The four land use scenarios tested were based on Washington Metropolitan Council of Governments Round IV Cooperative Forecasts and Planning Department forecasts for the year 2010. As shown in Table 10, each scenario assumed the same level of City growth over the next 20 years; the scenarios differ as to how much growth occurs in the study area.

The first land use scenario essentially tests a hypothetical condition where no growth occurs in the City but regional growth outside of Alexandria continues over the next 20 years. This scenario tries to isolate and to identify the impact of regional traffic on the City's future traffic problems.

Scenario Two tests a minimum level of growth within the Study and reflects mostly projects which are underway.

Scenario Three tests the impact of the CNS project which would add over 6 million square feet of development.

Scenario Four, which includes substantial growth within the study area, tests maximum development rights under a possible formula for mixed use zoning which would allow up to a 3.0 FAR, split between office and residential uses, within the Valley portion of the study area.

These four land use scenarios were tested against a street network which included 4 major Alexandria improvements:

* A Beltway connector road located between the Telegraph and Route I interchanges.
* A flyover ramp from Telegraph Road northbound and the outer loop of the Beltway into the Cameron Run Valley at Eisenhower Avenue and Stovall
* The Clermont interchange connecting to Eisenhower Avenue.
* The Duke Street widening between Diagonal Road and Henry Street.

Figure 1 shows the 4 major Alexandria road improvements in the 2010 street network. The street network also included all regional improvements in the WMCOG 2010 model and other improvements included in the 2010 Northern Virginia Subregional Plan.

The Harris study identified congested street segments for each of the scenarios and analyzed the effect of each of the development levels on 23 selected intersections within and around the King Street/Eisenhower Avenue study area. The study then tested various recommended street improvements to determine their affect on projected congestion.

Findings

Scenario One - Impact of Regional Growth (No City Growth)

The Harris study found that by the year 2010, 8 of the 23 intersections studied would be handling more traffic than could be accommodated (LOS E or worse), even if no growth beyond 1985 levels occurred in the City. All but one of these over-capacity intersections were located on Duke Street and Eisenhower Avenue, which would be the two most congested streets in this Scenario. Traffic would increase notably on Holland Lane, and Commonwealth Avenue and Russell Road would also experience an increase in congestion under Scenario One. Van Dorn Street would become extremely congested in the northbound direction, between the Beltway interchange and Stevenson Road (Figure 2).

JHK Cameron Valley Study

The 1981 JHK study found that 4.27 million square feet of office space could be built in the Valley while maintaining a level of service D on the street system. The study found that this level of service could be accommodated only if the Clermont connector and interchange and the Bluestone connection to Wheeler Avenue were built.

TAMS Study of the Clermont Interchange

The 1983 TAMS study of the Clermont interchange provided no quantification of the traffic levels supportable in the Valley. However, the study did find that constructing the Clermont interchange would improve conditions on Duke Street and Telegraph Road while worsening Eisenhower Avenue conditions. Since Duke Street and Telegraph Road were and are already highly congested, this study, like the 1981 JHK study, essentially found that the Clermont interchange was necessary to support additional development and to maintain or create acceptable levels of service on the nearby streets.

Barton Aschman's Buchanon Radnor Study

The 1987 Barton-Aschman study was focused on a proposed 900,000 square foot office project on the 20 acre Buchanon Radnor site near Bluestone Road. The study concluded that this level of development could be accommodated. However, even this modest level of development would require construction of the Clermont interchange.

Frederic R. Harris Traffic Study of Eisenhower/King Street Area

In 1989, the City hired Frederic R. Harris to prepare a transportation study of the King Street/Eisenhower Avenue study area in conjunction with the development of this small area plan. Harris used output from the City's traffic model to analyze the A.M. peak traffic impacts of four different development scenarios for the Valley.

Table 8

LAND USE ASSUMPTIONS (1990-2010)
FREDERIC R. HARRIS STUDY SCENARIOS
King Street/Eisenhower Avenue Traffic Analysis

	Eisenhower Avenue Area		King Street Area		Remainder of the City	
	Office	Res.	Office	Res.	Office	Res.
Scenario One	0	0	0	0	0	0
Scenario Two	0.9	0	1.0	0	7.4	8,000
Scenario Three	6.0	1,885	1.0	0	7.4	8,000
Scenario Four	9.3	10,785	1.0	0	7.4	8,000

Office = Millions of Square Feet
Res. = Residential = Number of Dwelling Units

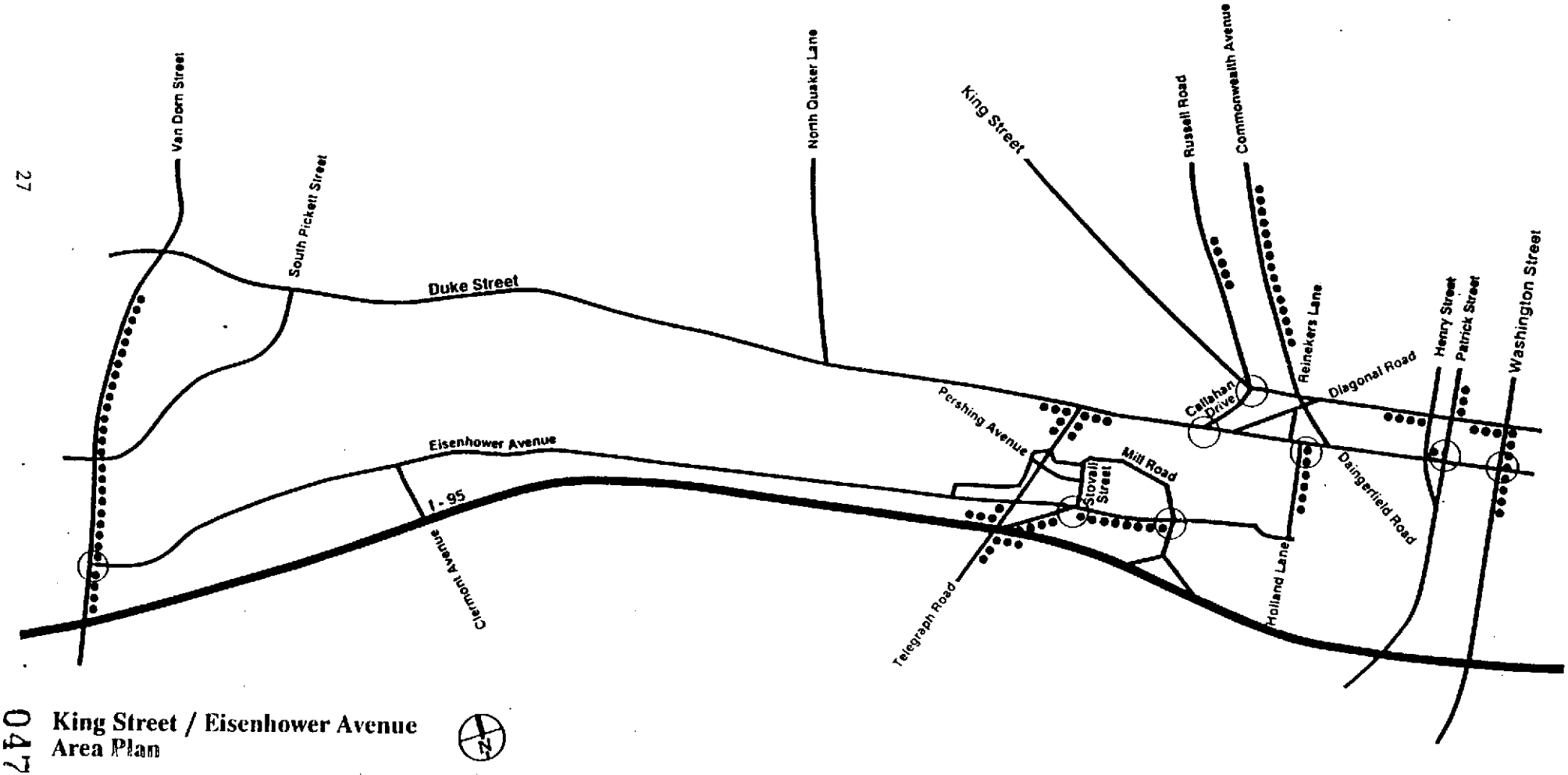
Figure 2

Frederic R. Harris Alexandria Transportation Analysis

Scenario 1: No Growth in City/2010 Growth in Region

●●●● Problem Street Segments

◯ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

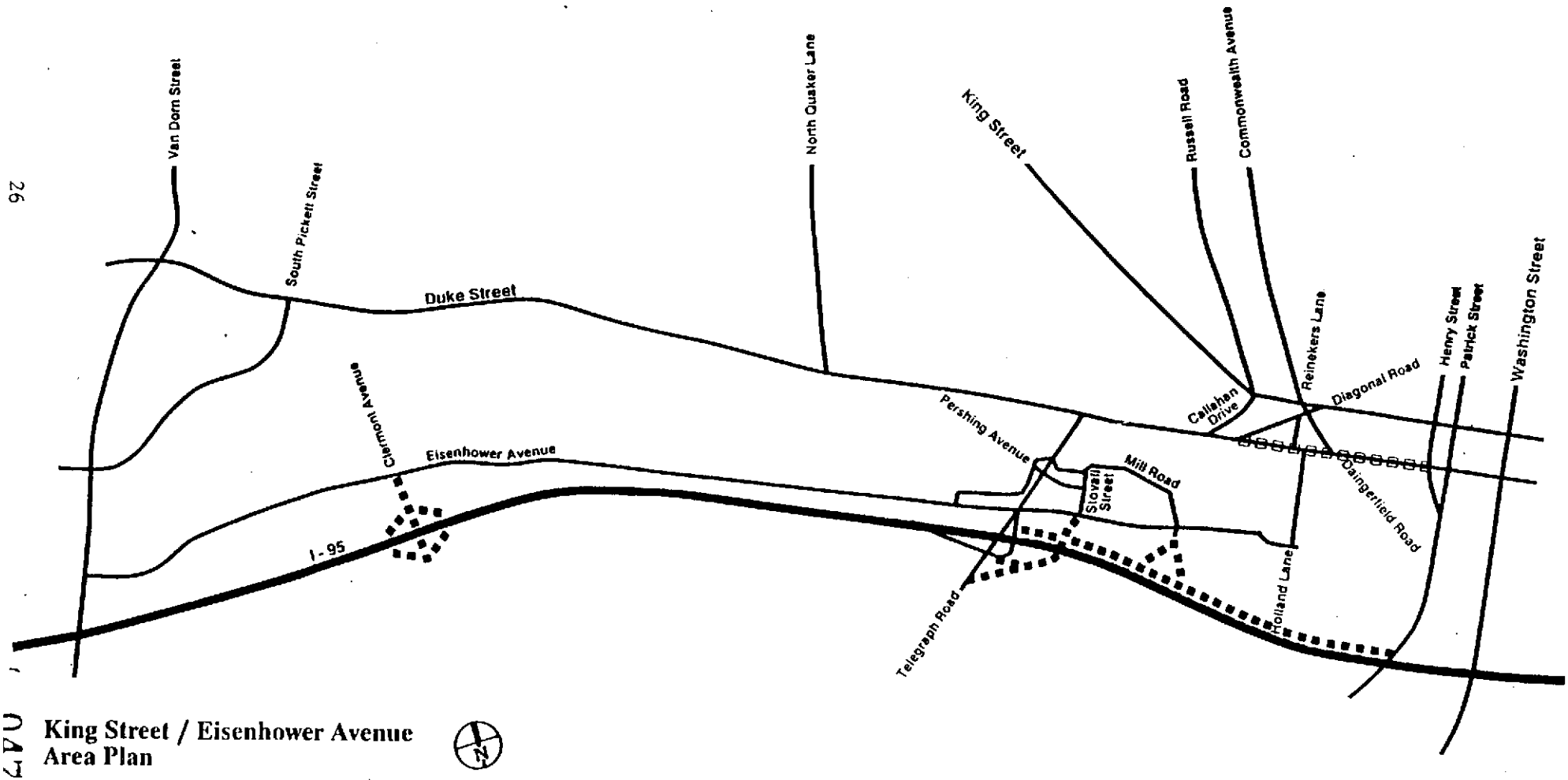
Figure 1

Frederic R. Harris Alexandria Transportation Analysis

Planned Road Improvements Included In Scenarios 1, 2, 3 and 4

■■■■ New Roads

□□□ Roads To Be Widened



King Street / Eisenhower Avenue Area Plan

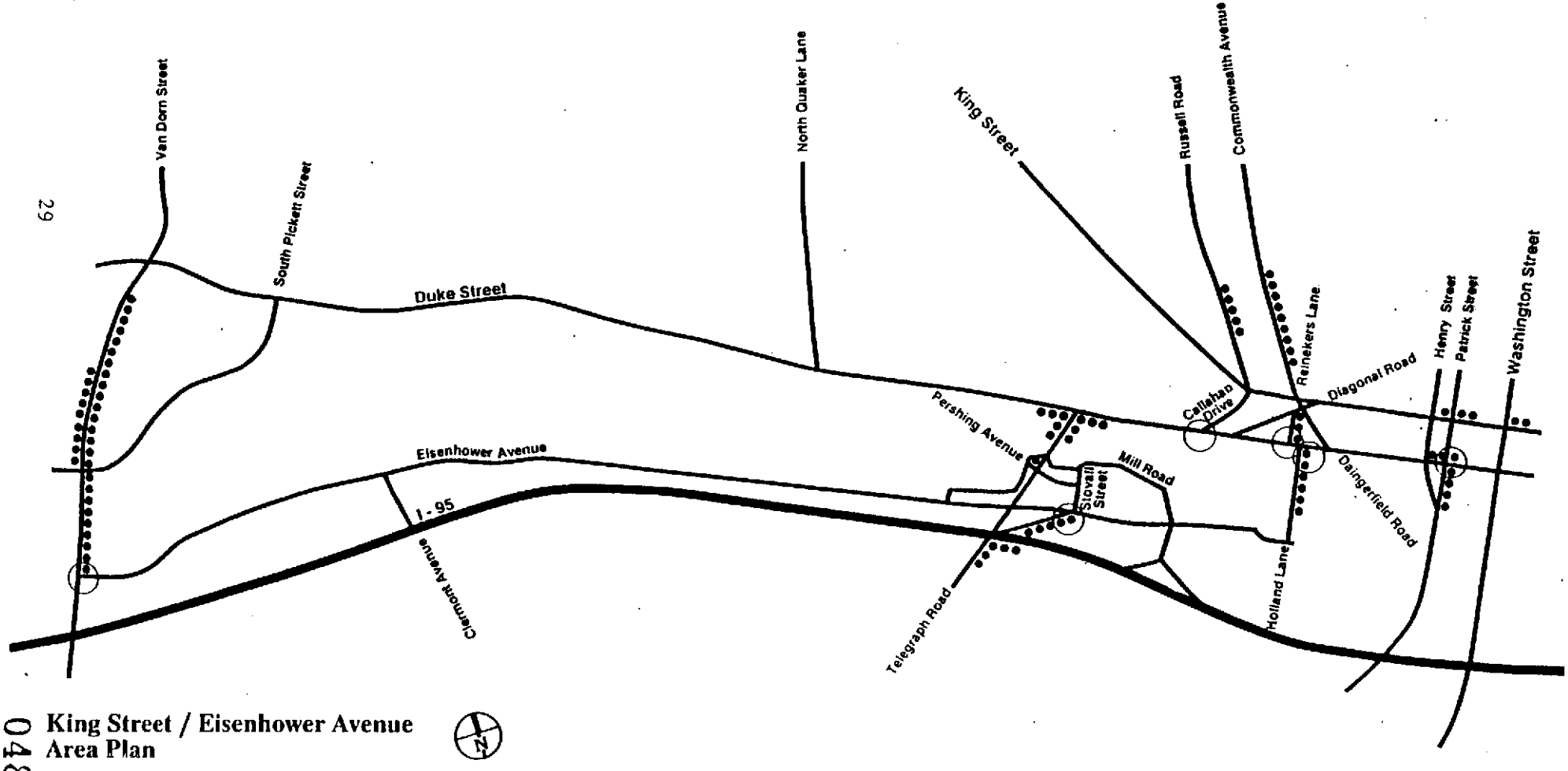
Figure 3

Frederic R. Harris Alexandria Transportation Analysis

Scenario 2: Minimal Growth in E. Valley/2010 Growth in Region

●●●● Problem Street Segments

◯ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

Table 9

LEVEL OF SERVICE AT SELECTED INTERSECTIONS FOR MODEL SCENARIOS
King Street/Eisenhower Avenue Traffic Analysis

