, is expected to be so by 1993 unless improvements are made.

URBAN DESIGN

The Alexandria West area is predominately residential and encompasses an extensive range of residential types, from the lowest density and scale to some of the highest densities and scales allowed.

There is a large area of low density single family residential located along the northwestern edge of the area, adjacent to the Fairfax County border. The single family neighborhoods extend in some areas as far south as Beauregard Street. Generally, large areas of moderate density and scale development, primarily garden-apartments but also some townhouses, surround the low density residential areas and provide a transition to areas of high density residential and/or commercial uses.

The single family areas should continue to be preserved and protected. The existing density of surrounding development works well as a buffer and should be maintained. Increases in density within the low density area itself should be discouraged.

Most of the commercial retail and office development are concentrated at the northern and southern ends of the study area, along King Street and Duke Street, and at along the southern half of the Seminary Road/Beauregard Street intersection. High density residential uses are located in these same areas, almost always directly adjacent to commercial uses and often provide a transition to the more moderate density residential areas.

Open Space Character

There are several areas, particularly along Beauregard Street, which are wooded, and developers such as Winkler have helped to maintain these areas with their interest in preservation. Winkler has donated parkland along Holmes Run to the City and has also reserved a large portion of their tract for a Botanical Park, scenic easements and natural buffers. This effort should continue and new developments should be encouraged to provide as much natural open space as possible.

Design Considerations for Major Development Sites

The Winkler Tract

This 278 acre tract contains approximately 104 acres of undeveloped land, south of Beauregard Street, west of Seminary Road. There are two key physically prominent features of the site: the amount of open space and the 30 story Radisson Mark Plaza Hotel. The vacant area is heavily wooded and 18 acres are currently deeded to the Winkler Botanical Preserve for use as a preserve and parkland. Another 25 acres are leased to the preserve for use as Parkland. The Radisson Mark Plaza Hotel, located at the southwest corner of Seminary Road and Beauregard Street, is almost immediately adjacent to the vacant portion of the tract. The hotel has become a landmark for the area, and forms a focal point in the area from almost every direction.

Development on the remaining portion of the Winkler tract should be sensitive to both of these physical features. The open space should be integrated into the proposed development. Pedestrian walkways and trails should also be used to connect development and to provide access into the open space for neighborhood residents.

Some transition or buffer will be needed between the existing residential development adjacent to the western end of the vacant area and new development. Additional residential uses, at higher densities, could be used to provide a transition between the existing garden apartments and the more intense commercial development on the rest of the site. The portion of the vacant area south of the Reading Avenue/Beauregard Street intersection is currently zoned for residential uses and most of this area could be used for the transitional residential uses. Open space could also be used as a natural buffer between the more and less intense uses.

The natural topographic features of the site should be preserved and development should be focused on the relatively flat plateau areas along Beauregard Street and near the intersection of Seminary Road and I-395. Development on both plateaus should seek to preserve, to the maximum extent practicable, trees and other natural features of the site.

The existing character of Beauregard Street, low density and relatively low scale with increasing heights possibly near Seminary Road, should be preserved. Very high heights are generally not appropriate along Beauregard Street, and heights along Beauregard should not exceed 77 feet. Additional heights, up to 150 feet, should be allowed as the setback from Beauregard increases, near the middle of the tract and in the area at I-395 and Seminary Road. Landscaping treatment along Beauregard should, at a minimum, reflect the concept which exists on the northern side of the street and should provide for screening and buffering of the development along the street.

Use of Beauregard Street to service the site should be kept to a minimum; commercial traffic should be focused on Seminary Road. Accordingly, the highest densities of development should be focused in the area at Seminary Road and I-395, with more moderate densities along Beauregard. Traffic impacts on the surrounding street should be minimized by creating an internal circulation system to handle as much traffic as possible. The Winklers have initiated an effort to establish a direct ingress ramp into the tract from the Seminary Road/I-395 Interchange. This proposal should be investigated further, and considered by the City.

Stone Tract

The Stone Tract contains approximately 33 acres and includes property on both sides of Braddock Road. The site is vacant and contains ample natural vegetation to screen Braddock Road from existing development. The topography varies quite dramatically on both parcels, sloping up from Braddock Road on both sides and then dropping at about 25 percent of slope to drainage ravines midway into the site.

Existing development on Braddock Road, toward Beauregard consists mostly of garden apartments. Toward King Street is the residential component of the Park Center high-rise mixed use project. Toward the south is the high-rise Southern Towers residential project.

The main access to the site will be Braddock Road, which serves mostly as a residential collector providing an east-west link for City residents. This road has low scale residential and park and open space on both sides. Where development exists it has been set back with natural areas or landscaped to provide a buffer. There will also be access to the site from Park Center and King Street with the extension of North Hampton Drive through to Braddock Road. Although I-395 bounds the property to the west, there is no direct access.

Because of site topography, development will be limited without substantial regrading and the installation of retaining walls. In recognition of the constraints of the site, access to the site and the existing character of development around the site, future development should be predominantly residential. Site accessibility does not justify major commercial development which would adversely impact the residential character of the area.

A buffer area should be provided along both sides of Braddock Road in the form of a scenic easement. Higher density development should occur along the eastern edge of the two sites, on the areas nearest I-395 and lower density development should be located adjacent to the moderate density Newport Village. Except for locally oriented service commercial, the southern site should be entirely residential. The remaining area north of Braddock Road should be at least 60 percent residential, with office-commercial nearest to North Hampton Drive and the high density commercial of Park Center. Residential access to the property should be from Braddock Road, with office limited to North Hampton Drive and connections to King Street. In order to preserve open space, as much parking as possible should be structured.

Summary -- Urban Design

- o Need to preserve open space areas on major development tract, particularly the Winkler Tract and to some extent the Stone Tract.
- o Need to preserve and protect the diverse mix of residential neighborhoods which range from low density single family areas to intense high rise complexes.
- o Need to coordinate the development of major development sites to ensure that development on these sites provides appropriate scale and density transitions to adjacent development and so that development on these sites does not overwhelm adjacent development in terms of traffic.

POLICY HISTORY

The area west of I-395 was annexed from Fairfax County along with the rest of Planning District III in 1952. The 1974 Master Plan for the City made general recommendations for Planning District III, including the Alexandria West area. These recommendations were to:

1. Uphold the present zoning pattern to maintain the character of existing single-family sections.
2. Encourage the provision of ample open space and of in-structure parking in future apartment developments.
3. Provide stream valley parks along Holmes Run and a pedestrian trail along the length of the Run from the western city limits to south of Duke Street.

4. Provide for housing for all income groups in future development and redevelopment of Planning District III.
5. Encourage consolidation of commercial development.
6. Discourage through traffic in residential neighborhoods.

The 1974 Plan also identified "Development Potential Sites" in the City and made specific recommendations regarding the future development of these key parcels. These "Development Potential Sites" included the vacant Winkler tract located south of Seminary between Beauregard Street and the Shirley Highway and the vacant Park Center/Stone Tract site located west of the Shirley Highway, south of King Street and along Braddock Road. Both of these key vacant sites were recommended for mixed use development, with the Winkler site being recommended for higher densities.

On the 1974 Long Range Land Use Plan Map for the City, most of the Alexandria West area was designated for residential uses, with low density residential predominating west of Beauregard and medium and high density residential predominating between I-395 and Beauregard. Land was designated for commercial uses at three locations within the Alexandria West area: along Duke Street, along the western half of King Street and a section along Beauregard, toward the center of the study area. The two key vacant parcels noted above, the Winkler Tract and the Park Center/Stone Tract, were designated for mixed use.

The 1975 Report of the Committee on Potential Growth Areas addressed development potential on the key development sites in the city, including the Winkler and Park Center/Stone Tracts within the Alexandria West area.

For the Winkler tract, the Committee on Growth considered a development scenario then foreseen by the Winkler Corporation: 70 percent elevator apartments, 25 percent office space and 5 percent retail. This development combination would have resulted in development of the tract with 6,000 dwelling units, 1.5 million square feet of office and 170,000 square feet of retail space. The Growth Report recommended that office space be limited to 1 million square feet on the site, primarily because of potential traffic problems. The report also recommended that the City seek to preserve as much of the tract as possible in undeveloped open space by promoting compact rather than sprawled development and that the City encourage the use of the CO zone in order to have some design control.

The other Alexandria West area development parcel analyzed by the Growth Committee was the Park Center/Stone Tract. For this tract, the Committee considered development of Park Center at the levels stated in the existing master plan for the project: 74 townhouses, 1390 elevator dwelling units, 450,000 square feet of retail space, 706,000 square feet of office space and a 330 room hotel. The remainder of the tract, the Stone Estate portion along both sides of Braddock Road, was considered for primarily residential development. Estimated development on that portion included 1750 elevator dwelling units, 54,000 square feet of professional office space and 19,000 square feet of service retail. The Growth Committee recommended the widening of King Street to six lanes between the City limits and the Shirley Highway in order to accommodate some of the traffic generated by the Park Center Development. The Committee also recommended that the City reduce the permissible heights and densities on the vacant areas (the Stone Tract on both sides of Braddock Road) to "prevent the emergence of another Park Center."

Rezoning

There have been several major rezonings in the Alexandria West area during the last decade. The major rezonings include the rezoning of a section of the Winkler Tract from C-2 to CO, the rezoning of the Park Center site from RC and C-2 to CO, and the rezoning of part of the Stone Tract from RC to C-2-B. The City has also rezoned several small residential parcels from single family zones to townhouse zones. An

attempted rezoning of the Skypointe parcel from C-2 to CO was denied by the City. These rezonings are described below.

Winkler Tract

In 1981, a 12.9 acre section of the Winkler Tract, at the southwest corner of Seminary Road and Beauregard Street, was rezoned from C-2 to CO in conjunction with the planned development of the 500 room Radisson Mark Plaza Hotel. The CO zoning provided flexibility in the layout of the hotel and also allowed for the additional height of the 30 story tower.