	--- Scenario ---					
	1	2	3	4	3X*	4X*
Duke/Elizabeth	A	A	F	F	F	F
Duke/Holland	F	F	F	F	A	C
Duke/Diagonal	B	E	E	F	D	F
Mill/Pershing	A	A	A	A	A	A
Eisenhower/Holland	C	C	C	C	A	A
Duke/Reinekers	D	F	D	F	C	C
Eisenhower/Mill	A	A	A	B	B	C
Eisenhower/E. Mill	F	F	F	F	F	F
Duke/Washington	F	E	D	D	E	E
Duke/Patrick	F	F	F	F	F	F
Mill/Stovall	A	A	A	A	A	A
Eisenhower/Stovall	F	F	F	F	F	F
Duke/Henry	A	B	A	B	A	A
Pershing/Stovall	A	A	A	A	A	A
Duke/Callahan	F	F	F	F	F	F
King/Callahan	F	F	F	F	F	F
Telegraph/Pershing	E	E	D	F	D	E
Duke/N. Quaker	C	D	F	F	E	F
Eisenhower/Clermont	A	B	E	F	D	E
Van Dorn/Eisenhower	F	F	F	F	F	F
King/Commonwealth	C	D	F	F	D	F
Duke/Taylor Run	E	F	F	F	E	F
N. Quaker/Trinity	B	C	B	E	C	E

* Additional road improvements added to network

Source: Frederic R. Harris analysis of King Street/Eisenhower Avenue Traffic based on City of Alexandria Traffic Model outputs

Scenario Two - Impact of Minimum Growth in the Study Area

This scenario adds 1.9 million square feet of commercial development in the study area and 7.4 million square feet of commercial development in the remainder of the City. Relative to the No City Growth scenario, the addition of 9.3 million square feet of development Citywide would cause only one more intersection to operate above capacity. Only Van Dorn Street southbound between Edsall Road and Pickett Street and part of Eisenhower Avenue east of Telegraph Road would be markedly over capacity (Figure 3).

Scenario Three - Impact of Moderate Growth within the Study Area

This scenario adds 5.1 million square feet of commercial office development and 1885 residential units within the study area. All of this incremental development reflects the CNS project and the development of a Oliver T. Carr owned site on Mill Road. This additional development results in two more intersections operate at level of service "F". The most significant increases in congestion occur within the eastern end

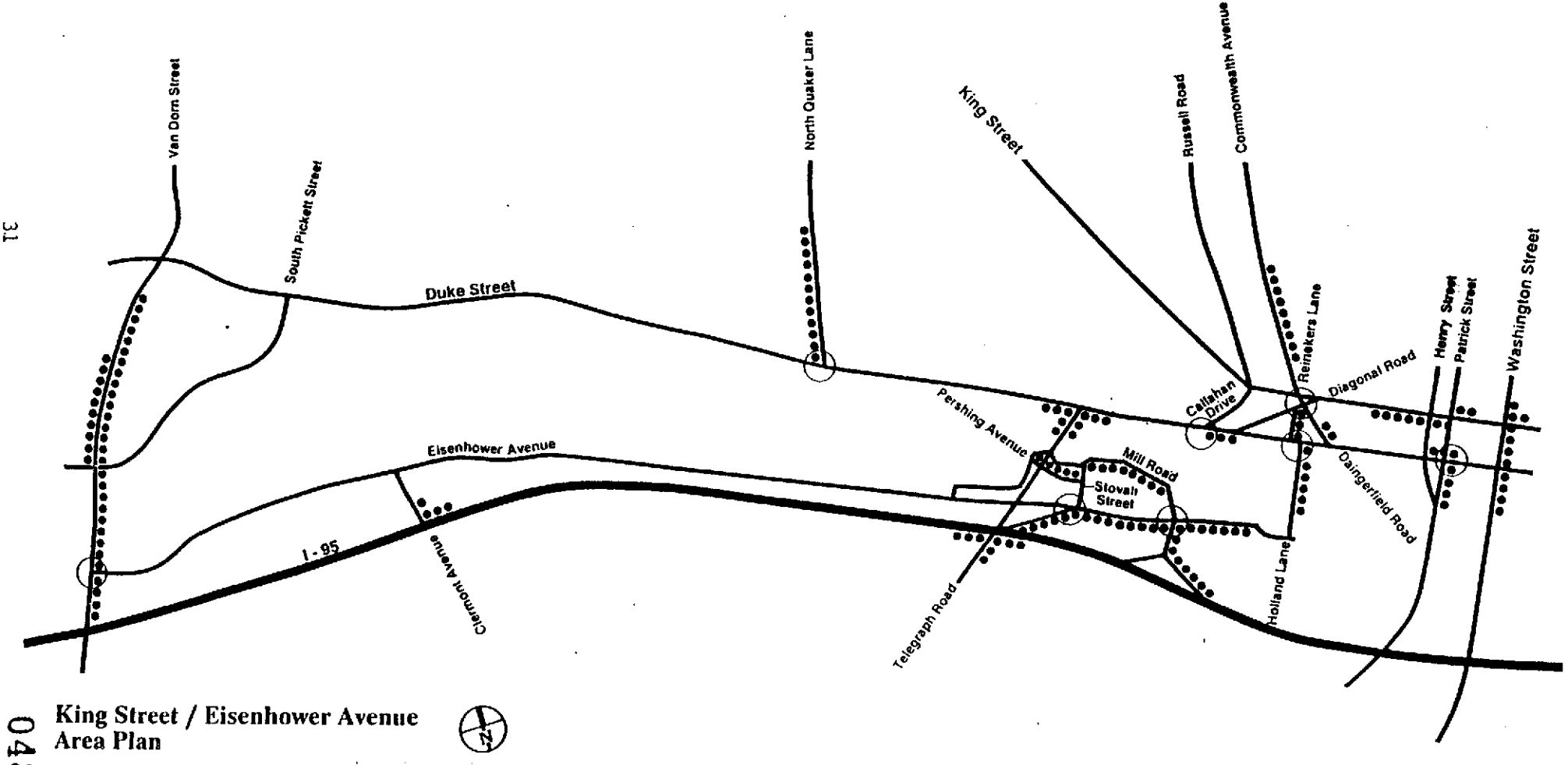
Figure 4

Frederic R. Harris Alexandria Transportation Analysis

Scenario 3: Market "Plus" Growth in E. Valley/2010 Growth in Region

●●●● Problem Street Segments

◯ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

of Cameron Run Valley on Eisenhower Avenue, Mill Road, Pershing Avenue and the Beltway connector-distributor road. Congestion also increases on some streets in the King Street Metro area on the southbound segment of Quaker Lane just north of Duke Street (Figure 4).

Scenario Four - Impact of Intense Development in the Study Area

This scenario adds 3.3 million square feet of office development and 8,904 residential units above Scenario Three. Scenario Four results in significant congestion throughout the study area. Five more intersections are operating at level of service "F" than in the previous scenario; in total, 15 of the 23 intersections would be operating above capacity. Congestion increases markedly within the King Street area and also increases west of the railroad tracks on Russell Road, Commonwealth Avenue and Callahan Drive (Figure 5).

After analyzing the impacts of the four different land use scenarios on a base 2010 street network, the Harris study tested the impacts of additional roadway improvements on congestion in the City. Five major improvements, shown on Figure 6, were tested for Scenarios Three and Four:

* Construction of the Clermont Connector
* Construction of the Bluestone Connector
* Widening of Van Dorn Street between the Beltway and Eisenhower Avenue
* Construction of the Daingerfield Road/Wolfe Street extension
* Widening of Eisenhower Avenue between Telegraph Road and Holland Lane

The effect of these street improvements on traffic conditions in Scenario 3 are dramatic. (Figure 7 and Figure 8). Of the 23 intersections analyzed in this study, 15 improved when these road improvements were added, including four intersections which improved from level of service F. Three intersections did get worse, but none deteriorated to level of service F. The addition of these improvements relieves almost all of the congestion within the Eisenhower Valley on Eisenhower Avenue, Mill Road, Pershing Avenue and Holland Lane. Congestion along Duke Street between Callahan Drive and Quaker Lane is alleviated by these improvements. Traffic does increase on one segment of northbound Quaker Lane, but operating conditions do not deteriorate below level of service "E." These improvements will impact Jordan Street which will experience substantially more traffic. However, Jordan Street will not operate below level of service "D" except for one short segment. The Bluestone connector becomes congested, attracting more traffic than its capacity: the Clermont connector introduces congestion on Clermont only south of Eisenhower Avenue.

For Scenario Four, the effects of the 5 improvements are also marked, although substantial congestion still remains because of the high development levels in this scenario (Figure 9 and Figure 10). Of the 23 intersections studied; 17 get better with the improvements, including 4 that improve from level of service F. Two intersections get worse, but they do not exceed capacity. Improvement occurs within the Eisenhower Valley on Eisenhower Avenue, Mill Road and Holland Lane. Congestion also decreases west of the railroad tracks on Russell Road and Commonwealth Avenue. Bluestone becomes congested, as does a section of Quaker Lane in the southbound direction.

Several important conclusions can be made from the Harris traffic analysis. These are described below.

* <u>At a minimum, three basic road improvements are needed in the valley:</u>

  - <u>the Clermont interchange,</u>
  - <u>the Beltway Connector Road</u>
  - <u>and the Telegraph Road flyover ramp.</u>

  Even with these improvements, congestion will occur and additional improvements will be needed.

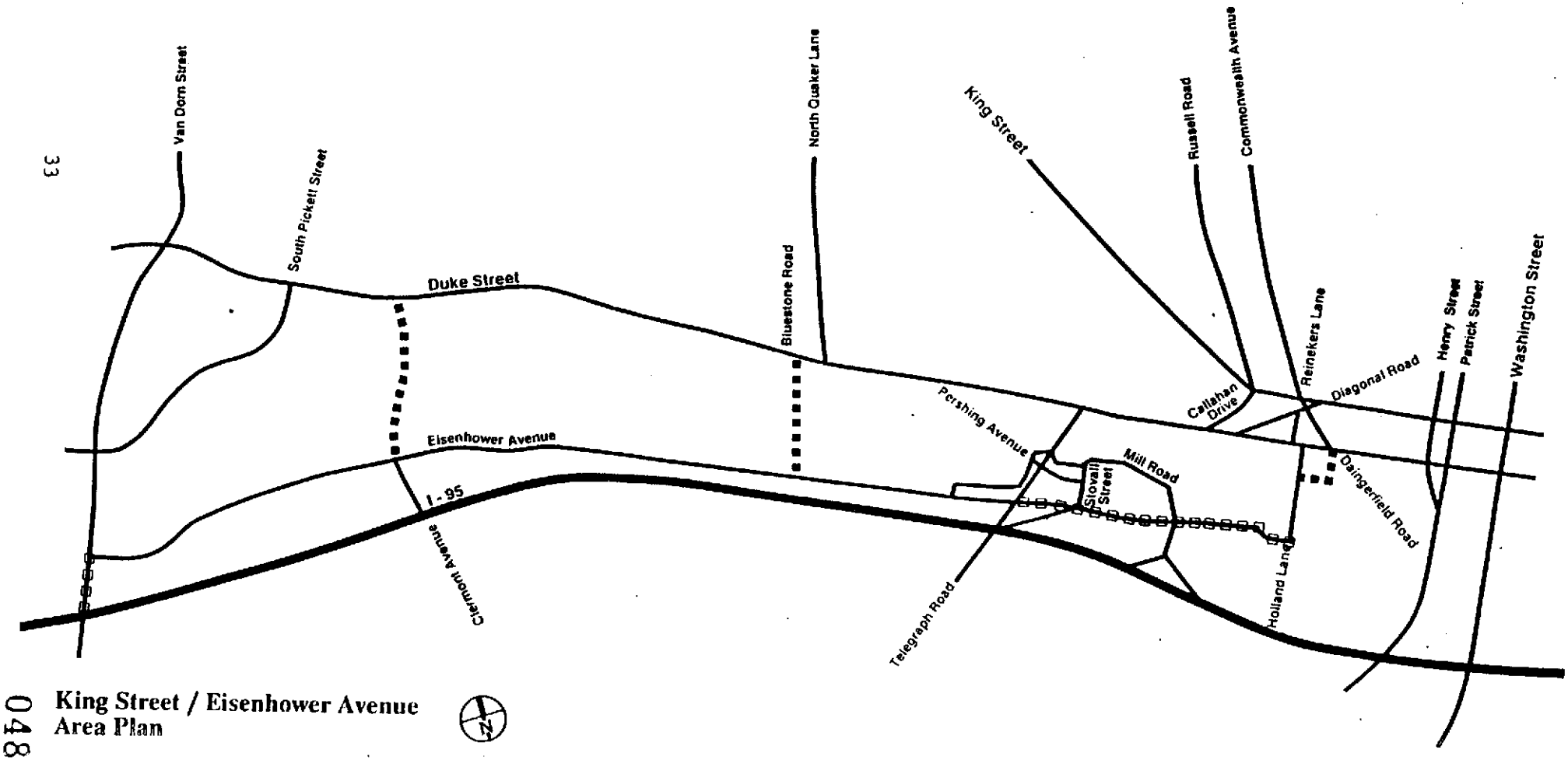
Figure 6

Frederic R. Harris Alexandria Transportation Analysis

Proposed Road Improvements Included In Scenarios 3 and 4

■■■■ New Roads

□□□ Roads To Be Widened



King Street / Eisenhower Avenue Area Plan

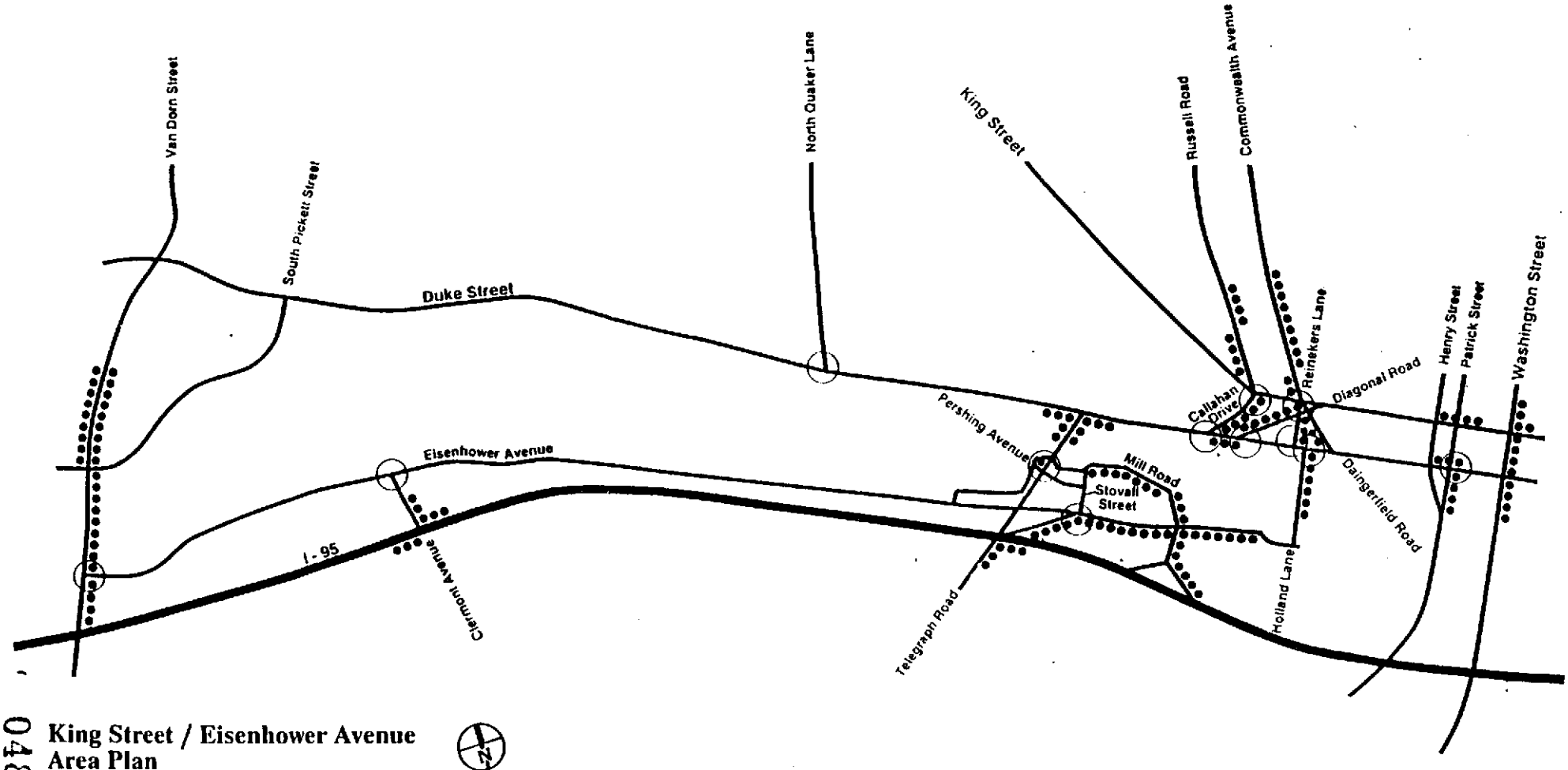
Figure 5

Frederic R. Harris Alexandria Transportation Analysis

Scenario 4: Extensive Mixed Use Growth in E. Valley/2010 Growth in Region

●●●● Problem Street Segments

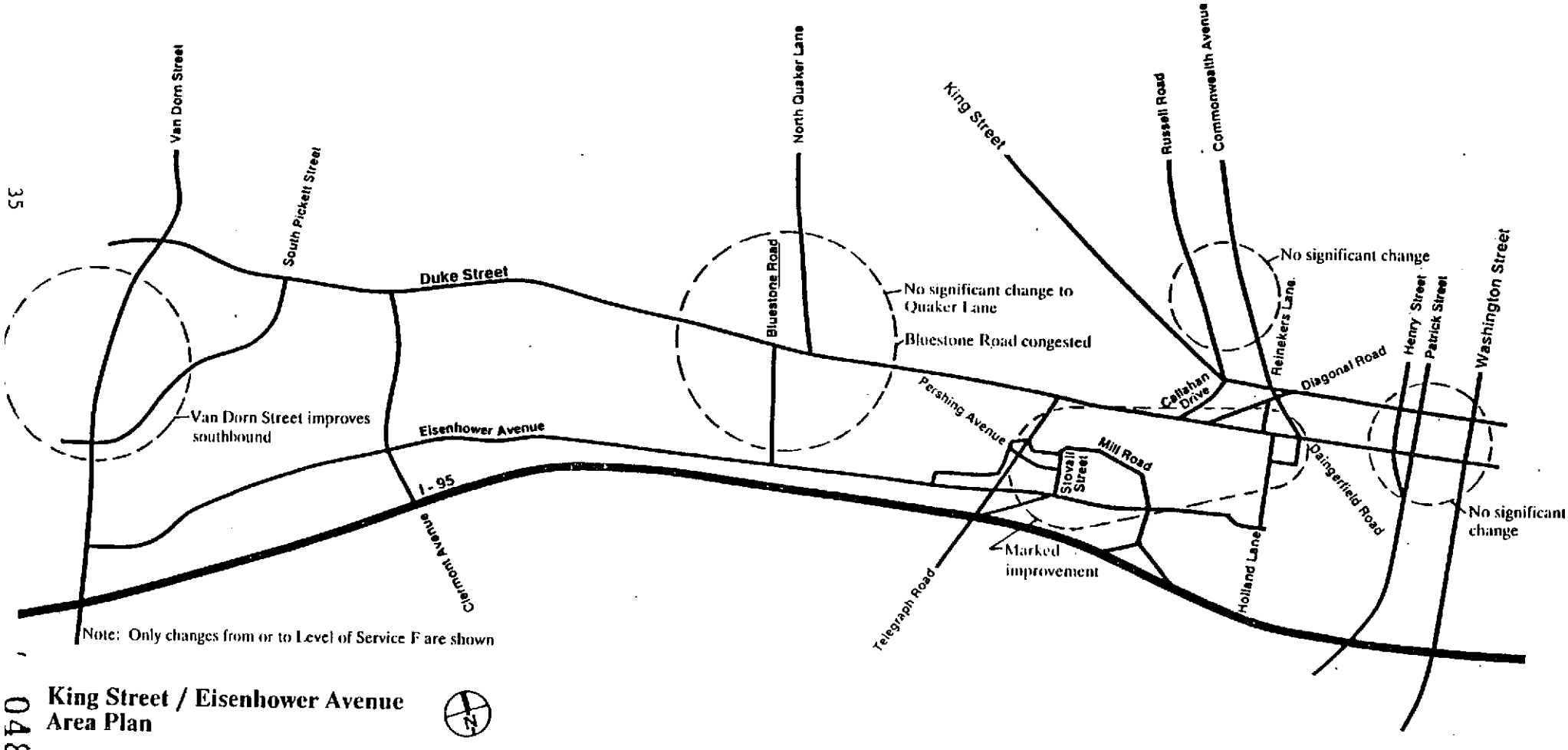
◯ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

Figure 8

Impact of Proposed Improvements on Scenario 3



King Street / Eisenhower Avenue Area Plan

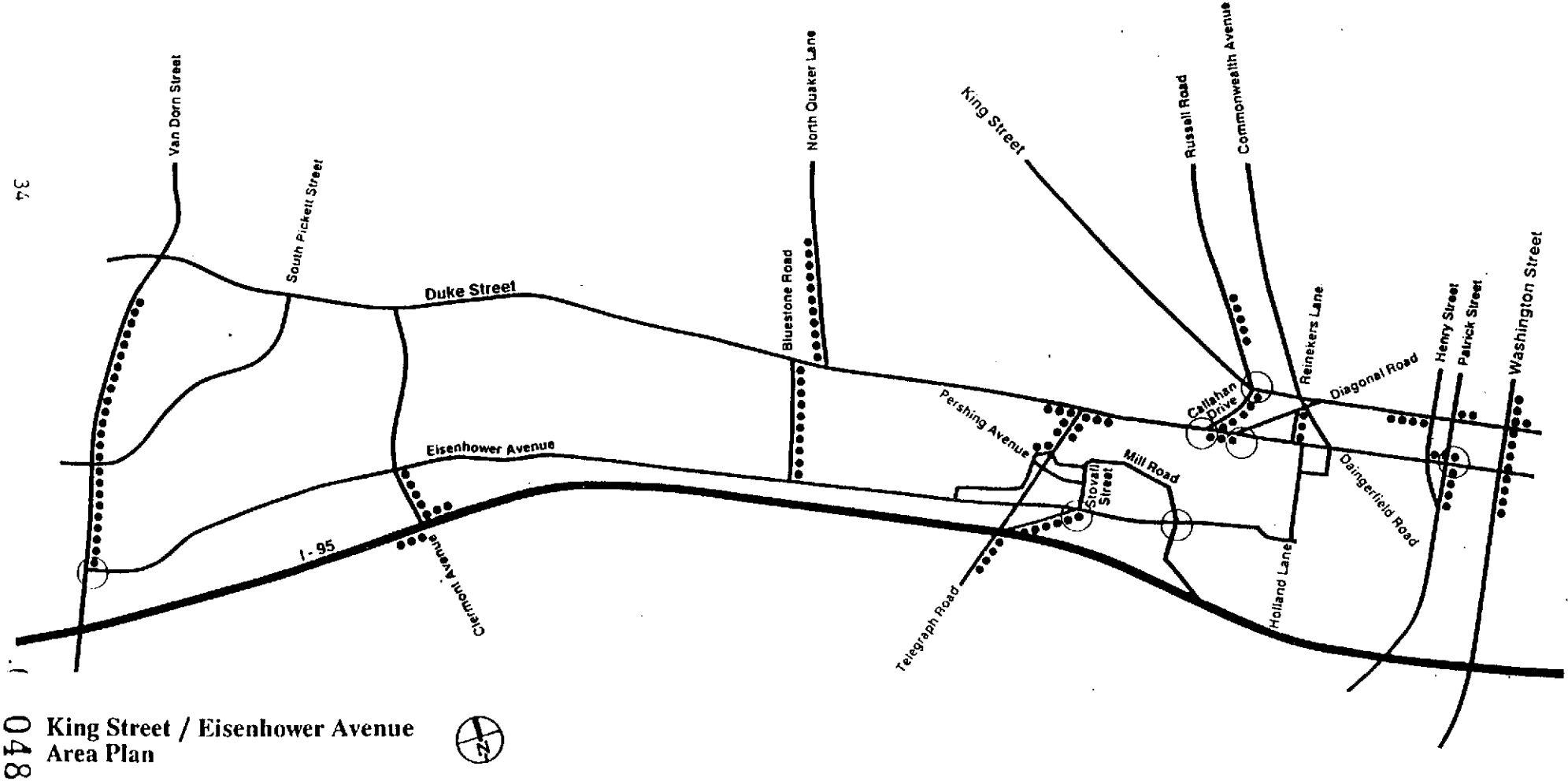
Figure 7

Frederic R. Harris Alexandria Transportation Analysis

Scenario 3 With Proposed Road Improvements

●●●● Problem Street Segments

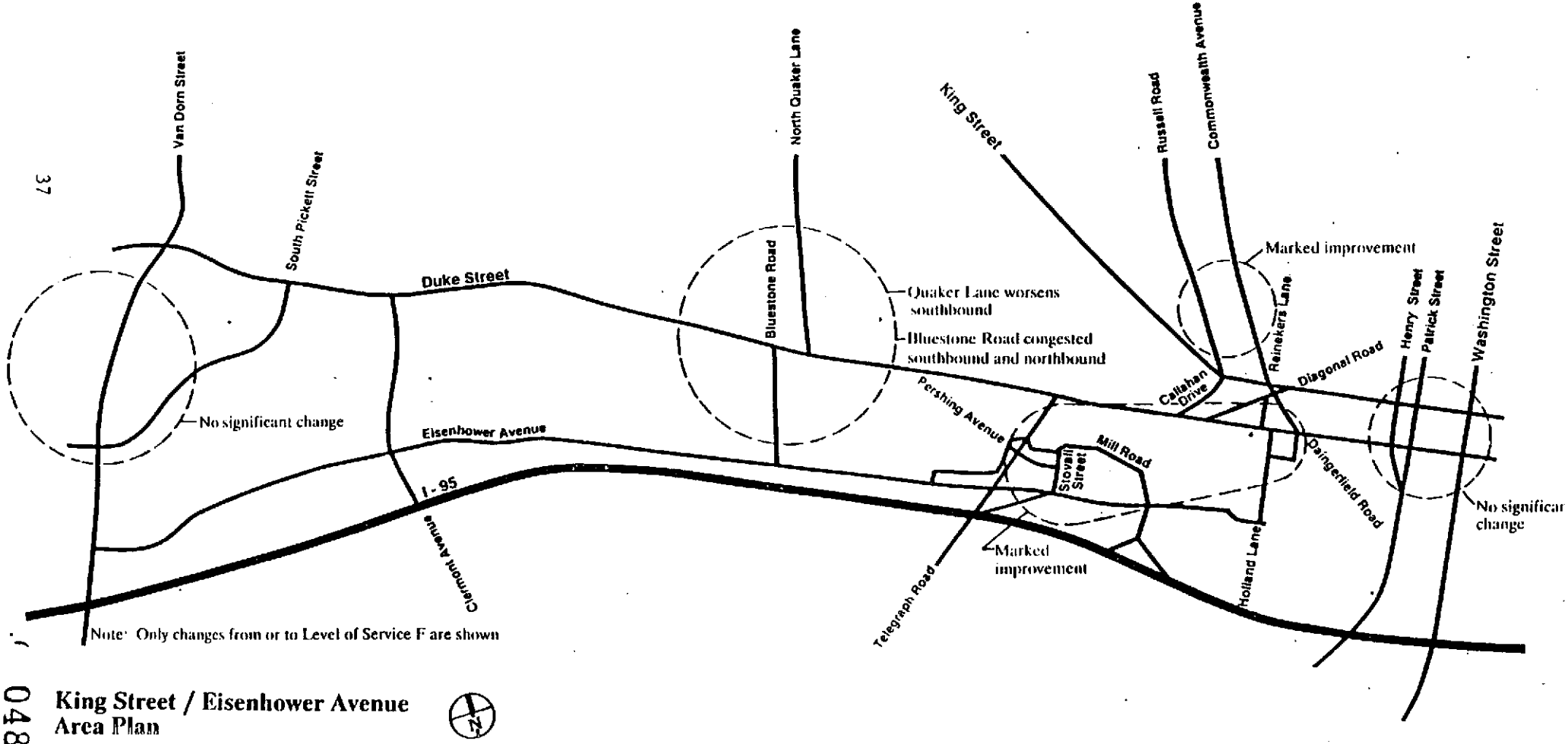
◯ Problem Intersections (Level of Service F)