Park Center, Wyndham and King Street West Parcels

The 40.9 acre Park Center tract along the south side of King Street was rezoned from RC and C-2 to CO in 1985. The rezoning was requested primarily in order to provide flexibility in the siting of buildings and also to allow for parking reduction. This rezoning was in accordance with the Master plan for the site, which called for a mix of commercial and residential uses. The mixed use development proposed for Park Center under the CO zoning did not exceed the amount of development that had been possible under the previous RC and C-2 zoning.

Adjacent to Park Center, the smaller Wyndham parcel was rezoned from R-12 to CO zoning to allow for high density garden apartment residential development. The single family zoning was considered inappropriate for this site because of its location at the interchange of I-395 and King Street and the proximity of major commercial development.

Also adjacent to Park Center, the site of the King Street West townhouse office project was rezoned from RC to C-2-B to allow for development of that project.

Stone Tract

The portion of the Stone Tract north of Braddock Road was first considered for a rezoning from RC to C-2-B in 1981. That application was denied, with the Planning Commission citing the inadequate access for commercial development, the predominant residential nature of surrounding parcels, and the large amount of developable land already zoned for commercial development in the Alexandria West area. In 1982, a second application was made for the rezoning of the same section of the Stone Tract, and this time the rezoning from RC to C-2-B was approved, with proffers. Staff recommended the rezoning, agreeing with the applicant that there was little chance that residential units could be financed or marketed at that location, at that time. Proffers attached to the rezoning limited development on the parcel to a 1.5 F.A.R., provided for a scenic easement along the south side of the site, required that at least 90 percent of the parking be structured and required various transportation related improvements.

Skypointe Tract

In 1987, the owners of the Skypointe parcel located adjacent to I-395, south of Quantrell Avenue and North Armistead Road, requested a rezoning from C-2 to CO in connection with a proposal to develop a 350 unit, 165 foot building. The density of this proposed residential project was extremely high, 112 units/acre. The application was not approved because the very high density was considered inappropriate for the site.

Single Family to Townhouse Rezonings

In 1979, a 7 acre site on Seminary Road just north of Beauregard Street was rezoned from R-8 to RB zoning and development of a 79 unit cluster townhouse project was approved. This site was largely vacant, with a few single family dwellings. An adjacent 1 acre parcel was also rezoned from R-8 to RB about a year later, with approval for 16 additional townhouse units. These parcels were developed in the

Seminary Park I and II projects, at an overall density of 13.1 units/acre, which is a considerably lower density than the 27.23 units/acre allowed by the RB zone. The Seminary Park developments are located adjacent to the 108 unit Seminary Height units which are also at 13 units/acre. The Seminary Heights site was rezoned in 1973 from R-8 to RB for townhouse development. City policy, as reflected in the 1974 Master Plan, had been to preserve the existing single family areas in Planning District III, and these sites were designated in the 1974 plan for low density residential. However, the low density townhouse development on RB, was considered to be an appropriate transitional zone for these particular sites, directly adjacent to a C-2 zoned tract which was then being developed in low density mid-rise office buildings.

Toward the southern end of the study area, along Beauregard Street, some additional parcels were rezoned from single family to a townhouse zone in the 1970s. The site of the 103 unit Beauregard Heights and 33 unit Beauregard Manor townhouse developments were rezoned from R-12 to RT in 1973 and 1979. The RT townhouse zone is a very low density zone, allowing 9.12 units/acre. Staff recommended approval of the zoning in order to facilitate development of the site, which had very steep grades. It was also noted that the RT zone, with its extremely low density, is comparable to the higher density single family zone and that this particular site was directly across Beauregard from higher density multi-family development.

Summary -- Policy History

- o The existing land use plan for the Alexandria West area restricts pure commercial development to the tracts along Duke Street, the western end of King Street, and a small section of the Winkler tract northwest of the Seminary Road, Beauregard Street intersection and calls for "consolidation of commercial uses."
- o Part of the Winkler Tract, part of the Stone Tract and the Park Center site have been viewed by the City as growth areas and designated for a mix of residential and commercial uses. A large part of the Winkler Tract was designated for all residential use, as was the section of the Stone Tract south of Braddock Road.
- o The 1974 master plan goals for this area emphasized the protection and retention of existing residential and the provision of adequate open space. A limited amount of single-family to townhouse rezonings have occurred, but only in transitional areas and with zoning allowing very low densities.
- o The pattern of rezoning approvals and denials reflects the City's desire to provide flexibility in development without necessarily providing for increased development levels.
- o The Stone Tract rezoning was the only residential to commercial rezoning in the past decade. This rezoning was contrary to the Master Plan for the area and was disapproved earlier, and was only approved in 1982 because market conditions made it difficult or impossible to finance residential development at that location at that time.

ISSUES

The Alexandria West area has undergone a dramatic transformation during the last 25 years, since its annexation from Fairfax County. From a largely vacant area with fewer than 1000 single family units, the area has developed into a mix of commercial and residential uses encompassing almost all possible intensities and scales of development. The large single family areas remain, but are now bordered by townhouse developments and garden apartment complexes. High rise residential uses have been added along the I-395 corridor. King Street, and to a lesser degree, Duke Street, have become commercial corridors with moderate and high density office uses supplemented by residential uses. The large Winkler Tract was developed around the perimeter with garden apartment units and, in the last decade, has become the site of extensive office development near I-395 and Seminary Road and Beauregard Street.

For the most part, the mix of types and intensities of development have worked well in the Alexandria West area. The single family residential areas, Dowden Terrace and Lincolnia Hills, have been largely preserved, and protected from through traffic. Intense commercial development has been concentrated in relatively few areas, those with good access to the major transportation corridor, I-395. A substantial amount of open space has been retained in the area, despite the level of development. While there is an increasing amount of traffic on the major arterials in the area, most intersections are currently operating at adequate levels of service and substantial amounts of traffic have not been introduced on primarily residential streets.

A large amount of vacant land still remains within this area. The key issue facing the Alexandria West area is certainly the type and level of development which will occur on this land. The area has proven to be a viable location for commercial activity as well as residential uses. And with the large amount of vacant land, more development is also inevitable. However, new development should be located in such a way as to minimize impacts on the residential areas, preserve as much open space as possible and provide for a vital and diverse mix of uses. The Winkler and Stone Tracts are of particular importance, because of their size and location. Existing zoning on these sites, largely C-2, does not require an appropriate mix of use on each of the sites, does not insure appropriate transitions to adjoining uses and is not sensitive to the specific topographical and open space issues on these two sites.

The largest vacant site, part of the Winkler Tract, has by itself 104 acres of land carrying development rights for more than 11.7 million square feet of office development. The Winkler tract is already largely developed in residential uses. The site characteristics and location make much of the vacant area appropriate for commercial uses, with higher density residential uses and/or open space being used to provide transitions between more intense development and existing adjoining lower density residential uses along Beauregard Street. The highest densities of development should be concentrated in the area near the I-395/Seminary Road interchange. The quantity of development on the vacant land can be considerable, even at extremely low densities. While the overall density of development on the vacant tract should be low, it should be concentrated physically, in order to leave a substantial amount of open space. Coordinated Development of this site will provide for this type of development.

A second substantial and vacant site, the Stone Tract, includes almost 33 acres and carries development rights for another 2.5 million square feet of commercial development. Although the existing 1974 master plan for the City calls for substantially residential development on this site, a proposal to develop the Stone Tract as a major office center with 1.8 million square feet of office space and 350 dwelling units has been submitted to the City. Analysis of the site reaffirms the existing land use designation for the site, primarily residential uses. The site is not an appropriate location for high density office development, primarily because of access issues and the character of adjoining development. However, the existing zoning is predominately commercial and would allow for high density commercial development over most of the site. Coordinated development would provide for a more appropriate mix of uses, with residential predominating, and would also provide for open space buffers and transitional scales next to adjoining development.

Traffic is also an issue for this area. As development continues, traffic will increase. Through traffic is not a major issue in this area, where most of the increases in traffic will be generated by development occurring within the area itself. Some road improvements are necessary, particularly along Beauregard. These improvements should be concentrated on the arterials and should provide for efficient movement of traffic through the area while minimizing impacts through largely residential areas and/or on residential streets.

LAND USE RECOMMENDATIONS

The 1974 adopted land use plan for the Alexandria West area is shown on Map 6. Most of the land in the study area is designated for residential uses, including low, medium and high density residential uses. In general, the commercial designations were focused along King and Duke Streets, at the northern and southern ends of the study area. The 1974 plan designated the large and, in 1974, undeveloped Park Center/Stone and Winkler tracts for mixed use development.

The proposed land use concept for the Alexandria West area is shown on Map 7 and more specific land use designations are shown on Map 8. In large part, the land use concept reflects existing land use in the area, much of which is unlikely to change in the next decade. The residential areas, in particular, are designated to reflect existing densities of residential use. Generally, single family areas are designated Residential Low, townhouse and garden apartment/condominium areas are designated Residential Medium, and mid and high rise units are designated Residential High.

Many of the non-residential designations also reflect existing uses which will probably not change in the next decade, including some commercial office and retail uses along King and Duke Streets. Of particular importance are the concept and designations for parcels likely to develop or redevelop in the next decade.

The fully masterplanned and largely developed Park Center residential and office complex south of King Street is designated to reflect that existing and planned mix of residential and commercial uses.

The adjoining vacant Stone Tract just west of I-395 on both sides of Braddock Road is shown in the concept plan as a mix of commercial and residential uses. The specific land use designation on this key site is CDD-Coordinated Development District, which will provide for mixed use residential and commercial development in accordance with a coordinated plan.