King Street / Eisenhower Avenue Area Plan

Figure 10

Impact of Proposed Road Improvements on Scenario 4



King Street / Eisenhower Avenue Area Plan

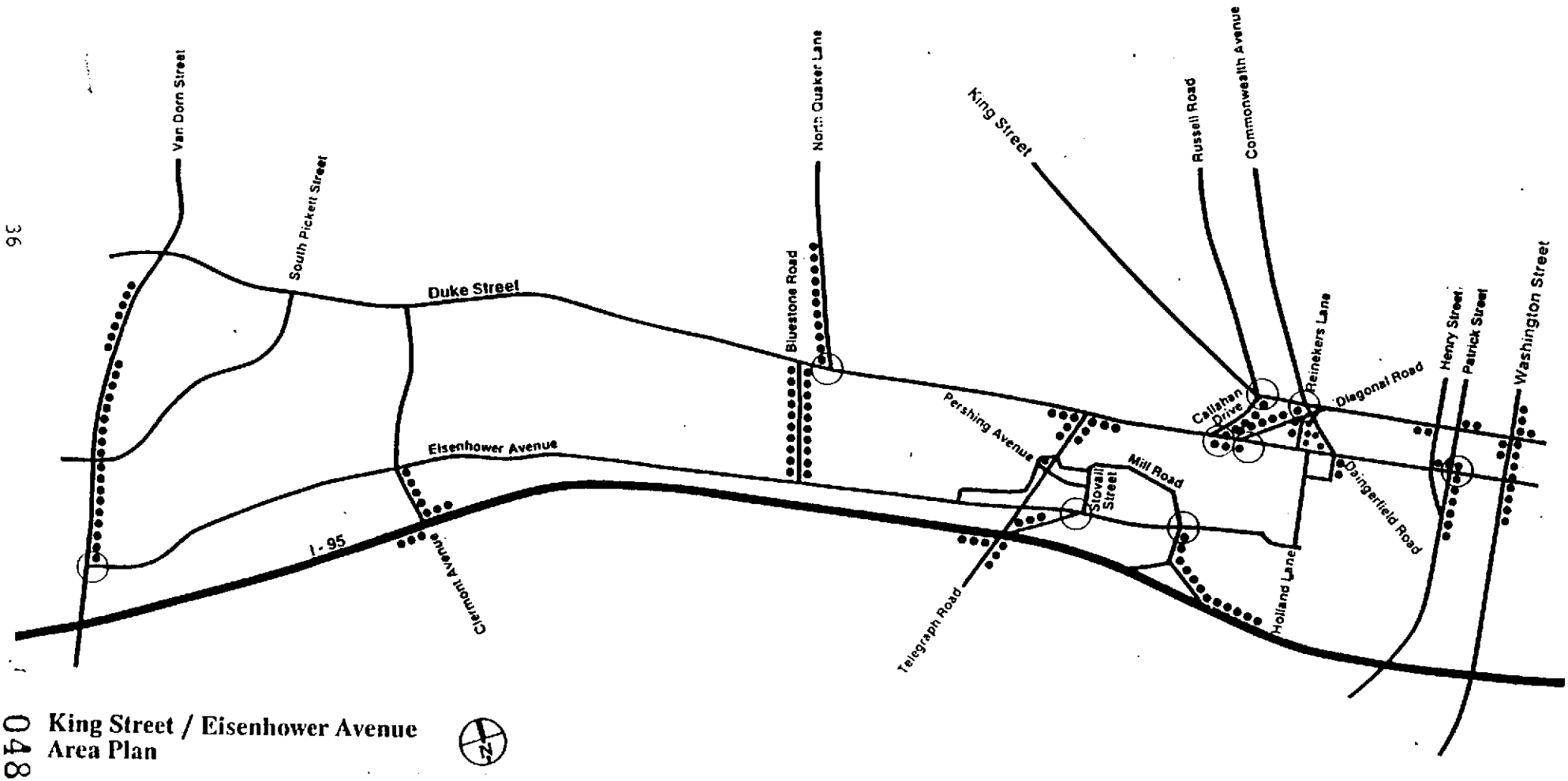
Figure 9

Frederic R. Harris Alexandria Transportation Analysis

Scenario 4 With Proposed Improvements

●●●● Problem Street Segments

◯ Problem Intersections (Level of Service F)

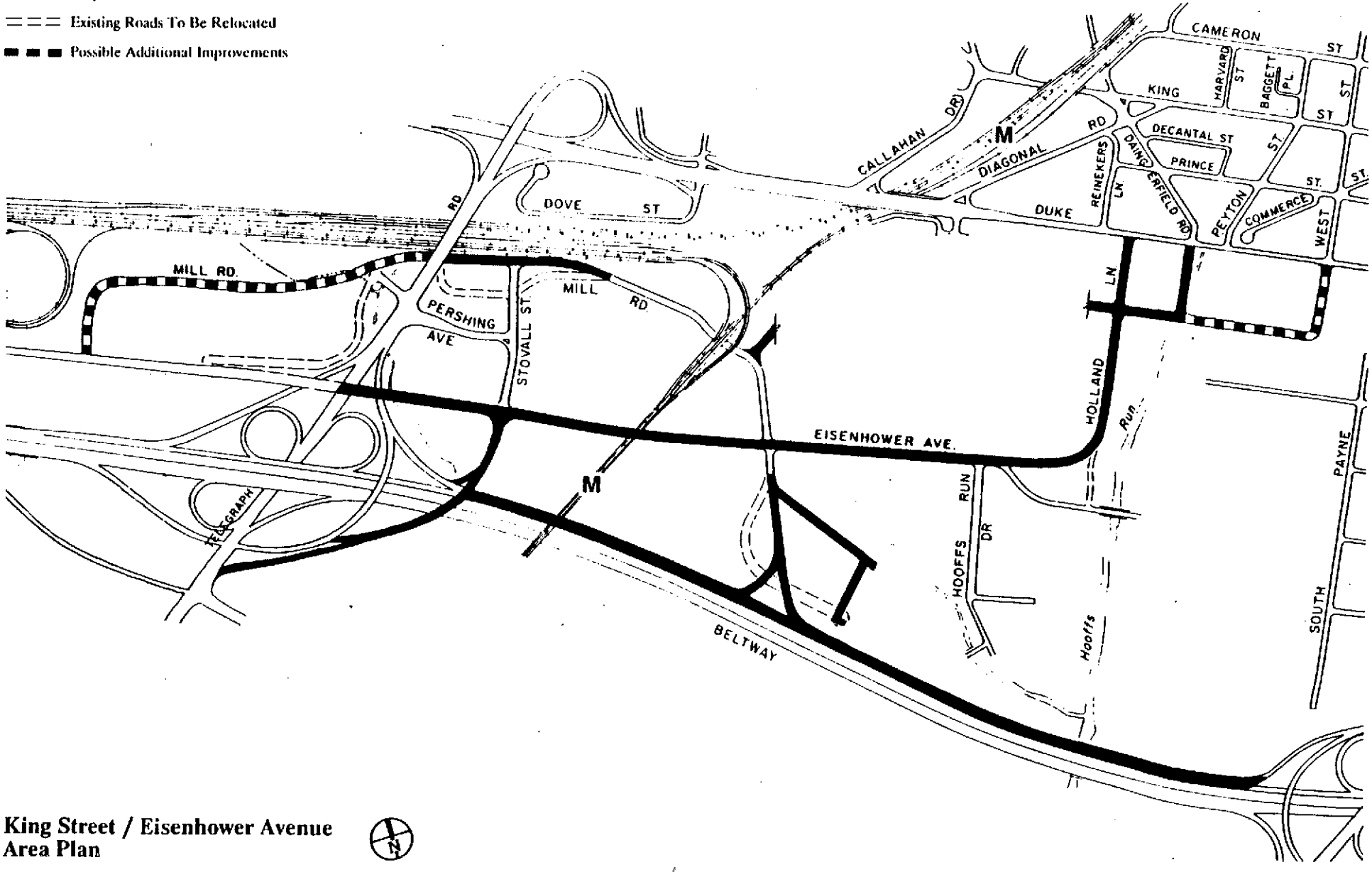


King Street / Eisenhower Avenue Area Plan

Map 9

Planned and Proposed Road Improvements

- Proposed Roads
- Existing Roads To Be Relocated
- Possible Additional Improvements



King Street / Eisenhower Avenue Area Plan

* A second level of improvements; including

  - connectors between Eisenhower Avenue and Duke Street,
  - widening of the eastern end of Eisenhower Avenue,
  - widening of Van Dorn Street south of Eisenhower Avenue
  - and the Wolfe Street/Daingerfield Road extension;

  would help to accommodate development in the Valley with limited impacts on other parts of the City.

  With these additional improvements a modest level of development, 6 million square feet of office development and 1885 dwelling units, could be accommodated. Even with these improvements, there would be congestion on the street system, but almost all of the worst intersections and street segments would be located either within the Valley, on Duke Street between Telegraph Road and Holland Lane, or at locations which even today are highly congested.

* The development of 6.0 million square feet of office in the study area begins to push the limits of tolerable road conditions, even with all possible road improvements in place.

  Unless other major road improvements can be identified, no additional traffic can be accommodated on the City's streets without major impacts given current travel behavior.

* However, additional levels of development could be accommodated if development generated fewer than expected vehicles; that is, if vigorous transportation demand management programs reduced single occupant vehicles and increased carpool, vanpool and transit use, a proportionate amount of additional development could be accommodated.

Conclusions

To realize additional development in the King Street/Eisenhower Avenue area without unduly impacting residential areas, the City needs to consider, as a package, the following approaches:

1. Coordinate the provision of additional roadway improvements with the phasing of development. This will ensure that development proceeds in concert with added traffic capacity.

2. Require a Transportation Management Association (TMA) within the study area. This can provide a comprehensive and effective approach towards planning and administering TMPs within the area.

3. Create a Transportation Improvement District to finance road and transit improvements in the area and to finance the TMA.

Street Improvements

Based on the Harris Report findings the following road improvements have been identified as needed to accommodate growth within the study area (see Map 9).

help to relieve congestion along Holland Lane. Eventually, Wolfe Street could be extended to S. West Street or S. Payne Street.

5. Eisenhower Avenue Widening East of Telegraph Road

Eisenhower Avenue is currently two lanes in each direction. As development occurs in the Valley, the Harris study has shown that congestion will reach unacceptable levels on the eastern portion of the Avenue. Widening Eisenhower Avenue to three lanes in each direction between Mill Road and Telegraph Road would provide the capacity needed to avoid congestion.

6. Mill Road Realignment and Extension

Mill Road's meandering alignment limits its traffic carrying capacity poorly serves potential development sites. Realigning Mill Road would remove its awkward curves and improve its traffic carrying capacity. Also, extending Mill Road westward through the two large parcels west of Telegraph Road would provide additional access to these sites, which are now served only by Eisenhower Avenue.

Transportation Management Association

A coordinated approach is needed to implement Transportation Management Plans. Additional development will be able to be accommodated in the Valley proportionate to increased transit usage and carpooling and by people living and working in the Valley. To the extent these shifts in transportation mode occur, there will be less need for additional road improvements beyond what has been identified and less political pressure to curtail development in the future.

A Transportation Management Association to include all development parcels in the study area is likely to result in better managed, better financed and more effective transportation management plan programs.

Transportation Improvement District

The local share of transportation improvements within the study area should be funded through a Transportation Improvement District (TID) which assesses developers the cost of improvements based on square footage of development. The State has adopted legislation, effective July 1, 1990, which will allow the City to establish a TID to finance Cameron Run Valley improvements. To create this district, the City must adopt a transportation improvement plan for the area and include this plan as part of the City's Capital Improvements Program.

URBAN DESIGN ANALYSIS

The urban design section examines the physical conditions of the King/Eisenhower Avenue area in terms of the opportunities and constraints for mixed use, transit oriented development. The analysis forms the basis for a land use concept and for possible development guidelines regarding the height, bulk and siting of buildings. Also, the analysis examines more specific urban design issues related to public improvements such as street, pedestrian and open space systems.

The focus of this analysis is the largely undeveloped Eisenhower Avenue Metro station area where there is a need to set development guidelines and to coordinate both private and public improvement activity. The King Street Metro area is not included in the general analysis since redevelopment is near completion and the character of development largely established.

1. Telegraph Road Improvements plus Flyover Ramp

Telegraph Road serves as both a major traffic portal into the City and a major portal into the study area. By serving this dual role, it has become one of the most congested City streets. Traffic back-ups and long delays are common on Telegraph Road, particularly in the evening peak hours. Currently, most backups are a result of problems at the Woodrow Wilson bridge or in Fairfax County at the Telegraph/Huntington and Telegraph/King's Highway intersections. There are also major problems generated by the configuration of the intersection of Telegraph Road with Mill Road and Pershing Avenue, which provides a major point of access into the eastern portion of the Cameron Run Valley.

Two types of actions to improve Telegraph Road are needed. First, both the Clermont Interchange and the Beltway Connector/ Distributor Road will need to be constructed to relieve the pressures on Telegraph Road. Second, the Telegraph Road interchange needs to be improved to provide easier access into the eastern portion of the Cameron Run Valley. The City should pursue a study to improve Telegraph Road in conjunction with the Woodrow Wilson Bridge Study.

One improvement to Telegraph Road which should be considered, is the construction of a ramp from northbound Telegraph road just south of the I-95 interchange which would connect to Stovall Street. This ramp would allow northbound Telegraph Road traffic destined to the Cameron Run Valley to use the ramp instead of Pershing Avenue to access valley development. This ramp would also be used by eastbound Beltway traffic to access the Valley.

The effect of this improvement is to allow traffic to access the eastern portion of the Cameron Run without being mired in congestion at Telegraph and Pershing Avenue. The Harris study showed that the Beltway flyover from the Telegraph Road ramp is one of three essential improvements needed in the Valley.

2. Beltway Connector Road

The traffic analysis shows that additional Beltway access into the study area is needed to relieve Telegraph Road. One of the major roadway improvements proposed in conjunction with the CNS project is construction of a connector road parallel to the Beltway which would connect to Mill Road and allow westbound traffic on the Beltway to enter the eastern Cameron Run Valley area. The Connector Road would also allow westbound traffic to exit from the Eisenhower Avenue area but only to go towards Fairfax County. Traffic originating from Maryland, therefore, would still have to use Telegraph to go eastbound and back across the Woodrow Wilson Bridge.

3. Clermont Interchange

Although located outside of the study area, the proposed Clermont interchange with the Beltway will greatly improve access into the entire valley. This project is in the State's Five Year Plan; an EIS is being prepared. The planned interchange, which connects into the valley via Eisenhower Avenue, was identified in almost all studies, including the Harris study, as an essential improvement.

4. Holland Lane/Daingerfield Road-Wolfe Street Extension

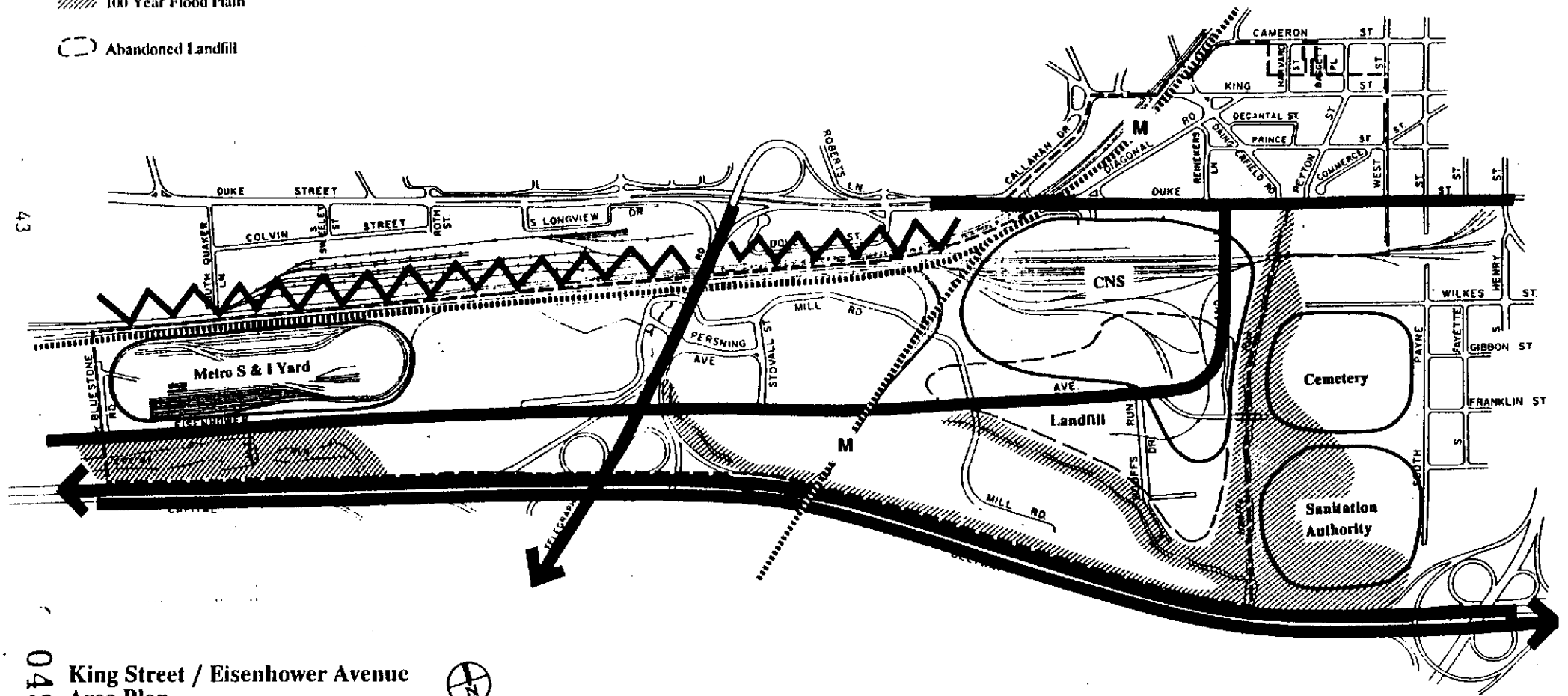
Another road improvement proposed by the CNS developers is the widening of Holland Lane to four lanes. The intersection of Holland Lane with Duke street is a problematic one, primarily because of the offset between Holland Lane and Reinekers Lane at Duke Street. This offset produces functional and operational problems. Although widening Holland Lane is needed, other road improvements will also be required to make the Duke Street/ Holland Lane intersection work.