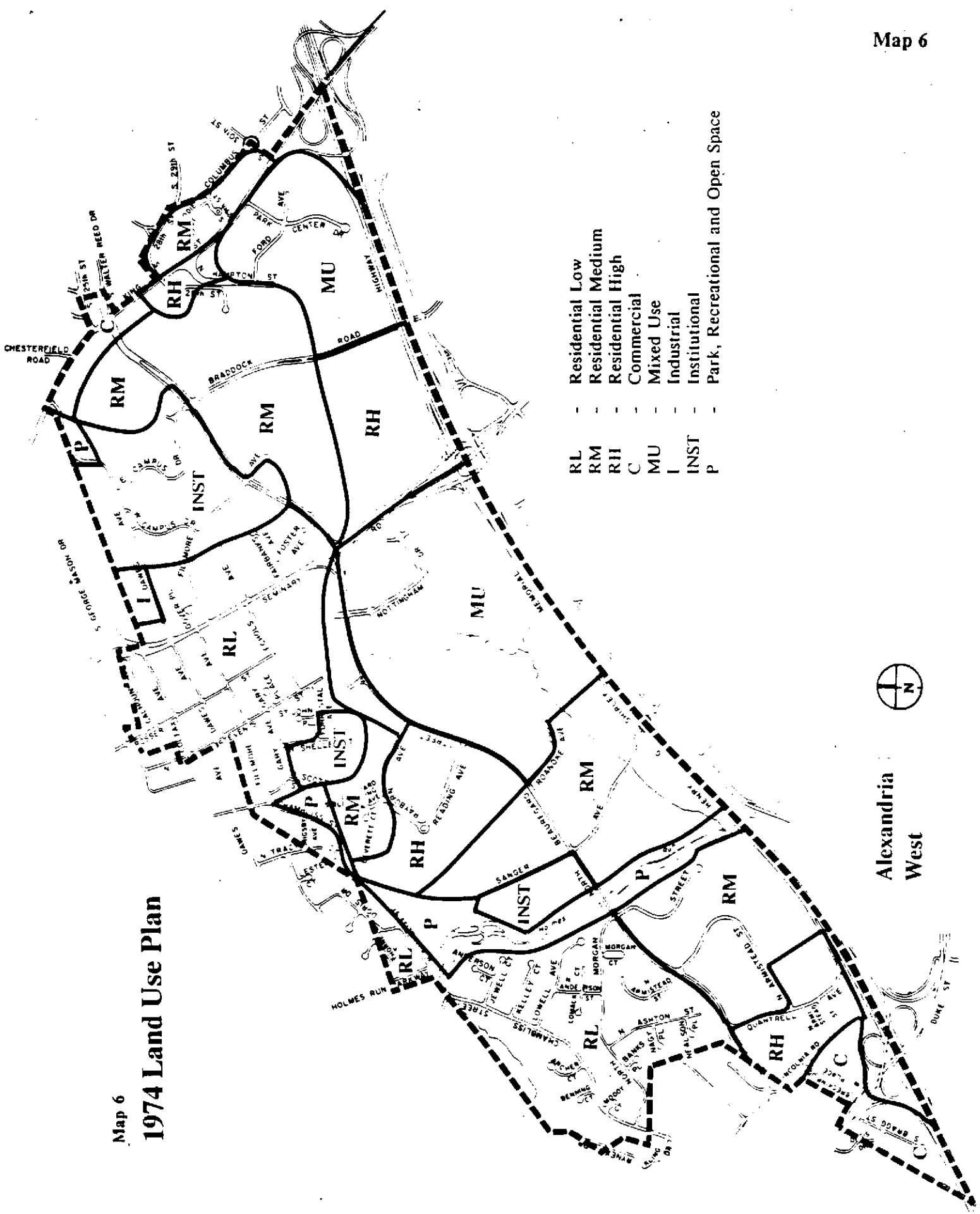
The large Winkler Tract, including the existing residential and commercial developments, is also designated as a Coordinated Development District (CDD). The existing development consists of about 2,600 residential units, 500 hotel rooms, almost 1 million square feet of office space and 125,000 square feet of retail space. On the main site, south of Beauregard Street and southwest of Seminary Road, about 104 acres remain vacant, including 18 acres deeded to the Winkler Botanical Preserve. The remaining vacant land in the CDD is recommended for low to moderate density commercial office and retail uses, with a large amount of land set aside for a park and nature reserve.

At the southern end of the study area, the parcels adjacent to I-395 off of Breckenridge Place, Lincolnia Road and North Armistead are likely to undergo redevelopment/development. This area is designated for a mix of commercial and residential uses, at moderate densities.

While it is possible that the Coca-Cola plant on Dawes Avenue will relocate in the future, that site is shown as industrial to provide for the continuation of the existing industrial use. If the bottling plant relocates from the site, that 8.5 acre tract would be appropriate for redevelopment to commercial and/or residential uses at low to moderate densities and medium heights. Although almost directly adjacent to the high-rise, high density Skyline development in Fairfax County, this site is also directly adjacent to some of the lowest density single family areas within the City; this location makes the site a transitional one, where low to moderate densities and moderate heights are most appropriate. Higher densities and heights are not appropriate, and this site should certainly not be developed as a major office center. In addition to the transitional location, the site's relatively poor access via Dawes Avenue from King Street and via Seminary Road also make it an inappropriate location for higher densities of development.

Map 6

1974 Land Use Plan

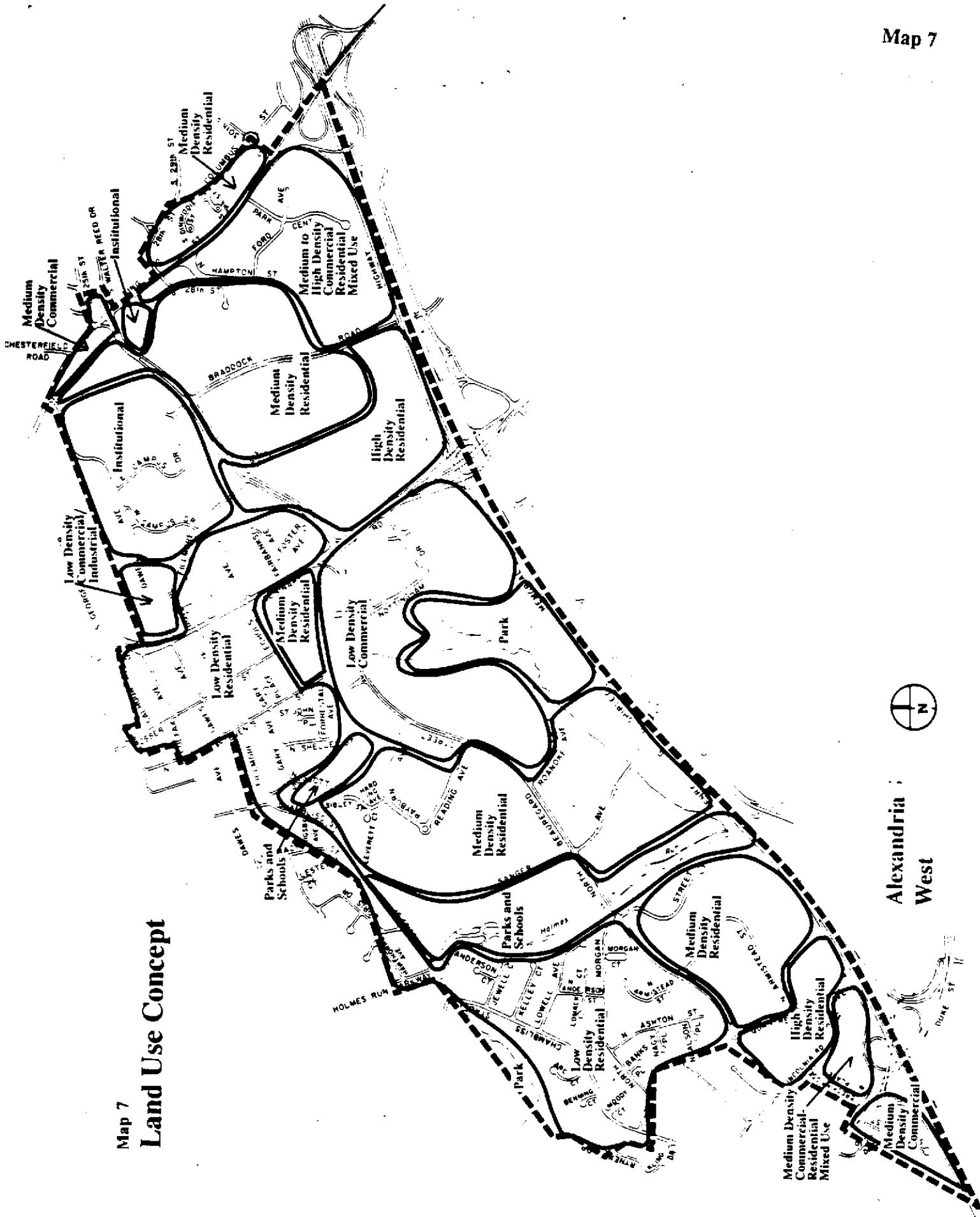


- Residential Low
- Residential Medium
- Residential High
- Commercial
- Mixed Use
- Industrial
- Institutional
- Park, Recreational and Open Space