One possible improvement, tested in the Harris Study, is the extension of Daingerfield Road south of Duke Street to Wolfe Street which would be constructed to Holland Lane. Street. Right turns could be prohibited from Holland Lane to Duke Street. Instead, traffic going east or north from Holland would take the Wolfe Street/Daingerfield Road extension. The City's traffic model shows that this improvement would

Map 10

Constraints

- Industrial Areas
- Major Roadways
- M Metro Stations
- Metro Lines
- 100 Year Flood Plain
- Abandoned Landfill



King Street / Eisenhower Avenue Area Plan

Eisenhower Avenue Area

As stated earlier the Eisenhower Avenue area has not produced mixed use residential, retail, office and hotel development. This analysis explores the feasibility of encouraging coordinated mixed use development around the metro station and examines the various development sites in terms of their suitability for different uses, building heights and densities. The analysis also examines traffic, pedestrian and open space systems to determine how best to accommodate increased demands for access, circulation, open space and recreational needs created by new development and how to best link potential development sites into a coherent whole.

Constraints and Influences

Map 10 summarizes the major constraints and influences affecting prospective mixed use development in the Eisenhower Avenue area. These constraints include those physical factors, natural and man-made, which exert a negative influence on the suitability of mixed use development including residential uses.

Physical Barriers

The area is characterized by large scale public facilities, railroad trackage, major arterials, an interchange with its associated ramp system, a major freeway, Metrorail trackage serving two Metro lines and a Service/Inspection Yard and a drainage system which cuts through portions of the area. All of these factors tend to create physical barriers which isolate the area from the rest of the City, separate potential development sites, make pedestrian access difficult and make some sites unsuitable or less attractive for certain land uses such as residential.

Soils and Drainage

Another development constraint is drainage and soil conditions. Cameron Run, Hooff's Run, Mill Race and several other open channels flow near or through the area en route to Hunting Creek and eventually to the Potomac River.

The drainage area, with its high water table and periodic backup and flooding, combined with the fact that parts of this area have been used as landfill and contain poor soil, can adversely affect development, making construction unbuildable or very costly.

In other cases, the high water table and poor soil conditions may make underground parking unfeasible or limited to one level. As such, large developments are likely to include sizable above grade parking structures which can be dominant visual elements of any building design.

Image and Built Form

Another development constraint is the negative image associated with the Eisenhower Avenue area. It is this negative image which causes some to dismiss the possibility that this area could attract residential development.

This image reflects the isolation of this area from the rest of the City and the area's industrial character--its railroad facilities, scrap yard and concrete mixing plant. This image stems also from the area's lack of development, the presence of large tracts of bare, desolate looking land.

However, another factor which makes it difficult to envision the area as a location for quality development is that what has been built in the Eisenhower Avenue area to date does not convey a sense of coherent urban form, and certainly does not realize the great potential of a Metro station area.

Map 11

Opportunities

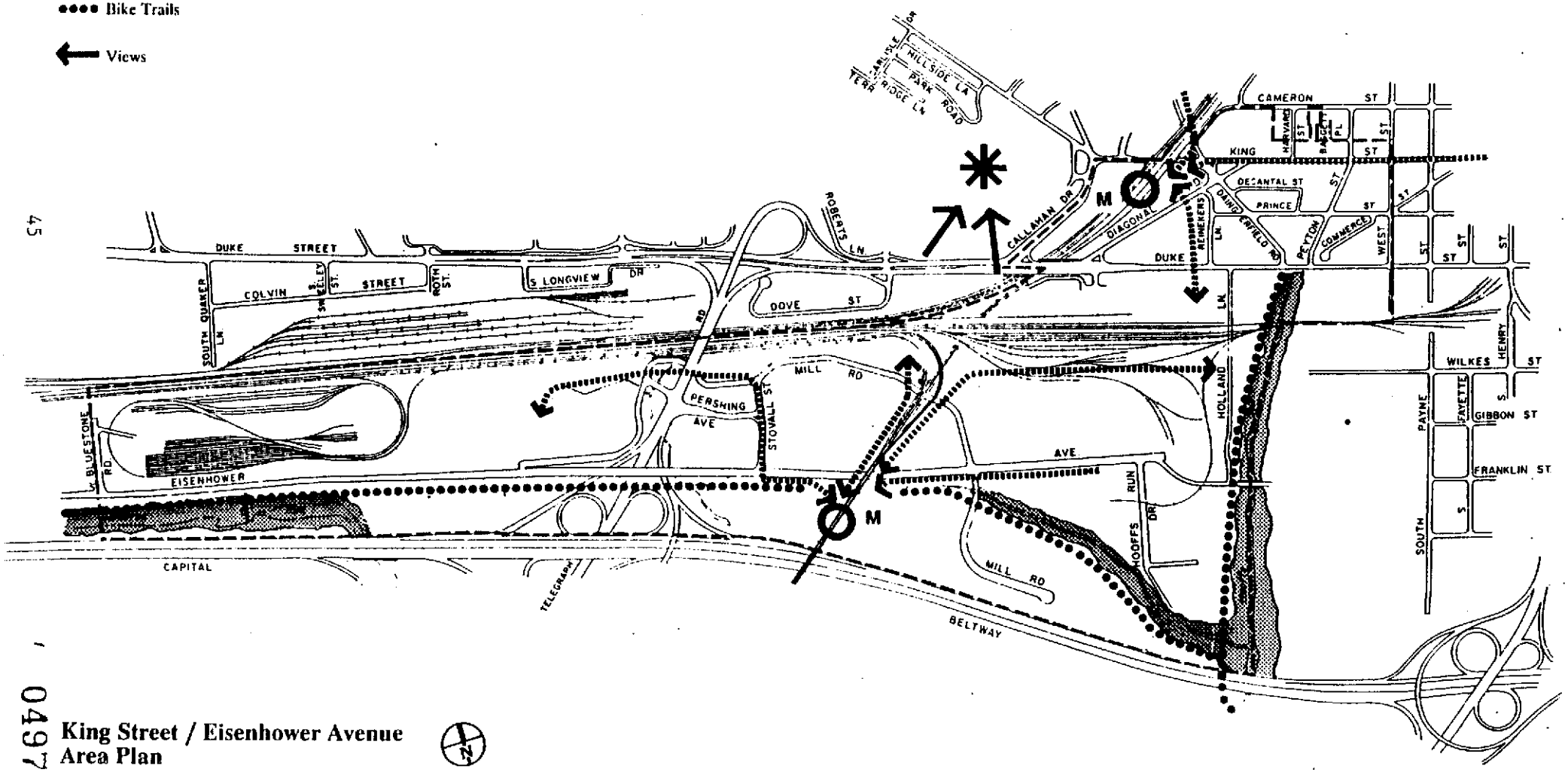
Landmark

Stream Valley Park

Pedestrian Connectors

Bike Trails

Views



King Street / Eisenhower Avenue Area Plan

Opportunities

Although the Eisenhower Avenue area is negatively affected by the constraints and influences discussed above the area also enjoys some considerable advantages and opportunities (Map 11) as a potential development area.

The area is well located near a major regional highway facility - I-95 and has great visibility to the Beltway. Improving accessibility to the Beltway would improve the attractiveness of the area for development.

The area is also located next to two Metro Stations which are only one-half mile apart. Metro stations provide an extra margin of accessibility which has attracted development around most transit stations in the Washington Metropolitan area.

In addition to Metrorail, there is the prospect that Commuter Rail can be initiated in two years and that bus service within the Valley can be greatly enhanced once the Van Dorn Station is in operation. The Eisenhower Avenue area also has the advantage of large sites under single ownership which increases the possibility of phased mixed use development.

The fact that the Cameron Run Valley is in a stream valley also presents an opportunity. A stream valley open space/ bicycle and pedestrian system can be developed in the area to link development, especially residential uses, to recreational facilities, to other developments, to the metro stations and to other parts of the city. It may even be possible to link this system via a bike trail to the Mt. Vernon Bikeway along the Potomac River.

There also may be opportunities to provide additional active recreation areas to serve new development. These areas may be appropriately located near the confluence of Hooff's Run and Mill Race and tied into the overall bikeway/pathway system.

Via the CNS project, there are also opportunities to lessen the Valley's isolation and to establish stronger connections between the Eisenhower Avenue area and the King Street Metro area, to make the Eisenhower Avenue area more a part of the fabric of the City.

Finally, because the Eisenhower Avenue area is located in a valley, removed from the established, low scale residential neighborhoods, there are opportunities to allow taller buildings without necessarily creating visual impacts to neighborhoods or City landmarks.

Allowing taller buildings in the Valley would provide views of the Potomac River and of the Old Town area which could in turn encourage quality development, especially, residential uses. Nevertheless, taller buildings need to be sensitively sited and carefully designed to avoid blocking views of landmarks such as the Masonic Temple.

Planning and Design Considerations for Development

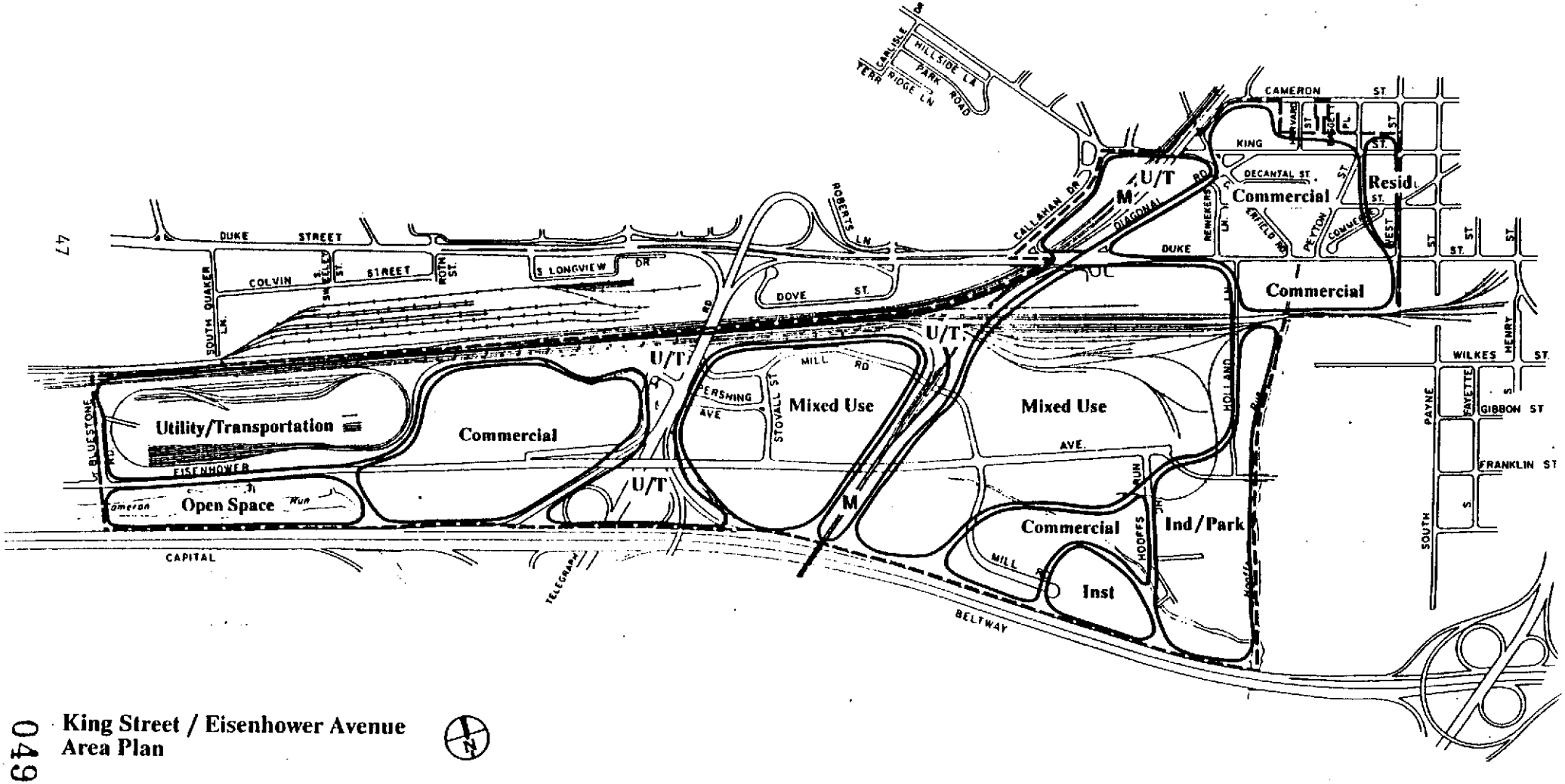
Building upon the constraints and opportunities outlined above, this section examines a land use concept and possible design guidelines for development within the study area.

Land Use Concept

The land use concept shown in Map 12 reflects the desire to encourage a mix of office, retail, residential, and hotel development along with publicly oriented open space, recreational, entertainment and cultural facilities.

Map 12

Land Use Concept



King Street / Eisenhower Avenue Area Plan

The Plan follows these principles:

* that mixed use development at relatively high densities should be encouraged near the two transit stations

* that development furthest from the stations and more likely to rely on travel by auto should be more at lower densities.

* that residential development is most suitable in locations which are within a convenient walking distance to a metro station and accessible to open space and recreational facilities.

For purposes of describing the land use concept the study area is divided into five subareas; King Street Metro, CNS site area, Hooff's Run, Eisenhower Avenue Metro and West of Telegraph Road.

King Street Metro Station

Considering that the King Street Metro Station area is mostly built up, the concept plan primarily reflects the current pattern of development. The Plan encourages a mix of office, retail, hotel and residential uses west of Peyton Street. Because of Metro proximity, residential uses should be allowed at higher densities than other, non-Metro, locations. Ground floor retail uses are desired along King Street and Duke Street west of Holland Lane.

CNS Site Area

The area south of Duke Street and between Hooff's Run, Eisenhower Avenue, Mill Road and the Metro tracks to the west provides an opportunity to encourage integrated mixed use development on a large tract of land located between two Metro Stations. Most of this area is the site of the proposed CNS project.

The concept plan calls for a residential district to be concentrated nearest Holland Lane and nearest a potential park area along Hooff's Run.