RL
RM
RH
C
MU
I
INST
P



Alexandria
West

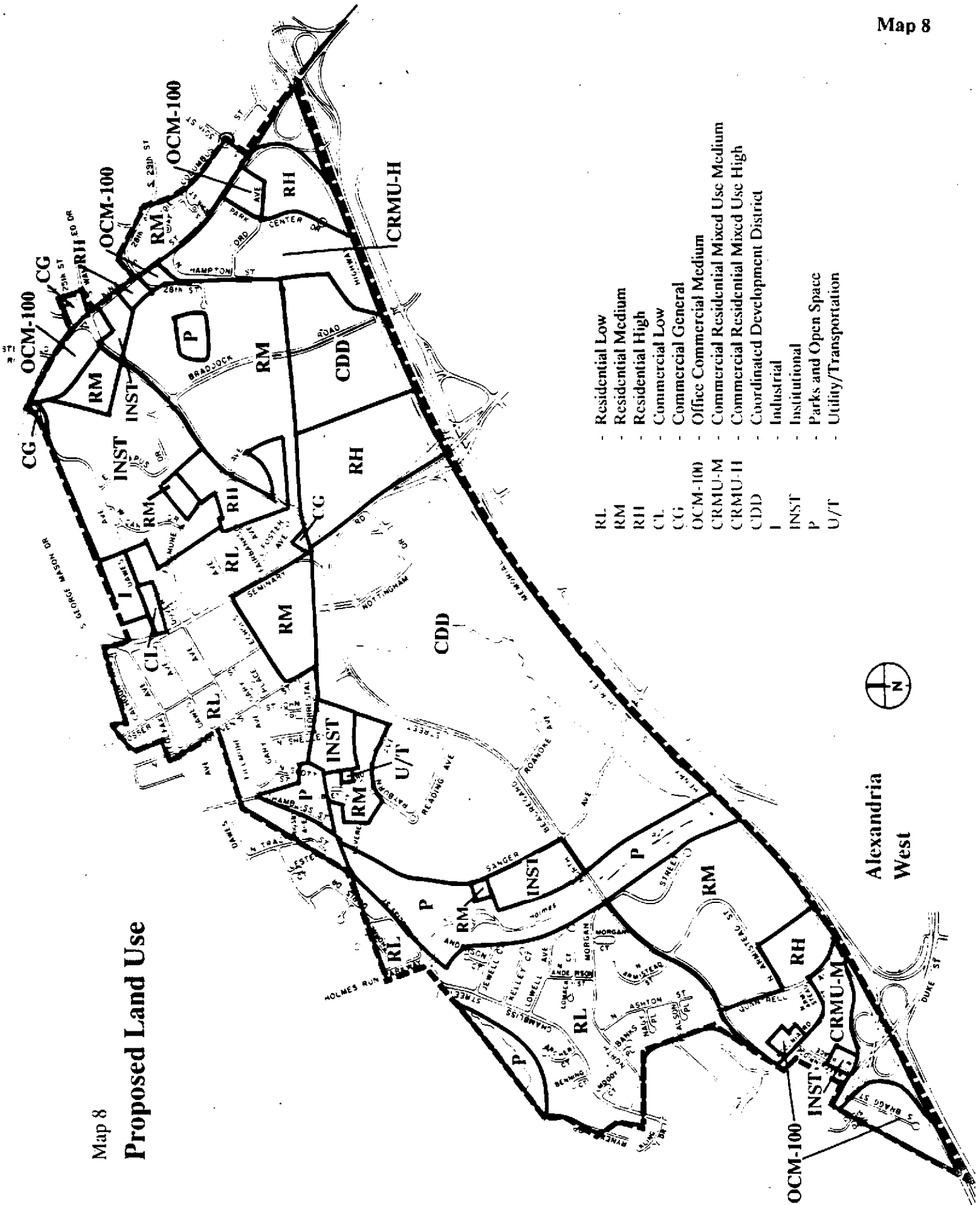


Map 7
Land Use Concept



Alexandria
West

Map 8
Proposed Land Use



- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- OCM-100 - Office Commercial Medium
- CRMU-M - Commercial Residential Mixed Use Medium
- CRMU-H - Commercial Residential Mixed Use High
- CDD - Coordinated Development District
- I - Industrial
- INST - Institutional
- P - Parks and Open Space
- U/T - Utility/Transportation



Alexandria
West

The proposed changes to the 1974 Master Plan are detailed below and shown on Map 9.

1. Change the parcels south of Duke Street, west of I-395 from Commercial to Office Commercial Medium (OCM-100).

The existing land use on these parcels includes a residential high-rise building, an office building, two motels, two retail establishments and 42 units of public housing. There appears to be little short-run opportunity for development or redevelopment, and this designation reflects primarily commercial character of the area. The primary residential use in the area, the Bragg high-rise residential building, is operated as a residential hotel, with rentals available on a week-to-week basis. Higher densities are inappropriate because of the relatively poor access to sites.

2. Change the parcels bounded by Breckenridge Place, N. Armistead Street and I-395 from Commercial to Commercial Residential Mixed Use, at medium densities (CRMU-Medium Density).

The new Commercial and Residential Mixed Use designation encourages an integrated development of the fragmented parcels in this area and limits development to more moderate densities. This area is large enough to allow a substantial amount of development/redevelopment. However, these parcels have extremely poor access, which makes dense development on the site inappropriate. A mix of uses would reduce traffic impacts because traffic flows would be split between in and out, rather than going all in one direction.

3. Change the Cemetery on Breckenridge Place from Commercial to Institutional (INST).

This change reflects the existing use of the parcel as a cemetery.

4. Change the U.S. Post Office on Lincolnia Road from Residential High to Office Commercial Medium (OCM-100).

This change reflects the existing use of the parcel as a U.S. Post Office, which has a commercial-office character.

5. Change the office building on Lincolnia road adjacent to the Post Office from Residential High to Office Commercial Medium (OCM-100).

This change reflects the existing use, an office building.

6. Change the Rynex Nature Area at along Rynex Street at the Fairfax County boundary from Residential Low to Parks and Open Space (P).

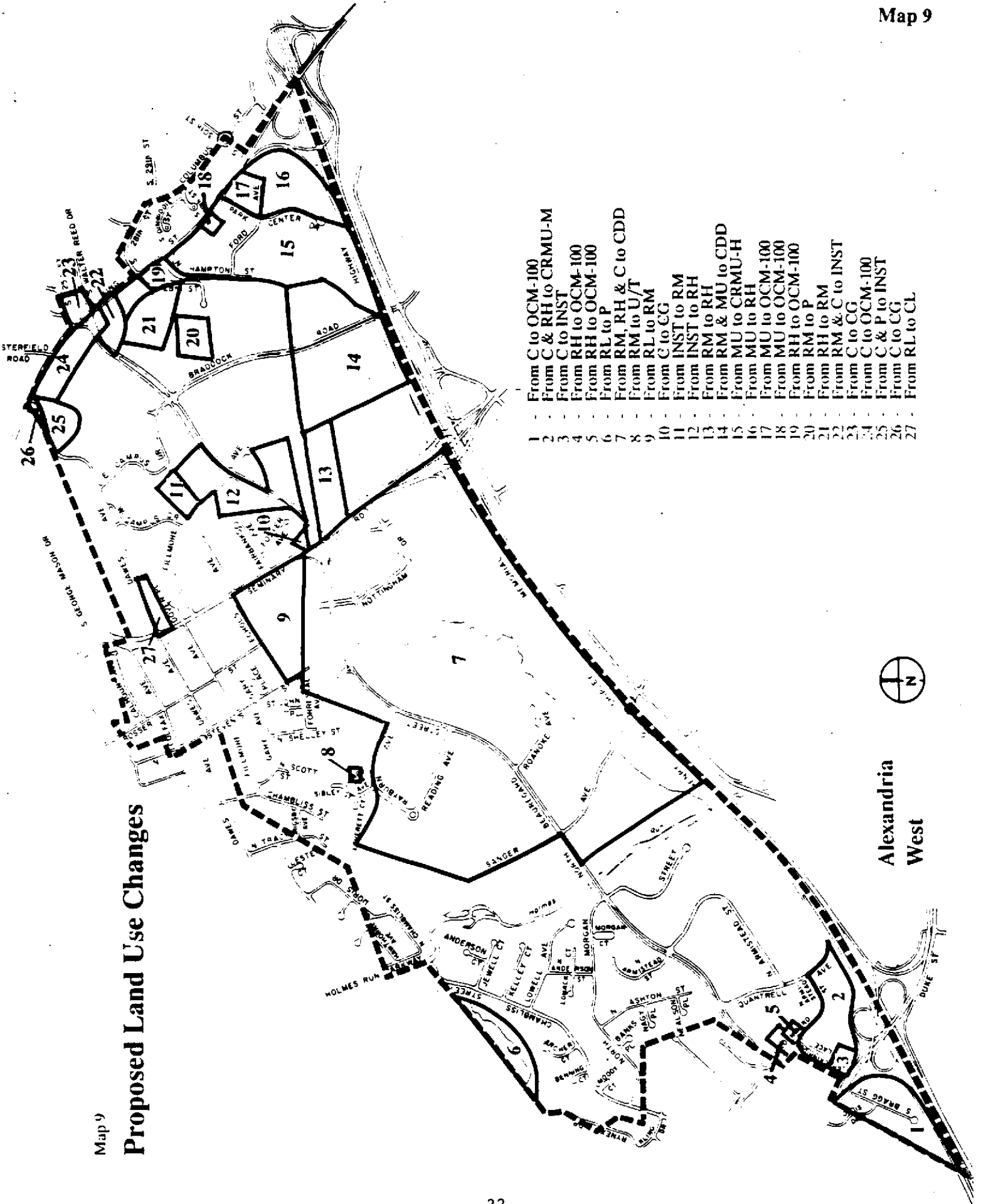
This change is made to reflect existing use, a natural Park.

7. Change Winkler Tract from Residential Medium, Residential High and Commercial to Coordinated Development District (CDD).

A substantial portion of this tract is already developed as the Hamlet garden apartments, the Hamlet Shopping Center, and office and hotel space. The Coordinated Development District (CDD) Designation provides for the development of this tract in a mix of uses in accordance with a coordinated plan. Because the majority of existing development is residential, the CDD will provide for the remaining vacant land to be developed primarily as commercial office and retail space. Existing residential and office development should be retained at existing densities. The vacant section is recommended for a low overall density of development, while still allowing for some substantial heights. Design criteria for the CDD will be detailed in the section on Urban Design.

Map 9

Proposed Land Use Changes



- 1 - From C to OCM-100
- 2 - From C & RH to CRMU-M
- 3 - From C to INST
- 4 - From RH to OCM-100
- 5 - From RH to OCM-100
- 6 - From RL to P
- 7 - From RM, RH & C to CDD
- 8 - From RM to U/T
- 9 - From RL to RM
- 10 - From C to CG
- 11 - From INST to RM
- 12 - From INST to RH
- 13 - From RM to RH
- 14 - From RM & MU to CDD
- 15 - From MU to CRMU-H
- 16 - From MU to RH
- 17 - From MU to OCM-100
- 18 - From MU to OCM-100
- 19 - From RH to OCM-100
- 20 - From RM to P
- 21 - From RH to RM
- 22 - From RM & C to INST
- 23 - From C to CG
- 24 - From C & P to INST
- 25 - From C to OCM-100
- 26 - From C to CG
- 27 - From RL to CL



Alexandria
West

Of all the development sites in the Alexandria West area, the Winkler tract provides the best location for new office development. It has better access than other Alexandria West area sites, with almost direct access to I-395. Also, the size of the tract would allow for substantial development while still providing for a sizable amount of open space. A substantial portion of this tract is currently used as a natural park, although only eighteen acres are actually deeded to the Winkler Botanical Preserve for use as a nature preserve/parkland. The Winkler Corporation plans to deed an addition 20 to 30 acres to the preserve in the future. In order to preserve as much open space as possible in the area, it is recommended that some tall buildings be allowed.