Office development would be concentrated toward the western portion of the site and along Eisenhower Avenue.

Retail uses would be concentrated along the south side of Duke Street to complement the retail shops under construction along the north side of Duke Street. Business service oriented retail uses would be concentrated within the office core area.

A pedestrian system should tie together the various land use elements within the area making all parts of the site convenient and accessible to pedestrians with minimum vehicular conflicts. There would also be strong pedestrian linkages to the King Street and Eisenhower Metro Stations.

Hooff's Run Area

This is an area bounded by the eastern end of Eisenhower Avenue, Mill Road, the Capital Beltway and Hooff's Run. The area includes industrial uses such as warehousing and a concrete mixing plant, the Public Safety Center, the American Trucking Association office building, vacant land and portions of Mill Race and Hooff's Run.

The impact on Shooter's Hill is illustrated in Map 13 which is a section of the area looking east showing the relationship between the Masonic Temple, existing Hoffman Buildings, and possible 345 foot buildings located on the Hoffman property. As shown, the large buildings overwhelm the Temple in terms of scale and height and mass. One way to at least mitigate the visual impact of tall buildings on the Temple is to gradually reduce building mass on the upper portions of a building tower.

Not all tall buildings are necessarily inappropriate. Taller buildings can be located and designed to enhance or reinforce views of the Masonic Temple. Taller buildings may be needed to create a landmark and identity for a project. Nevertheless, the impact of tall buildings on the Masonic Temple should be a basic consideration for evaluating the appropriateness of buildings above 150 feet within the eastern portion of the Valley.

The King Street Metro Station Area Height District adopted the principle that there should be a height transition between established, lower scale neighborhoods and commercial development areas. This principle should be applied to the CNS site. Taller buildings should be oriented away from Duke Street, towards the interior and southern portion of the site.

Building heights need to be arranged to create variety: more importantly they need to create a hierarchy which emphasizes landmarks and vistas, provides transitions between buildings and their functions and which differentiates between areas of development.

Parking Location

The King Street Station Area Parking District requires that 75% of the parking in the area be structured unless a special use permit is obtained, and prohibits parking from fronting a street.

The principle that parking should be buried or screened should be generally applied to the entire study area. It is understood that due to soil conditions and expense not all parking can be placed underground. However, surface parking should be minimized; above grade parking should be located in block interiors screened from public view. In no cases should parking structures or large areas of surface parking front a street. Where possible, larger parking structures should abut physical barriers such as the Beltway, railroad tracks and Telegraph Road, locations which are removed from pedestrian activity.

Open Space/Streetscaping

Development should use and improve the stream valley system found in the eastern portion of the Valley. Cameron and Hooff's Run provide a natural basis for a greenway system. At the western end of the study area, a portion of the land adjacent to Cameron Run should be used as a green way system to provide an upgraded connection to park facilities further west.

To the east, Mill Race should be preserved and improved to link to open space along Hooff's Run. The cemetery and open space along Hooff's Run in the area north of Eisenhower Avenue should be also be maintained as park.

In light of the potential impact of Valley development on the City's recreational facilities, the City should consider whether additional land within the Valley should be designated for acquisition. The anticipated level of development in the Eisenhower area will put tremendous demand on recreational facilities and there are limited opportunities for land acquisition elsewhere in the City.

Part of any open space system in an urban area is streets. To complement the stream valley concept, the eastern portion of the Valley needs a system of streets and a strong streetscaping program. The focal point for streetscaping should be Eisenhower Avenue. This Avenue should be developed as an urban boulevard with a treed median and planting areas. Streetscape standards and development controls should be developed regarding setbacks and building orientation to ensure consistent and continuous development pattern along the Eisenhower Avenue.

The concept plan calls for office uses along Mill Road and the retention of industrial uses east of Hooff's Run Drive and furthest from the Metro station and adjacent to the Sanitation Authority for the mid-term future; in 10-15 years the area may be suitable for redevelopment at moderate densities. A portion of this area, focused on the convergence of Mill Race, Hooff's Run and including the flood plain area should be maintained open as park as part of the stream valley system.

Eisenhower Avenue Metro Station Area

The concept plan indicates high density, mixed use development for the area nearest the Eisenhower Avenue Metro Station and located between Mill Road, Telegraph Road and the Beltway. generally, would be oriented.

West of Telegraph Road

This area is furthest from the Metro Station and is located between two major barriers, the S&I Yard and Telegraph Road. The concept plan calls for moderate density commercial office development on the south side of Eisenhower Avenue and a mix of medium density commercial office, retail and hotel uses on the Cameron Center and Foundry tracts located on the north side of Eisenhower Avenue.

Development Guidelines

The land use concept provides a generalized picture of where different land uses should be located within the study area. To further clarify this picture, however, guidelines need to be established to indicate how these land uses should be translated into three dimensional forms and how these forms should be related within the study area and to the City. These guidelines concern height, massing, building orientation, parking, open space and pedestrian movement.

Height

The setting for Valley development is a large, isolated, underdeveloped area located in a stream valley and affected by dominant, large scale elements such as railroad tracks, the Capital Beltway, Telegraph Road, the Metro aerial structure and some large office buildings. Given this setting, large scale buildings may be appropriate and can be accommodated in the area without necessarily negatively impacting other parts of the City.

To say that tall buildings may be acceptable does not mean that any tall building or complex would be appropriate. Building heights and scale need to be sensitive to three factors; the impact on the urban design of the City and the impact on proposed mixed use development in the Valley.

Shooter's Hill is the most prominent natural feature and the George Washington Masonic Temple is the most prominent landmark and important point of orientation in the eastern part of the City. The Temple, sited on Shooter's Hill at a 120 foot elevation, reaches a height of 450 feet and can be seen from almost anywhere within the downtown area and from within the Cameron Valley.

The Cameron Valley is generally at an elevation of 20 to 30 feet. The tallest buildings within the Valley, the Hoffman Buildings, are approximately 160 feet. From a distance, these buildings do not visually block any portion of the Masonic Temple or project beyond the horizon created by Shooter's Hill. In terms of height, buildings in the eastern Cameron Valley ranging up to perhaps 200 feet can be constructed without unduly blocking views of most of the Temple structure.

Very tall buildings, especially if massed together, can effect block views of the Temple and have such a dominant visual effect that they begin to compete with and detract from vistas of the Temple and Shooter's Hill. While a single tower may be fine, if taller buildings are also massive or if taller buildings are clustered together, the result might be more like Crystal City or Rosslyn. Alexandrians will need to determine whether that kind of development conveys an image of Alexandria they like.

Pedestrian System

Development within the study area should be pedestrian oriented and should allow a safe and convenient walk to each of the Metro Stations and to the various development projects within the study area.

Especially in the King Street Metro Area, which is near downtown, near existing neighborhoods and near transit, special care should be given to the needs of pedestrians. Intersections should be designed to prohibit continuous, unimpeded right turn movements at intersections. These free right turns make it difficult for pedestrians to safely cross streets in the area.

One way to redress the problem of continuous right turns is to redesign intersections such as at King/Diagonal and Duke/Holland so that right turning traffic has to stop at the intersection with the traffic light to allow pedestrians to cross. Stop sights or red right turn signals could also be used. This latter type of signal control will be employed for the Duke Street/Henry Street intersection and the Holland Lane/Duke Street intersection.

In addition to intersection redesign, other improvements are needed to make transit facilities more accessible to pedestrians with fewer conflicts with cars.

One improvement which should be implemented is to extend the pedestrian tunnel from the Amtrak Station to the Metro Station mezzanine area (Map 14). This connection was recommended in the 1978 King Street Metro Station Area Plan and was planned as part of the Metro Station design. The tunnel would serve Commuter Rail passengers and Rosemont residents destined to Metro.

Another improvement which should be considered is to provide a second access point to the Metro platform. The King Street Metro Station provides only a single point of access through the fare gates, up the escalators and onto the platform. This forces most transit patrons from Rosemont to have to cross King Street, and sometimes Commonwealth Avenue, to access the station.

If the King Street Metro Station platform were extended over King Street and a second set of fare gates and escalators were installed near Commonwealth Avenue, many transit users could then access the station without crossing King Street.

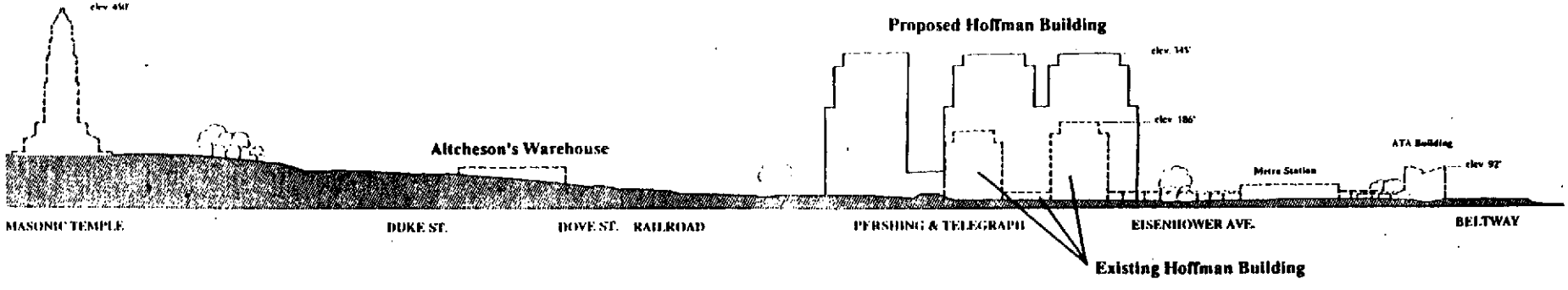
A third pedestrian improvement may be necessitated by the development of the Carr/Norfolk Southern site. The proposed development envisions some 19,000 workers and some 4,000 residents. To access the King Street Metro Station, pedestrians will have to cross a five lane Duke Street. Because of the potential conflicts between heavy pedestrian and vehicular movements affecting Duke Street it may be necessary to construct a tunnel underneath Duke Street to provide access to the King Street Metro Station from the CNS project. The conditions of the CNS project require that such a tunnel be built if the Director of T & ES determines that the facility is needed.

All of these improvements are desirable; however they are all likely to be expensive. WMATA estimates that the tunnel connection could cost between $.9 million and $1.7 million plus the possible cost of an elevator for handicapped accessibility. According to WMATA, each additional entrance to a transit station will require a mezzanine with farecard machines, turnstyles and a manned kiosk plus an elevator would be required for handicapped people. This may mean that providing an additional entrance to the King Street Station could cost $3 to $4 million. The pedestrian tunnel under Duke Street also will be costly, but CNS will be responsible for that improvement.

In comparison, pedestrian access to the Eisenhower Avenue Metro Station is relatively convenient requiring fewer streets to cross. The station can be easily accessed from both the east and west sides of the mezzanine.

Map 13

Height Impacts



Valley Looking East

The accessibility of the station, the fact that private property directly abuts the station platform on both sides, creates opportunities to make the station accessible not only at grade level but also at the platform level. Through an air rights development arrangement it may be possible to envelop the platform area within a private building and to provide direct access to the station at the platform level. It may also be possible to extend the platform northward past Eisenhower Avenue and to provide above grade access to the platform from north of Eisenhower Avenue. This improvement would allow patrons to access the station without crossing Eisenhower Avenue.

In addition to expanding pedestrian access points at the station, consideration needs to be given towards insuring that there will be well-defined pedestrian pathways to the station from the various development sites. These pathways would include the street system, internal walkways, paths alongside the Metro rail structure and above grade connections between buildings and the Metro platform.

PUBLIC POLICY

City land use policy has consistently focused on the King/Eisenhower area as a potential growth area where development was anticipated and was to be encouraged. It was believed that the location of the metro stations would be the key factor stimulating this development. In fact, the Eisenhower metro station was originally to be located on the Springfield/Franconia line but was relocated to its present site to realize development sooner.

Although the two metro areas were slated for growth, Council was well aware of the locational differences between the two station areas.

King Street Metro

The King Street Metro Station area was located near single family residential areas and an historic district. Development was to be encouraged but also was to be contained to protect nearby residential neighborhoods.

The Plan reflected both objectives. The plan identified the area designated for redevelopment. These boundaries excluded the area west of the railroad tracks (Rosemont) and the residential areas along Harvard and N. Peyton Street.

The Plan established a preservation area which included the area between Peyton and West streets. These streets contained a mix of low scale residential and commercial uses, some in historic buildings. The intent was to further emphasize that this area was not to be slated for redevelopment.

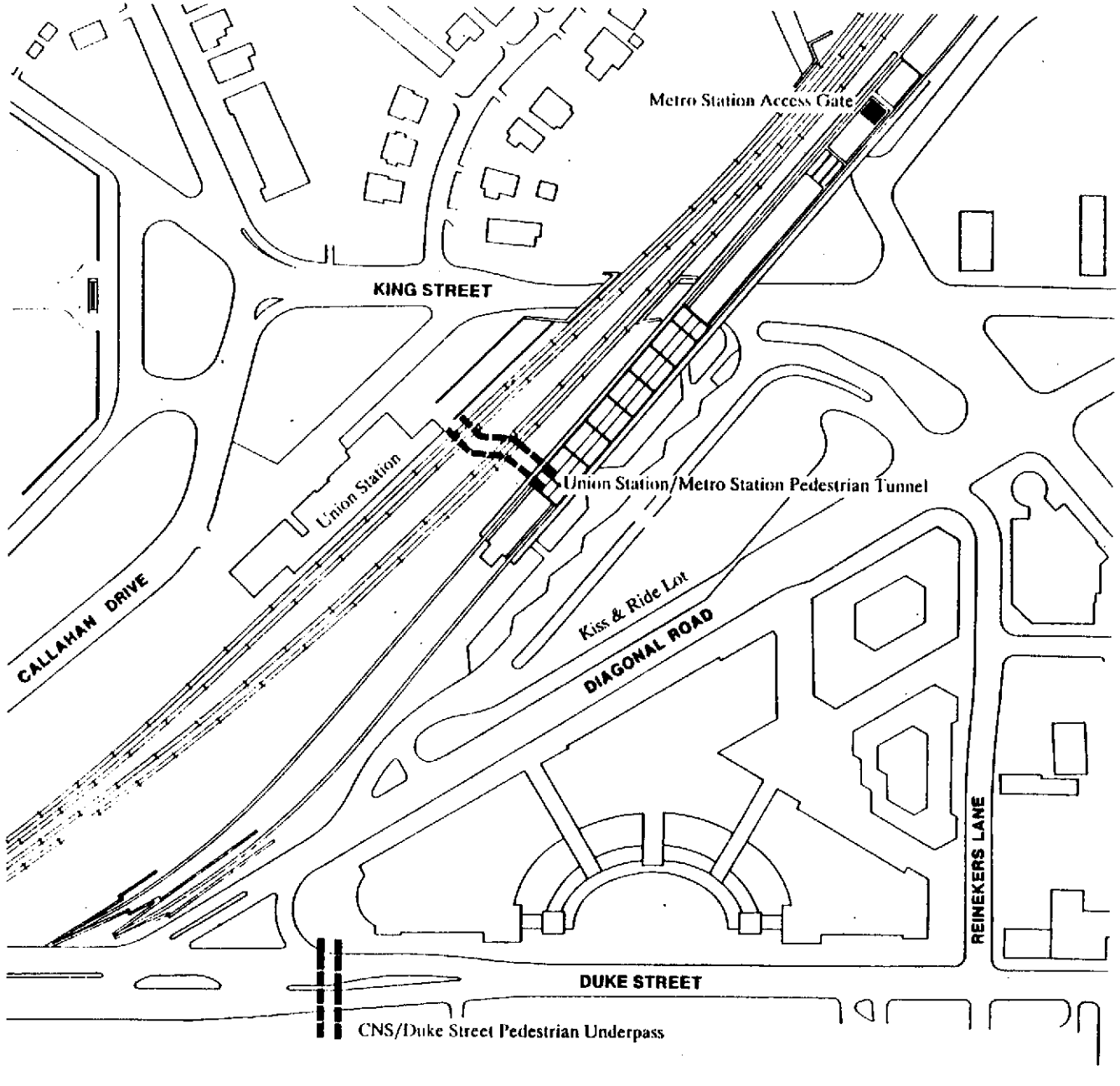
Within the development area the Plan delineated a transitional area where heights and densities would be moderated in consideration of maintaining a development scale compatible with the preservation area. Finally, the Plan called for more intense development nearer the Metro station.