8. Change the Virginia Power parcel behind the John Adams Elementary School from Residential Medium to Utility (U).

This change reflects the existing use of the parcel.

9. Change Seminary Heights and Seminary Park, between Seminary and Stevens Roads, south of Echols, from Residential Low to Residential Medium (RM).

This site is designated Residential Medium to reflect the existing townhouse residential use.

10. Change the Perpetual Bank parcel at the corner of Beauregard Street and Seminary Road from Commercial to Commercial General (CG).

The Commercial General designation provides more specificity than the old commercial designation and provides for less density and height on this parcel, which is directly adjacent to single family residential uses. This will allow for the existing use or some other low density low scale commercial use.

11. Change the residential townhouses on Fillmore from Institutional to Residential Medium (RM).

This change reflects the existing use, medium density residential.

12. Change the Goodwin House, Methodist Home and Washington Home from Institutional to Residential High (RH).

These uses are essentially residential in nature, although in the past they had been classified as Institutional. This change is made to reflect the high density mid and high-rise residential use.

13. Change the strip along the northern Section of the Southern Towers development from Residential Medium to Residential High (RH).

Most of the existing Southern Towers High Rise residential development is already designated for Residential High land use. This change reflects the existing use. Some office and commercial functions, that are supportive of nearby residential uses, should be allowed on a limited basis.

14. Change the Stone Tract, west of I-395 on both sides of Braddock Road, from Residential High and Mixed Use to Coordinated Development District (CDD).

The Coordinated Development District (CDD) designation provides for the development of this tract in a mix of residential and commercial uses in accordance with a coordinated plan. The CDD will provide for primarily residential development at overall moderate densities. Design criteria for the CDD will be developed and described in the Urban Design section of this plan.

15. Change the Park Center Development from Mixed Use to Commercial Residential Mixed Use (CRMU-H).

This change reflects the existing and planned development high-rise office and commercial development on this site.

16. Change the Wyndham site at the southwest corner of King Street and I-395 from Mixed Use to Residential High (RH).

An approved site plan for high density, low scale residential exists for this site. This change reflects this approved use, or provides for some other similar residential development.

17. Change the King Street West Offices from Mixed Use to Office Commercial Medium (OCM-100).

This designation reflects existing use.

18. Change the Cavalier Auto parcel from Mixed Use to Office Commercial Medium (OCM-100).

This small site is surrounded on three sides by the Park Center Development, with one of the Park Center office high-rises wrapping around the southern and eastern sides of the site. The size and location of the site limit its development potential, and it is recommended for medium density commercial office.

19. Change the Alexandria Financial Center site on King Street from Residential High to Office Commercial Medium (OCM-100).

This change reflects the existing use of the site, the Alexandria Financial Center Office building.

20. Change the Park located at the end of 28th Street between Newport Village and Bolling Brook from Residential Medium to Parks and Open Space (P).

This change reflects the existing use of the parcel, as a park.

21. Change the Bolling Brook apartments condominiums from Residential High to Residential Medium (RM).

This change reflects existing use, the Bolling Brook Garden Apartment (condominiums).

22. Change the Jefferson Memorial Hospital from Residential Medium and Commercial to Institutional (INST).

This change reflects the existing hospital and associated medical office use.

23. Change the First American Bank on King Street from Commercial to Commercial General (CG).

The Commercial General designation provides more specificity than the old commercial designation. This parcel has very poor access which will probably be further reduced when improvements to the King Street/Beauregard Street intersection are made. It should be used for a very low intensity commercial use similar to the existing.

24. Change the Summit Center and Clermont Shopping Center from Commercial to Office Commercial Medium (OCM-100).

This designation reflects the existing use of the Summitt Center site as an office building and

associated retail/service uses. It is likely that part of the Clermont Shopping Center parcel will be taken by the State in conjunction with improvements to the King Street/Beauregard Street intersection. The remainder of that parcel would be appropriate for continued retail use, if parking is adequate; or for moderate density office development in conjunction with the adjoining hospital parcels.

25. Change the parcel at the corner of King Street and Dawes Avenue from Commercial and Parks to Institutional (INST).

This parcel is part of the Northern Virginia Community College Campus in Alexandria and the Institutional designation reflects this use.

26. Change the parcel at the City boundary north of Dawes Avenue from Commercial to Commercial General (CG).

This is a very small parcel located adjacent to a larger parcel located in Fairfax County which is used as a gas station. The CG designation reflects the existing use and allows for other similar uses.

27. Change the Medical Townhouse Offices from Residential Low to Commercial Low (CL).

This change reflects the existing use of the site for townhouse type office.

ZONING RECOMMENDATIONS

Existing zoning in the Alexandria West area is shown on Map 10. Residential zoning covers almost three-fourths of the total land area and includes low, medium and high density residential zones. The RA-multi-family and R-12 single family zones are the most prevalent. Commercial zoning is concentrated along Duke and King Streets and on the Winkler tract at Beauregard and Seminary Road and is primarily C-2.

The CO commercial zone is found on several key sites, including the Park Center office/residential high-rise development on King Street and the Radisson Mark Plaza hotel on the Winkler tract. Only one site, the Coca-Cola plant on Dawes Avenue, is zoned for industrial use.

Map 11 shows proposed Zoning for the Alexandria West area. In order to implement the land use changes proposed in the area, zoning changes are necessary. Some residential development in the Alexandria West area is located on parcels with zoning which would allow a considerable increase in density. Where the existing level of density is appropriate, as reflected in the proposed land use, residential parcels are recommended for rezoning to zones reflecting the existing density.

In many cases, these recommendations involve development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended master plan. These recommendations should serve as a guide to the development and implementation of new zones.

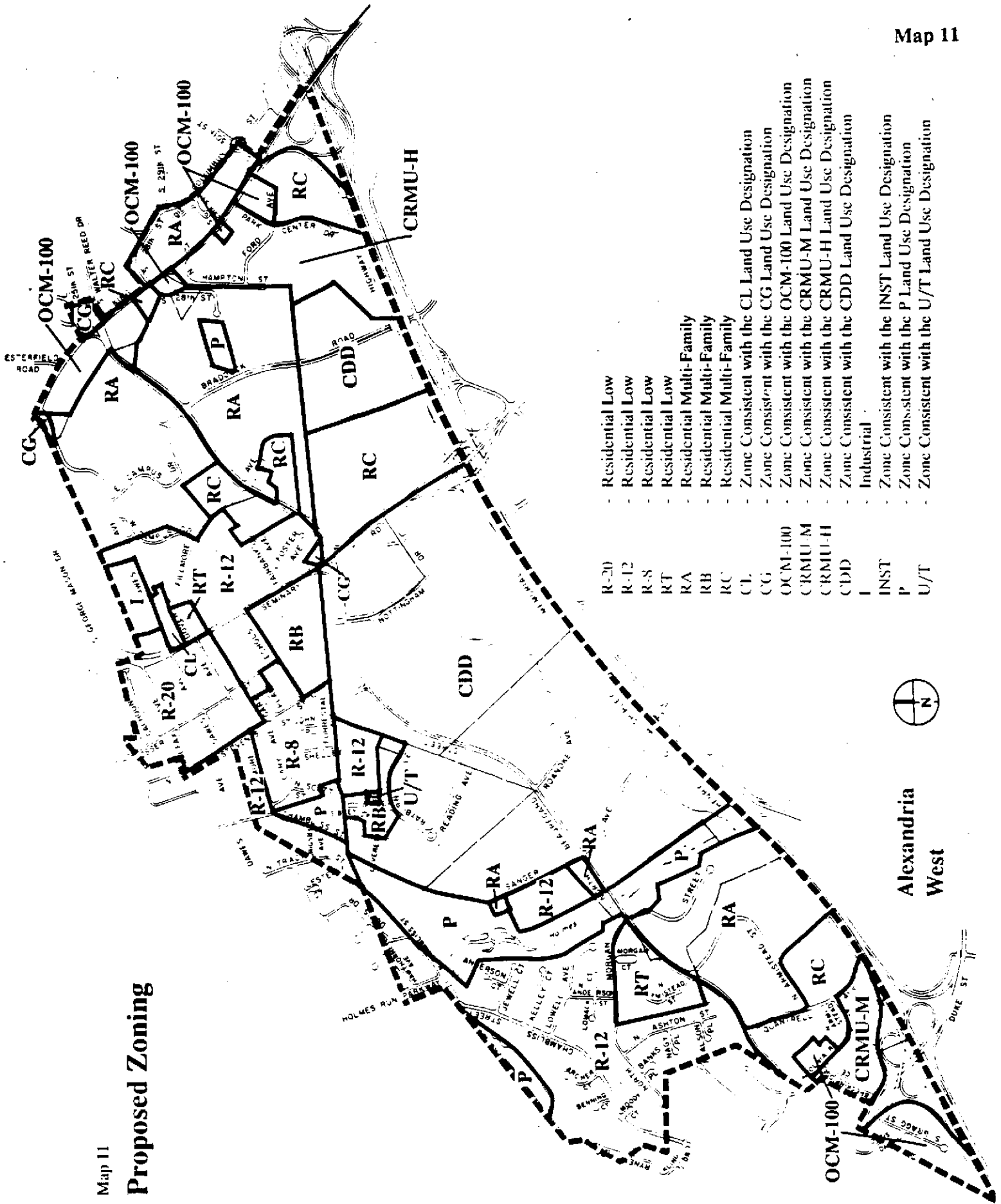
The following zoning changes, shown on Map 12, are recommended in order to implement the proposed land use plan.