Although the King Street station area plan encouraged development around the Metro station, the Plan recommended downzoning the properties within the designated development area. The Plan called for heights to be reduced from 150 feet to 77 feet and for the FAR for commercial development to be reduced from 6.0 to 3.0. The recommended height reduction was directly related to consideration of the impact of 150 foot buildings on the Masonic Temple and on adjacent residential neighborhoods.

The zoning actions which were enacted after Plan adoption were intended to insure that the development area not overwhelm low scale development in the surrounding neighborhoods yet still allow sufficient densities to encourage development. In fact, to further encourage development and Metro ridership, the City recommended reductions in required parking which allowed several of the larger developments to reach a 3.0 FAR. This strategy was basically accepted by the development community and by the neighborhoods.

Map 14

Proposed Pedestrian Connections



King Street / Eisenhower Avenue Area Plan

Eisenhower Avenue Metro

Public policy regarding development and zoning around the Eisenhower Avenue station was focused on encouraging mixed use development. Because of the area's relative isolation from nearby residential areas, there was little apparent reason to constrain development envelopes or heights. Development rights in the M-3 zone, a zone specially designed for the parcels around the Eisenhower Station, included a 3.5 FAR by right with up to a 6.0 FAR with a 25% residential component in the project. The height allowance was up to 345 feet with a Special Use Permit. The M-3 zoning was applicable to most of the land situated within 1500 feet of the metro station.

Although the M-3 zoning adopted by the City allowed generous densities, the City was aware that there were constraints to development; namely, the lack of roadway connections to Cameron Valley development sites limiting the area's accessibility.

City Council, whether intended or unintended, never tailored the zoning to traffic carrying capacity. Instead, the M-3 zone was created which allowed up to 6.0 FAR with a special use permit. The City also left intact the industrial zoning and the CO zone. The industrial zoning allowed up to a 5.75 FAR with a planned unit development special use permit; the CO zone allowed up to a 4.0 FAR with a special use permit. Although these higher densities were achievable only with public review, it is important to remember that the by-right zoning in the eastern portion of the Valley allowed 26 million square feet of office development without public review.

ISSUES

The issues addressed in the King/Eisenhower Small Area Plan involve three basic questions:

* to what extent does City Council wish to use zoning to control development so that it bears a more reasonable relation to the ability of the road system to accommodate it.

* to what extent is the City willing to improve the road system to accommodate development

* to what extent does the City wish to encourage mixed use development in the Valley.

LAND USE RECOMMENDATIONS

The intent of the land use recommendations is to update the Master Plan and, more specifically, to amend the Adopted Long Range Land Use Map.

The current land use plan for the King Street/Eisenhower Avenue area is shown on Map 15. The proposed land use plan is shown on Map 16. Map 17 indicates the proposed changes to the land use plan.

The existing land use plan is derived from the Adopted 1974 Comprehensive Plan and the Adopted 1978 King Street Station Area Plan. The latter document recommended a higher density, mixed use development area closest to the Metro station, a transitional mixed use development area to buffer adjacent lower scale commercial and residential areas, a preservation area within the Old and Historic Alexandria District and a commercial development area on the south side of Duke Street.

For the Valley subarea, the 1974 Plan called for industrial use of what is now the CNS site, commercial uses for the Hooff's Run area and mixed use for the areas adjacent to the Eisenhower Avenue Metro Station and west of Telegraph Road.

The major proposed change to the current land use plan is to phase out most of the industrial use called for in the 1974 Plan, and to replace it with higher density mixed use development and moderate density office. Because of its accessibility to highway and transit, the area is more appropriate for higher densities of mixed office and residential development.

The proposed land use plan is based on the principle that a mixed use approach is essential to provide a balanced and efficient use of transportation resources, to help mitigate traffic impacts caused by office development and to create a vibrant development area in the Cameron Run Valley.

The list of proposed land use changes is as follows:

1. From Mixed Use to Utility/Transportation

   This site includes the Metro Service and Inspection Yard and a Metro building on Mill Road housing administrative offices and training facilities.

2. From Mixed Use to Park

   This is Cameron Run which is not suitable for development and which should be recognized as part of the stream valley open space system within the City.

3. From Mixed Use to Coordinated Development District (CDD)

   These sites include the Cameron Center and the Foundry Site which combined totals 30 acres. Although these sites are not within convenient walking distance to the Eisenhower Avenue Metro Station, and are impacted by proximity to Telegraph Road to the east, railroad tracks to the north and by the Metro Service and Inspection Yard to the West, there is sufficient land available to create an environment suitable for coordinated mixed use development, including residential and hotel uses.

3a. From Mixed Use to Office Commercial Medium - 100

   This is the Alexandria Tech Center which is being developed for low scale office uses at moderate densities within an office park setting.

GOALS AND OBJECTIVES

The primary goals are:

* to create lively, mixed use office, retail, residential and hotel development supported by open space, recreational, entertainment and cultural amenities

* to ensure that adequate transportation facilities are available to support development and to minimize traffic impact to neighborhoods

* to ensure that development protects and enhances the character of the City, its landmarks and its neighborhoods

To further these goals Plan objectives are:

Land Use

1. to encourage quality, high density mixed use development, near the Eisenhower Avenue and King Street Metro Station areas

2. to reduce development densities in areas where mixed use is not suitable and where sites are not within convenient walking distance of a metro station

3. to strengthen and to enhance the stream valley open space and trail system within the study area and to connect this system to other parts of the City

4. to create new opportunities for passive and active outdoor recreational facilities

Development/Design

5. to encourage a system of streets and blocks which provides an urban framework for area development

6. to establish an urban design character for Eisenhower Avenue as a major urban boulevard

7. to encourage a variety of building heights in the development area compatible with City landmarks and vistas

Transportation

8. to make the levels and pace of development contingent upon the availability of transportation facilities to accommodate additional traffic or upon stringent TMP measures to reduce single occupant vehicles

9. to improve access to the Valley by providing new road connections from I-95

10. to improve transit facilities serving the area

11. to reduce Single Occupant Vehicle use through rigorous Transportation Management Plans in conjunction with development within the study area

12. to provide safe, convenient pedestrian bicycle access to Metro

13. From Commercial to Institutional

This is the Public Safety Facility including the Police Headquarters and the City Detention Center.

14. From Commercial to Office Commercial Medium-100

This is an approximately 15 acre property located between Hooff's Run Drive, the Beltway, Hooff's Run and Eisenhower Avenue. The site contains a Go-Cart facility and a concrete mixing plant. The property is effectively boxed into a corner of the Valley, and, in terms of development potential, is negatively affected by proximity to the Sanitation Authority facility, Hooff's Run, Mill Race and the Beltway. The site has limited access and is located beyond convenient walking distance of the Metro Station.

15-17. From Industrial and Commercial to Coordinated Development District

This area includes the CNS site and abutting property along Duke Street, Mill Road and Eisenhower Avenue. The intent of the CNS Coordinated Development District is to promote quality, higher density mixed use development on a site easily accessible to two Metro stations.

15a. From Industrial to OCM - 100

City Council designated this OCM-100.

18. From Commercial to Office Commercial Medium-100

This area includes the properties located on the south side of Duke Street between Holland Lane and West Street. The intent of the OCM designation is to create a transition from higher density office/commercial development (OCH) to the west to lower density commercial development (OC) to the east.

19. From "Preservation Area" to Commercial Downtown

This area includes a mix of mostly commercial uses with some residential uses along West Street, Prince and Commerce Street and is protected by the Old and Historic Alexandria District. The CD designation allows a mix of uses and is designed for the mostly built up historic area of the City.

20. From Transitional Mixed Use to Office Commercial High

In the King Street Station Area Plan, this area was designated to provide a transition between the higher scale buildings across from the Metro Station and the lower scale residential and commercial buildings towards Old Town and towards the Harvard and North Peyton Street residences. Most of this area has been developed or is in the process of full site development. For the most part, the scale transition has been achieved.

The only undeveloped large site is the western two-thirds of the Metroplace site located between Cameron and King Streets. A portion of this site, nearest the existing residential area, has been developed for 80,000 square feet of office space. This site should be developed for a mix of office, retail and hotel uses.

4. From No Designation and Mixed Use to Utility/Transportation

This is the Telegraph Road right of way including ramps and lands encompassed and adjacent to the ramp system.

5. From No Designation to Utility/Transportation

This is the Virginia Power Substation.

6. From Industrial to Utility/Transportation

This property includes the Metro and the Norfolk Southern tracks.

7. From Industrial to OCM Office Commercial Medium-100

7a. From Industrial to OCH Office Commercial High

These properties are located on the north side of Mill Road and include the Eisenhower Plaza office site, vacant Metro owned property and the City's Homeless Shelter and Substance Abuse Center.

These narrow sites, squeezed between Mill Road and railroad tracks and cut off from the Hoffman properties have limited development potential. One of the purposes of realigning Mill Road is to allow the Eisenhower Plaza site to be contiguous with the Hoffman development area and developed in conjunction with the Hoffman site; in that case, some or all of the properties could be included within the Hoffman CDD if requested. Because of site constraints, the Metro property will be limited to low scale commercial use which would be compatible with the City's new Substance Abuse Center.

8. From Mixed Use to Coordinated Development District

These properties, mainly owned by Hubert Hoffman, are conveniently located within easy walking distance to the Eisenhower Avenue Metro Station. The intent of the CDD land use designation is to encourage coordinated mixed use development, consistent with adopted design guidelines, near the transit station.

9. From Mixed Use to Utility Transportation

This is the Eisenhower Avenue Metro Station.

10&11. From Mixed Use and Commercial to Office Commercial Medium-100

These properties include the American Trucking Association Building and a vacant, approximately eight acre parcel located on the east side of Mill Road and next to the Public Safety Center. The OCM designation allows commercial office development at medium densities.

12. From Commercial to Park

This land consists of Mill Race which is owned by the City up to Hooff's Run Drive. This site should be designated as park and improved as part of the Cameron Run valley open space system.

Map 15

Adopted Land Use Plans

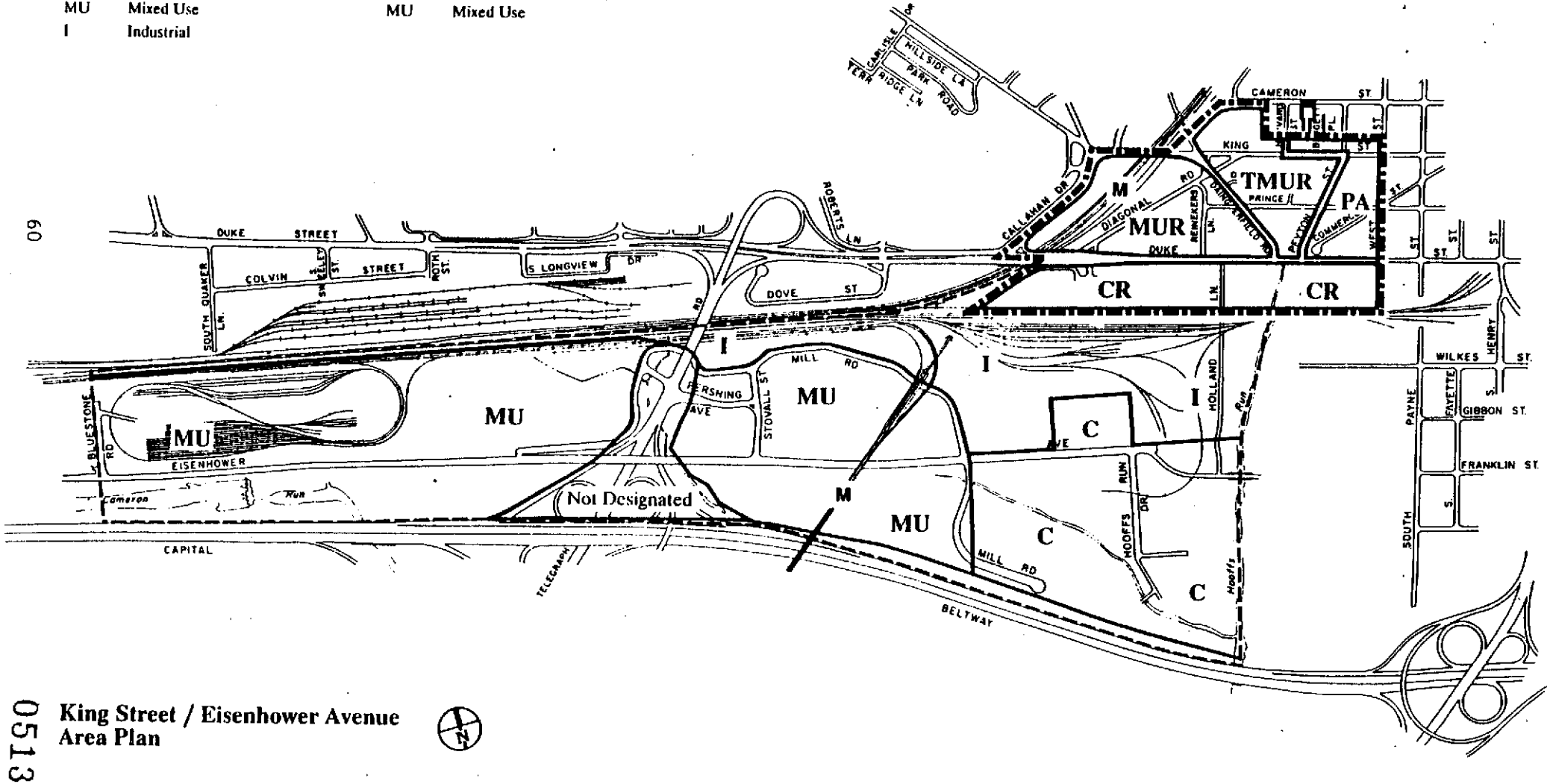
1974 Master Plan

RL	Residential Low
RM	Residential Medium
RH	Residential High
R	Recration And Open Space
INST	Institutional
C	Commercial
MU	Mixed Use
I	Industrial

1978 King Street Area Plan

The area within the dashed line is covered by this 1978 amendment to the Master Plan

PA	Preservation Area
TMUR	Transitional Mixed Use Redevelopment
MUR	Mixed Use Redevelopment
CR	Commercial Redevelopment
MU	Mixed Use



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King Street / Eisenhower Avenue Area Plan

The OCH designation recognizes the commercial office development which has occurred since the 1978 Plan and the proximity of the area to the Metro station. The OCH designation as applied to the zoning of this area should include a requirement for retail uses along the King Street corridor in conjunction with higher density development or redevelopment. High density residential is also an acceptable use in this area.

21. From Transitional Mixed Use to Park

This is the "gateway property" located between Daingerfield Road, King Street and Diagonal Road. The City is in the process of completing the acquisition of this property for a park.