1. Rezone from C-2 to a zone consistent with the Office Commercial Medium-100 land use designation.

This zone should allow the existing use or provide for commercial development and or redevelopment at moderate densities.

Map 11

Proposed Zoning



- Residential Low
- Residential Low
- Residential Low
- Residential Low
- Residential Multi-Family
- Residential Multi-Family
- Residential Multi-Family
- Zone Consistent with the CL Land Use Designation
- Zone Consistent with the CG Land Use Designation
- Zone Consistent with the OCM-100 Land Use Designation
- Zone Consistent with the CRMU-M Land Use Designation
- Zone Consistent with the CRMU-H Land Use Designation
- Zone Consistent with the CDD Land Use Designation
- Industrial
- Zone Consistent with the INST Land Use Designation
- Zone Consistent with the P Land Use Designation
- Zone Consistent with the U/T Land Use Designation

- R-20
- R-12
- R-8
- RT
- RA
- RB
- RC
- CL
- CG
- OCM-100
- CRMU-M
- CRMU-H
- CDD
- I
- INST
- P
- U/T



Alexandria
West

2. Rezone from C-2 to a zone consistent with the Commercial Residential Mixed Use-Medium land use designation.

This area, recommended for Commercial Residential Mixed Use (CRMU) on the proposed Land Use Plan, is also recommended for rezoning to a zone which will require a mix of residential and commercial uses at medium densities of development. As the CRMU land use designation indicates, a substantial proportion of the development on this site should be residential; densities should be significantly reduced if there is no mixed use or residential component. Generally, heights up to 77 feet should be allowed, with greater height, up to 100 feet, possible through a S.U.P. process.

This area also includes the Breckenridge Cemetery, an institutional use. As no Institutional zone is envisioned for the City, the parcel is recommended for rezoning to the CRMU of adjoining uses; however this designation does not reflect a recommendation for development of the cemetery parcel.

3. Rezone from CO to a zone consistent with the Office Commercial Medium-100 land use designation.

These parcels are developed in a mid-rise office building and a U.S. Post Office. The proposed rezoning reflects this existing use.

4. Rezone from RC to RA.

Most of this area is already developed in garden condominium units, at densities and heights considerably less than that allowed under the existing RC zone. The area is recommended for moderate density residential in the land use plan, and should be rezoned to a multifamily zone allowing moderate, rather than the high RC densities. At about 30 units per acre, this project is slightly more dense than is allowed under the existing RA zone where 27.23 units/acre is the maximum density. These parcels are recommended for rezoning to the RA-multifamily residential zone with the extra density grandfathered in or, alternatively, for rezoning to a zone comparable to RA which allows slightly more density. This zone should provide for the existing use on the developed parcels, allow for a comparable density and type of development on the one vacant parcel, and limit any denser redevelopment.

5. Rezone from R-12 to a zone consistent with the Parks and Open Space land use designation.

This is the Rynex Nature Area. It is recommended for rezoning to Parks and Open Space, to ensure its maintenance as a park.

6. Rezone from R-12 and RA to a zone consistent with the Parks and Open Space Land use designation.

This area includes part of the Dora Kelly Nature Area and the Holmes Run Park. It is recommended for rezoning to Parks and Open Space to reflect the Park use.

7. Rezone from RC to a zone consistent with the Utility land use designation.

This Virginia Electric parcel is designated for Utility land use in the proposed land use plan and is recommended for rezoning to a new Utility, providing for utility, transportation and related uses, consistent with this land use designation.

8. Rezone from R-8 to a zone consistent with the Parks and Open Space land use designation.

This area is part of the Dora Kelly Nature Area. It is recommended for rezoning to a new Park zone, consistent with its use as a park/nature reserve.

9. Rezone from RA, RB, RC, C-2 and CO to a zone consistent with the Coordinated Development District land use designation.

This is the Winkler tract, which includes the Hamlet residential developments, the Hamlet Shopping Center, the Radisson Mark Plaza Hotel, almost 1 million square feet of office space, parkland and a large vacant area. Designated for Coordinated Development in the proposed land use plan, the tract is recommended for rezoning to a CDD zone which will allow its development in conformance with a coordinated plan for the site. The CDD should allow for a very low overall density of development on the vacant site, while providing for flexibility in heights and building arrangements that allow for the maintenance of a maximum amount of open space. Design guidelines for the Winkler Tract CDD zone are listed in the section on Urban Design. The CDD should also ensure that existing development is maintained at existing densities.

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

This site is currently developed as a bank. It is recommended for commercial general use in the proposed land use plan. Rezoning from C-2 will provide for the existing use or some other low density low scale commercial use consistent with the proposed land use designation.

11. Rezone from C-2 to RC.

This is the existing Southern Towers high-rise residential development, with about 58 dwelling units per acre. The parcel should be rezoned to RC to reflect the existing high density residential use. This zoning should allow some office and commercial functions that are supportive of nearby residential uses.

12. Rezone from RA and R-12 to RC.

These parcels are the site of Goodwyn House, Washington House and the Methodist home, which are high and mid-rise homes for the elderly. The parcels were recommended for high density residential use in the proposed land use plan, to reflect existing use. They are recommended for rezoning from the existing low density residential zones to a high density residential zone, RC, where the existing buildings would not be non-conforming.

13. Rezone from RC, C-2 and C-2-B to a zone consistent with the Coordinated Development District land use designation.

The Stone Tract site was recommended in the proposed land use for a Coordinated Development District. It is recommended for rezoning from the existing zoning, which allows for very high density almost totally commercial development to a Coordinated Development District Zone which will provide for a mix of commercial and residential development at medium densities in conjunction with a coordinated plan. Design guidelines for the Stone Tract CDD zone are in the section on Urban Design.

14. Rezone from CO to a zone consistent with the Commercial Residential Mixed Use-High land use designation.

This is the Park Center development, a fully planned and largely completed high rise commercial and residential mixed use project. It is recommended for rezoning to a zone consistent with the

Commercial Residential Mixed Use land use designation, providing for the planned mix and density of development.

15. Rezone from CO to RC.

This vacant tract at the south of the King Street/I-395 interchange is the site of the approved Wyndham residential project. Although low in scale, the approved project is high in density, with almost 56 units per acre. This site was recommended for land use consistent with that of the approved plan, high density residential development. It is recommended for rezoning to the RC zone which allows residential development at about that density.

16. Rezone from C-2-B to a zone consistent with the Office Commercial Medium-100 land use designation.

This is the existing King Street West office development. It is recommended for rezoning from C-2-B to a zone consistent with Office Commercial Medium to reflect existing use at a moderate, rather than high, density.

17. Rezone from C-2-B to a zone consistent with the Office Commercial Medium-100 land use designation.

This is the site of Cavalier Auto. It is recommended for moderate density office in the proposed land use plan. The existing C-2-B zoning allows for high density, high scale development. The recommended rezoning to a zone consistent with OCM will provide for a more moderate scale and density of development.

18. Rezone from RA to a zone consistent with the Parks and Open Space land use designation.

This park area, surrounded by the Bolling Brook Condominiums and Newport Village, is recommended for rezoning to Parks and Open Space to reflect the existing park use.

19. Rezone from C-2 to RA.

This is a section of the Bolling Brook Garden Condominiums. It is recommended for rezoning to RA, consistent with its existing use and the existing zoning on the remainder of the site.

20. Rezone from C-2 to a zone consistent with the Office Commercial Medium-100 land use designation.

This is the existing Alexandria Financial Center Office building, recommended for Office Commercial Medium in the proposed land use plan. This rezoning is recommended to reflect the existing and recommended scale of commercial use.

21. Rezone from C-2 to RC.

This is the Bolling Brook residential building. Currently zoned for high density commercial use, it is recommended for the existing high density residential land use in the proposed land use plan. The proposed rezoning to RC is consistent with the existing use.

22. Rezone from C-2 and C-2-B to a zone consistent with the Office Commercial Medium-100 land use designation.

This is Jefferson Memorial Hospital and associated medical offices, the Clermont Shopping Center and the Summitt Center.

These parcels are recommended for rezoning from C-2 which allows very high density development to a zone consistent with the Office Commercial Medium land use designation which allows moderate density office development and retail uses similar to those now existing on most of these sites.

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

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

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

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

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

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

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

HEIGHTS

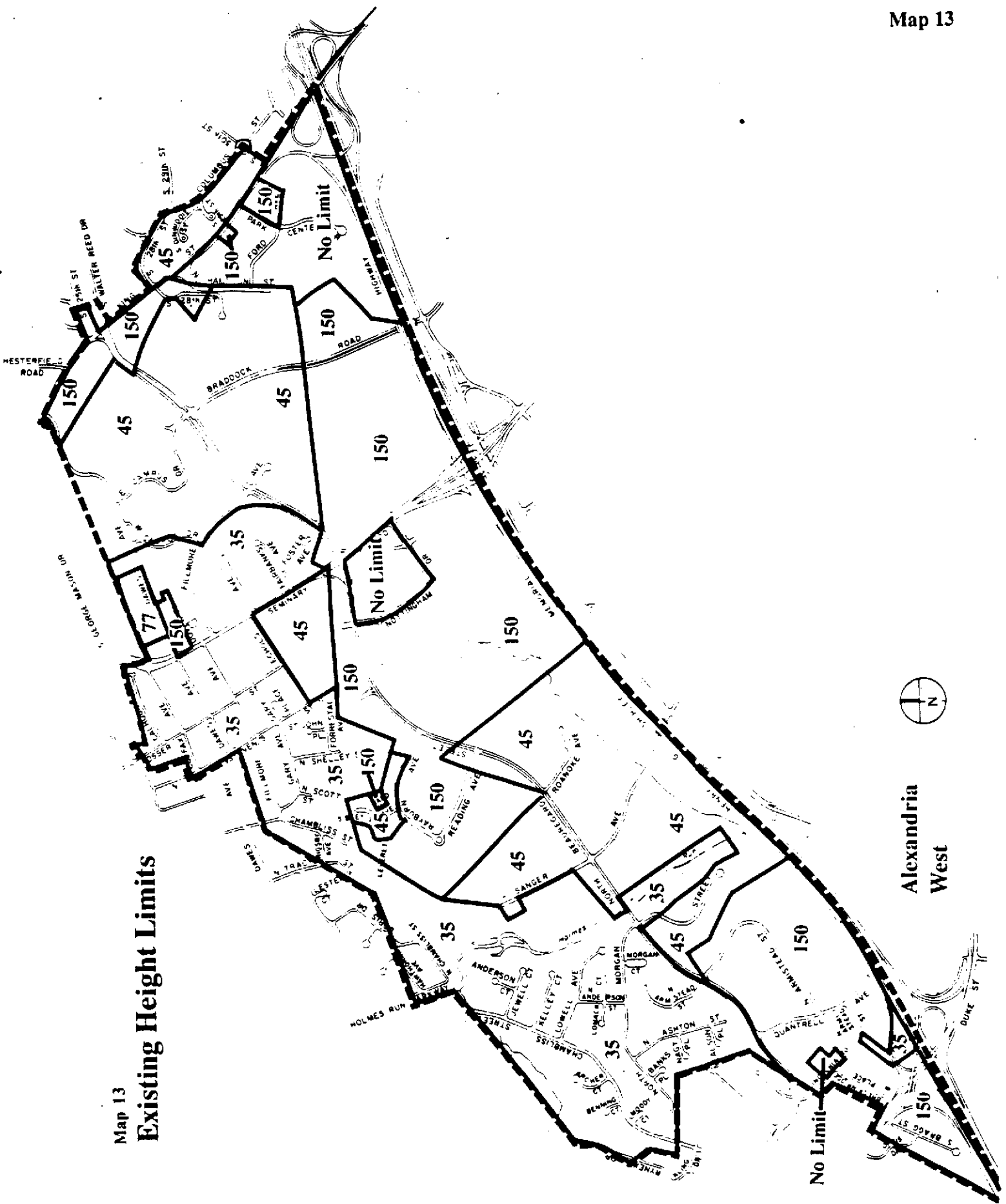
Map 13 shows the existing height limits in the Alexandria West area, which are determined by the zoning. Most of the area has a 35 or 45 foot height limit, with high heights (150 feet or more) permitted by zoning along King and Duke Street and on the Stone Tract and parts of the Winkler tract. The general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

URBAN DESIGN RECOMMENDATIONS

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

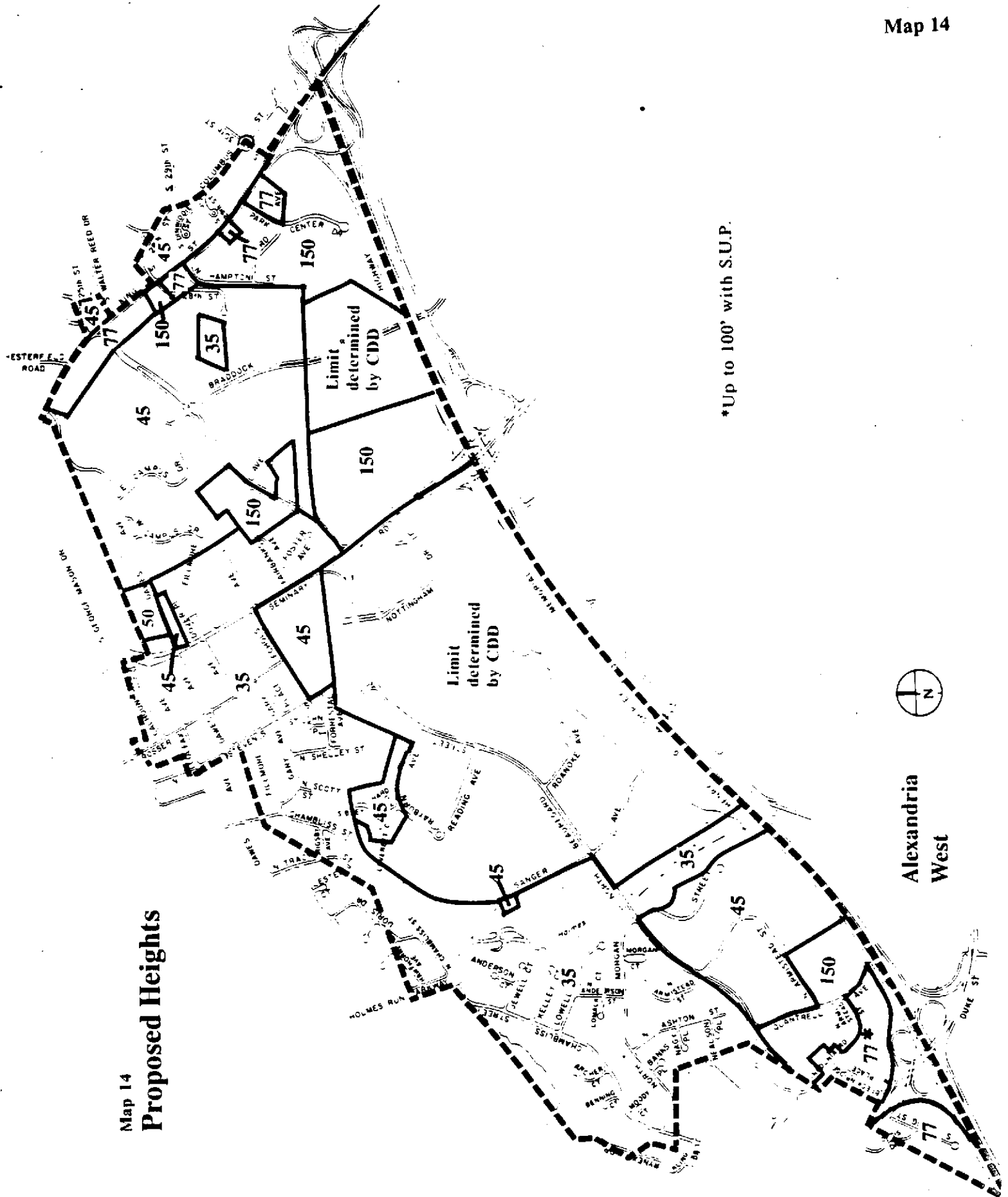
As envisioned, the CDD zone would allow a low base level of development by right with additional densities, heights and uses allowed with coordinated mixed use development. A developer who wishes to proceed under the CDD concept and guidelines would then negotiate with the City based on a specific plan.

Map 13
Existing Height Limits



Alexandria
West

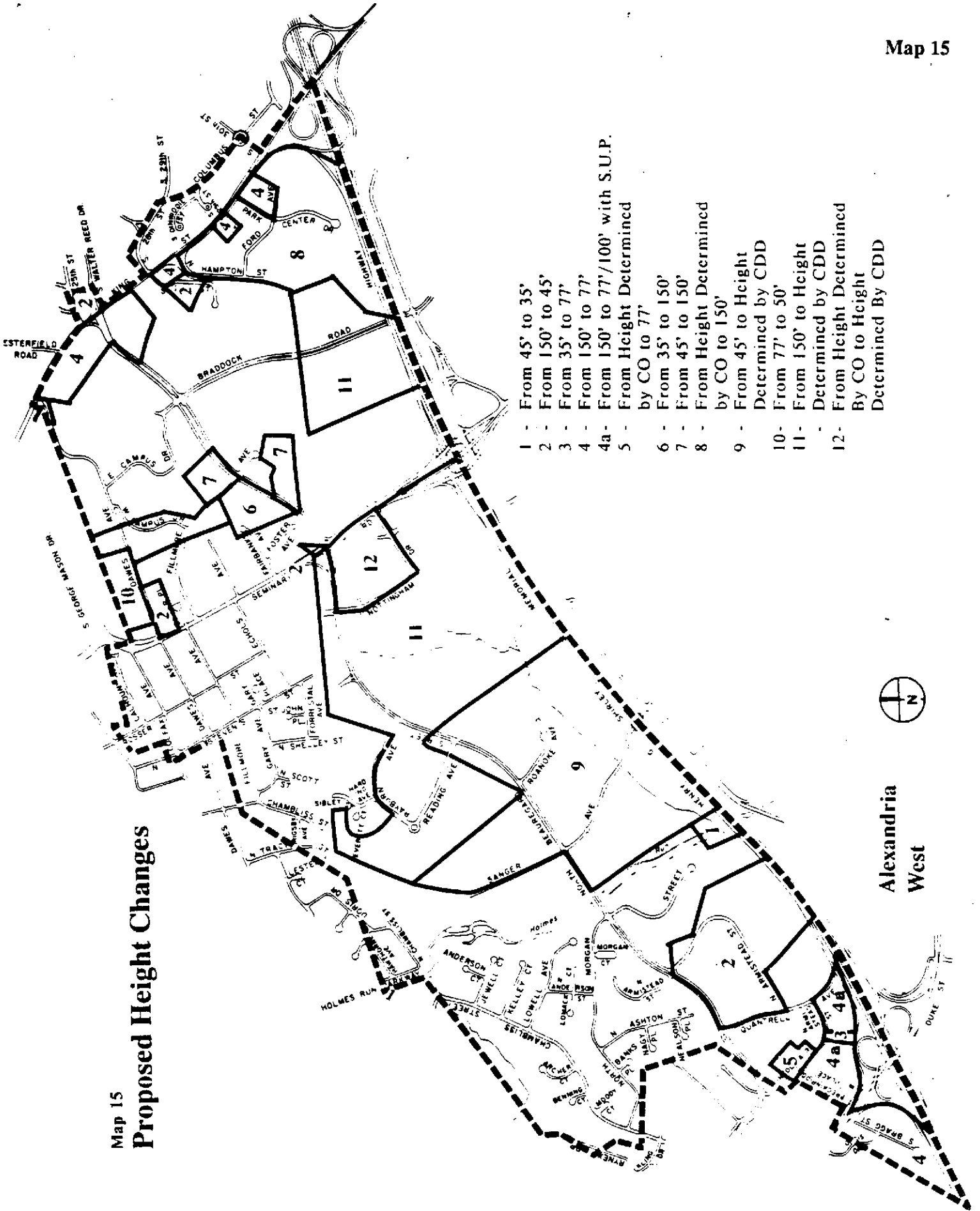
Map 14
Proposed Heights



*Up to 100' with S.U.P.

Alexandria
West

Map 15
Proposed Height Changes



- 1 - From 45' to 35'
- 2 - From 150' to 45'
- 3 - From 35' to 77'
- 4 - From 150' to 77'
- 4a - From 150' to 77'/100' with S.U.P.
- 5 - From Height Determined by CO to 77'
- 6 - From 35' to 150'
- 7 - From 45' to 150'
- 8 - From Height Determined by CO to 150'
- 9 - From 45' to Height Determined by CDD
- 10 - From 77' to 50'
- 11 - From 150' to Height Determined by CDD
- 12 - From Height Determined By CO to Height Determined By CDD



Alexandria
West

CDD Principles for the Stone Tract

Development without a CDD Special Use Permit

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

Development with a CDD Special Use Permit

1. Future development of the site south of Braddock Road should be residential and should provide a mix of housing types that would maintain the residential character and densities that exist in the area, with allowance for some neighborhood serving commercial. Taller buildings should be concentrated in the area closest to I-395, with lower scale buildings to the west.
2. Commercial development should be concentrated on the north side of Braddock Road and should not exceed 40 percent of the total development on the north side. Access to the commercial development should be via North Hampton Drive.
3. Development should have a maximum of 54.45 residential units/acre and a Floor Area Ratio of 1.5 on other uses. The maximum height should be 150 feet.
4. As much parking as possible should be structured with surface parking allocated primarily to visitor and other short term parking.
5. Landscaping and setbacks should create a buffer area directly along Braddock Road.
6. Park land for public use should be provided within the development.

CDD Principles for the Winkler Tract

Development without a CDD Special Use Permit

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

Development with a CDD Special Use Permit

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

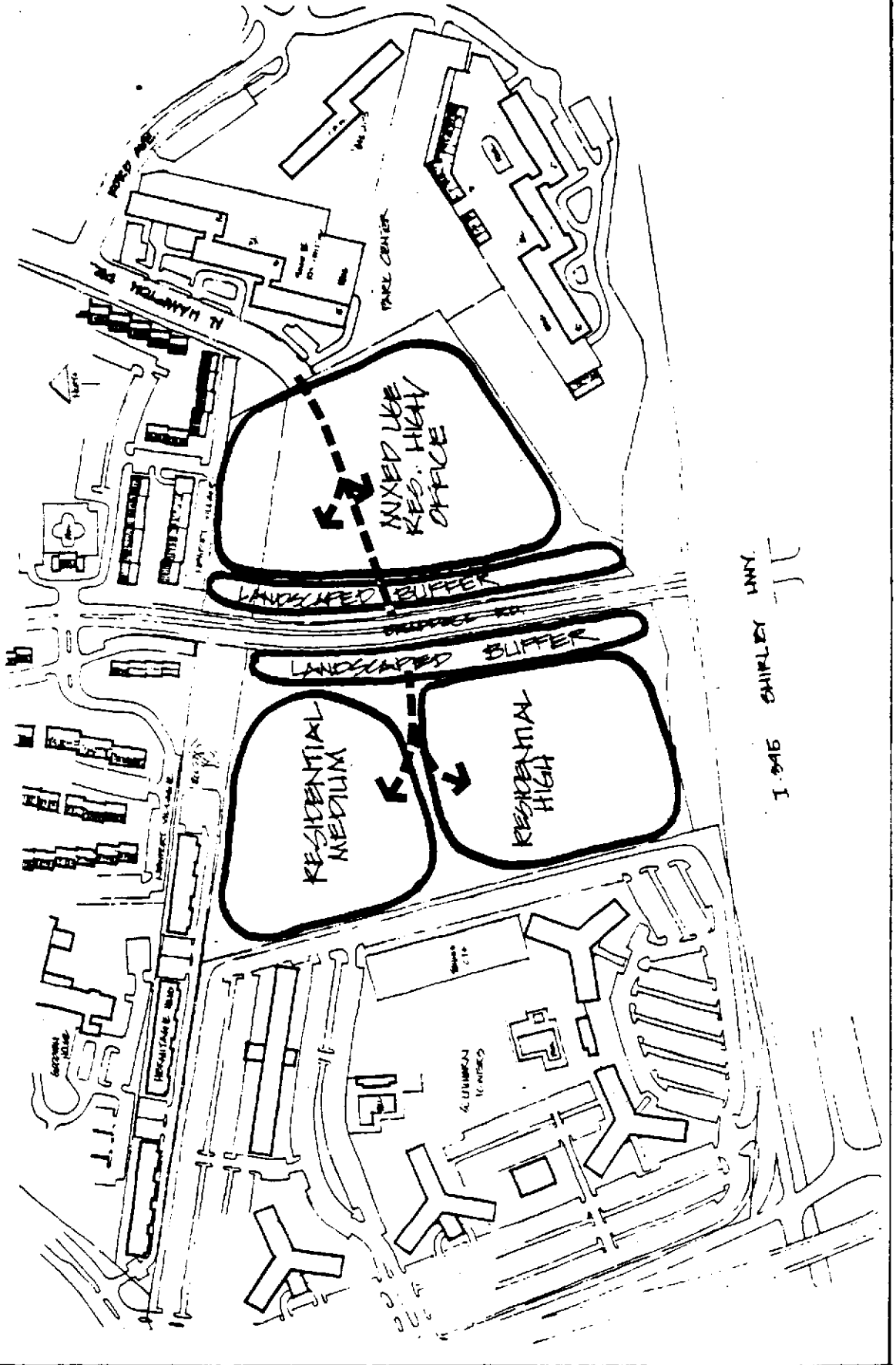
1. Existing development in the CDD should be maintained at existing densities and uses; the undeveloped areas should be developed in accord with the following principles.



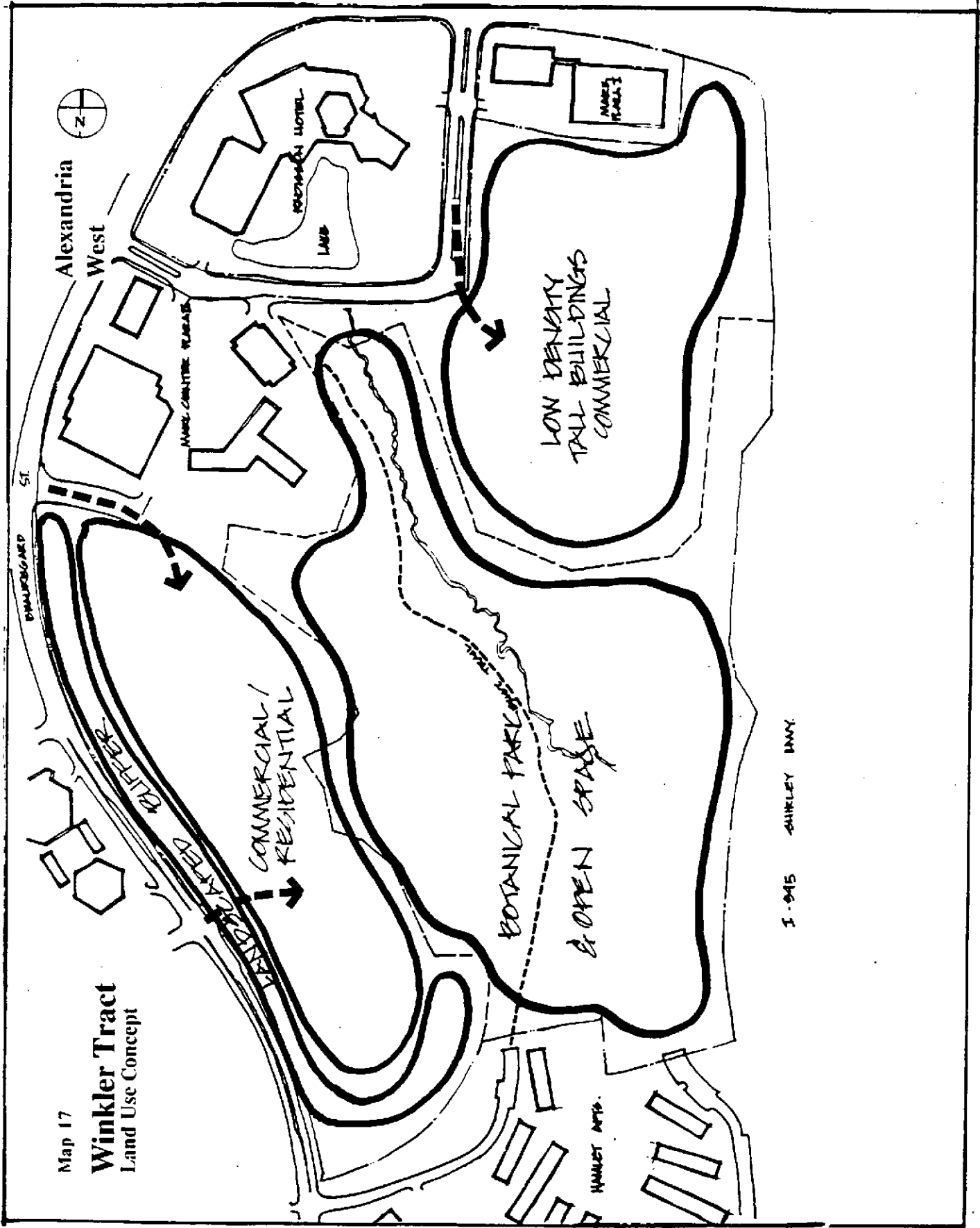
Alexandria
West

Map 16

Stone Tract Site
Land Use Concept



I. 045 SHIRLEY LAMY



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

TRANSPORTATION RECOMMENDATIONS

1. Change Fillmore Avenue from a Residential Collector to a Local Street on the Major Thoroughfare Plan.