22. From Mixed Use to Office Commercial High

This area is a triangle formed by Diagonal Road, Daingerfield Road and Duke Street. The western portion of the area contains the King Street Station Project and is in the process of building out at a high density with a mix of office, retail and hotel uses. Development on the remainder of the area is at a lower scale and is more fragmented. The OCH designation is appropriate for sites within close proximity of the transit station.

23. From Mixed Use and No Designation to Utility/ Transportation

This area includes the Metro Station, the Metro parking area, the Amtrak station and parking lot, the RF&P railroad tracks and other vacant land east of Callahan Drive.

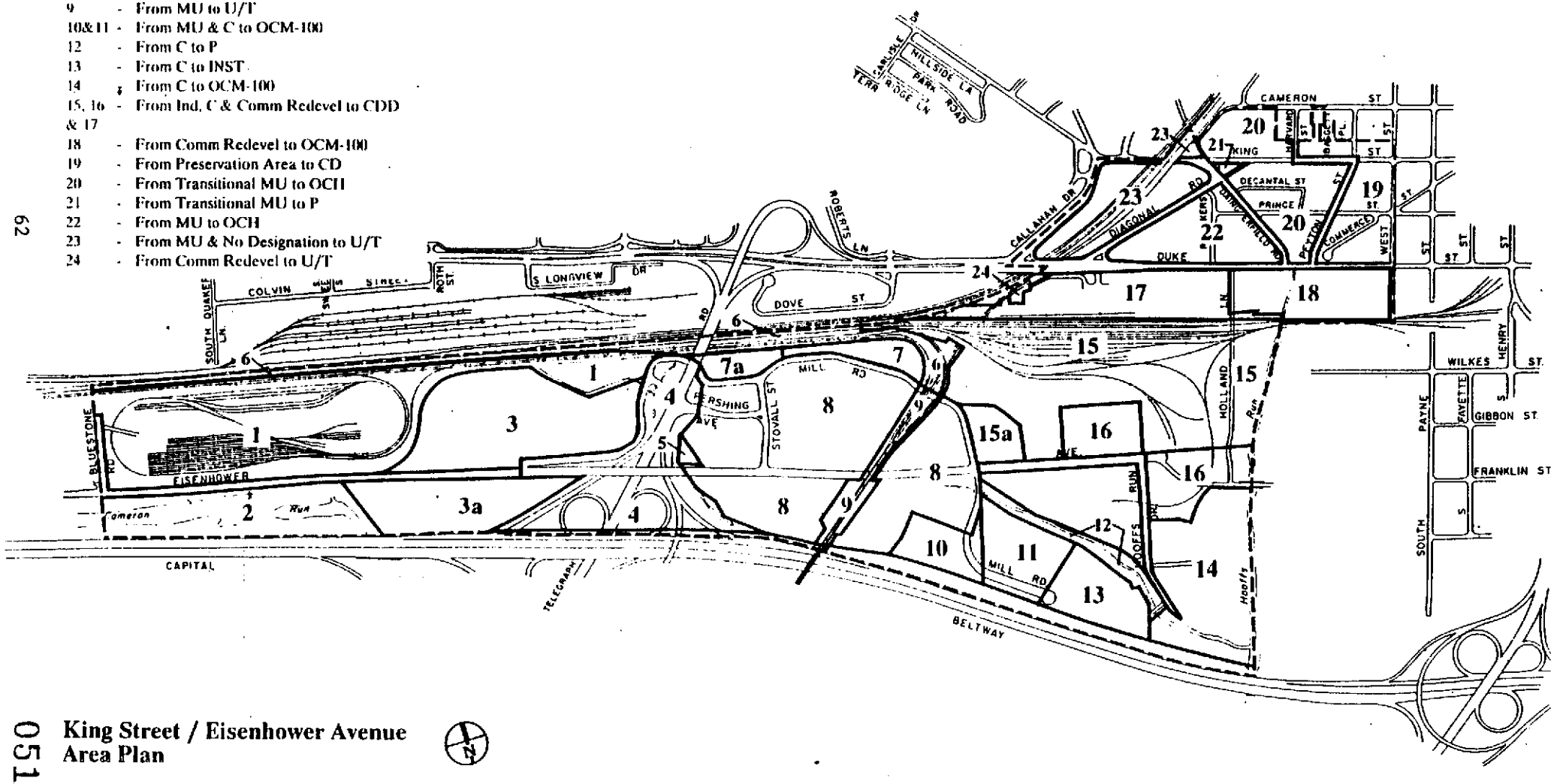
24. From Commercial to Utility/Transportation

This is a piece of railroad trackage and the Metro substation which are appropriately designated U/T.

Map 17

Land Use Changes

1 - From MU to U/T
2 - From MU to P
3 - From MU to CDD
3a - From CO to OCM-100
4&5 - From No Designation and MU to U/T
6 - From Ind to U/T
7 - From Ind to OCM-100
8 - From MU to CDD
9 - From MU to U/T
10&11 - From MU & C to OCM-100
12 - From C to P
13 - From C to INST
14 - From C to OCM-100
15, 16 & 17 - From Ind, C & Comm Redevel to CDD
18 - From Comm Redevel to OCM-100
19 - From Preservation Area to CD
20 - From Transitional MU to OCH
21 - From Transitional MU to P
22 - From MU to OCH
23 - From MU & No Designation to U/T
24 - From Comm Redevel to U/T

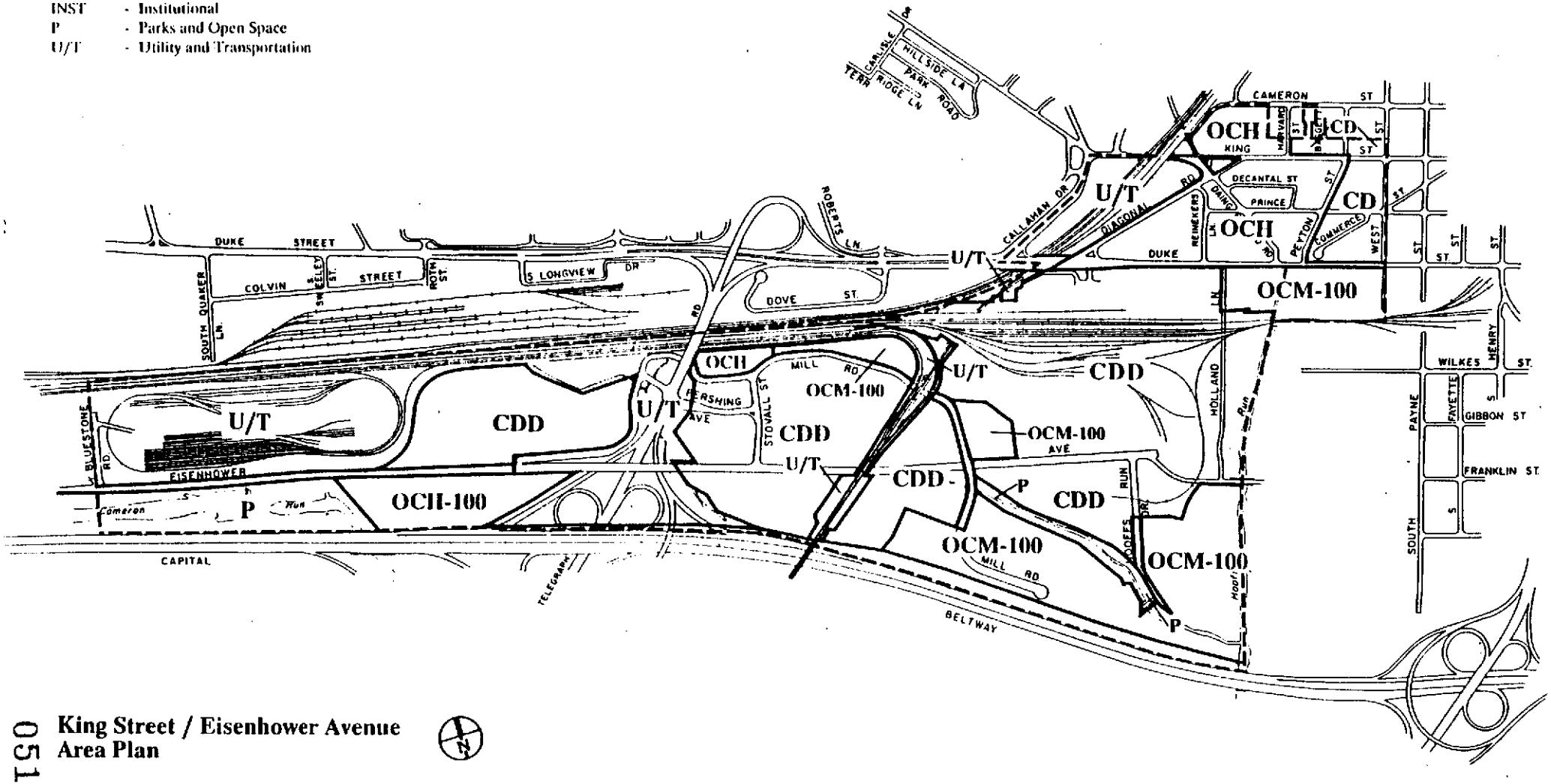


King Street / Eisenhower Avenue Area Plan

Map 16

Proposed Land Use

RM - Residential Medium
RH - Residential High
OC - Office Commercial
CD - Commercial Downtown
OCM-50 - Office Commercial Medium-50
OCM-100 - Office Commercial Medium-100
OCH - Office Commercial High
CDD - Coordinated Development District
INST - Institutional
P - Parks and Open Space
U/T - Utility and Transportation



King Street / Eisenhower Avenue Area Plan

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Proposed Zoning Changes

The zoning changes are listed below. An explanation of the specific recommendations for those properties designated CDD, including by right zoning and development and design guidelines, follows the list.

1. From I-2 Industrial to U/T Utility/Transportation

   This is the Metro Service and Inspection Yard at Eisenhower Avenue and Bluestone Road, the Metro Administrative/Training building on Mill Road and the RF&P railroad tracks.

2. From CO Commercial to U/T Utility/Transportation

   This area includes a railroad trackage and a piece of the S&I Yards.

3. From I-2 Industrial to Park

   These sites are part of Cameron Run.

4. From CO Commercial to Park

   This site is part of Cameron Run.

5. From CO to Office Commercial Medium - 100

   This is the Alexandria Tech Center Property which has been developed largely for low scale office use.

6. From CO Commercial to Coordinated Development District (CDD)

   This site includes the Cameron Center and Foundry properties and is recommended for a Coordinated Development District to encourage planned mixed use development. The intent is to limit the amount of office by right and to allow additional densities only with mixed use development subject to design guidelines.

7. From I-2 Industrial to U/T Utility/Transportation

   This is the Telegraph Road Interchange and Virginia Power substation.

8. From I-2 Industrial to CDD Coordinated Development District

   This is a piece of vacant property which should be incorporated within the overall development of the area.

9. From M-3 Commercial to CDD Coordinated Development District

   These sites include the Hoffman properties and other properties along Mill Road. These properties are recommended for high density mixed use development under the special provisions of a CDD zone tailored for this area.

ZONING RECOMMENDATIONS

The zoning recommendations are intended to implement the proposed land use plan. Existing zoning is shown on Map 18 . The proposed zoning is shown on Map 19. The proposed zoning changes are shown on Map 20.

Rationale

Current zoning in the study area is heavily biased toward high density office development and allows by right some 26 million square feet of office use. Market and transportation analyses, prepared for the City, clearly show that this amount of office development far exceeds what the market could absorb within the entire City for several decades and far exceeds the 8 to 10 million square feet of office that could be supported by even a vastly improved road system.

Office developments generate intense rush hour traffic in a peak direction, place enormous pressure on existing road systems and cause inefficient use of transportation resources and dollars. Metro oriented mixed use development, however, reduces overall peak travel demand, results in more balanced directional use of streets and more efficient use of highway and transit facilities. Mixed use also creates the opportunity for quality development, for lively urban environments and for living close to work and to shopping.

For these reasons, the proposed zoning provides incentives for mixed use development near transit and limits densities for strictly commercial developments particularly on sites relatively distant from a transit station.

The proposed zoning creates three Coordinated Development District zones: the CNS area, the area near the Eisenhower Avenue Metro Station, and the Cameron Center/Foundry site. The zones are structured to limit by right development levels and building heights and to allow density and height incentives with mixed use development under a discretionary review process. Each CDD is guided by a set of land use and design principles, conformance to which becomes a prerequisite to development approval under the discretionary review process. Owners with parcels zoned CDD do have the right to proceed with development of their sites under the lower by-right provisions contained in the CDD zone, if they wish.

The discretionary review process under the CDD zone would require the applicant to obtain concept approval for all or a portion of the CDD zoned area. Development could then proceed in accordance with the approved concept plan as a single or multi-year phased project.

This procedure allows the City to fully evaluate the implications of possible buildout of a large development site. It allows the developer of a large site to obtain City approval at a concept level before large sums of money are needed to be expended on detailed plans for an entire project. By setting forth City objectives and design guidelines for each CDD, a developer can better gauge, up front, what is needed to obtain City approval.

For the King Street Metro subarea, the new zone, OCH, would allow office development up to a 2.0 FAR but would require discretionary review to exceed this density up to a 3.0 FAR. The intent is to ensure that higher density developments conform to specific land use goals contained in the Plan for retail uses along designated streets and for residential uses as part of a mixed use project.

For smaller parcels, less than 15,000 sq. ft. as currently subdivided, all or a portion of which are within 1,000 feet of the King Street Metro Station and where the retail uses are not specifically called for in the plan, a 3.0 FAR should be allowed by right.

20. From I-2 to Office Commercial Medium-100 (OCM-100)

This area includes the Go-Cart site, Virginia Concrete and a parcel owned by the Sanitation Authority. Since this site has limited accessibility and, relative to other sites east of Telegraph Road, is located furthest from Metro, higher density office is not viewed as suitable for this area. It may be appropriate to consider these sites for a Coordinated Development District in the future when access to the area is improved and if the various owners could work together on a joint plan.

21a. From I-2 to Office Commercial Medium-100 (OCM-100)

City Council designated this parcel OCM-100.

21-24. From I-2, I-1 Industrial and From M-1 Commercial to CDD Coordinated Development District

These sites consist primarily of the CNS property but also include the Dart Drug Center on Duke Street, the Eisenhower Center at Mill Road and Eisenhower Avenue and the GT Metro Center located between Hooff's Run Drive and Eisenhower Avenue. The intent is to encourage coordinated, higher density, mixed use development focused on the CNS site but including all contiguous properties which, if redeveloped, should be designed in relationship to the CNS development.

25. From C-3 Commercial to Park

This is the "gateway" park site which the City will be acquiring for park use.

26. From C-3 Commercial to OCH Office Commercial High

This area includes all of the C-3 zoned parcels in the King Street Metro Station area west of Peyton Street. The Office Commercial High zone would allow a variety of commercial and residential uses. The FAR proposed is 2.0 with up to 3.0 with a Special Use Permit. The Special Use Permit requirement allows the City the ability to encourage ground floor retail, especially along King Street. High residential densities are also appropriate and to be encouraged..

27. From I-1 Industrial to OCM Office Commercial Medium-100

This area is located on the south side of Duke Street between Holland Lane and West Street. The intent is to create a transition in building densities between the Metro Station area and the Old Town area further east and north.

28. From I-2 Industrial to OCM Office Commercial Medium-100

This area includes non-operating railroad owned property located between properties fronting Duke Street and the Norfolk/Southern Corporation railroad tracks.

29. From C-3 Commercial to CD Commercial Downtown

This area includes all C-3 zoned parcels between Peyton Street and West Street. The CD zone is designed for the Old and Historic Alexandria District and Central Business districts and is similar to the C-3 zone.

30. From I-1 Industrial to U/T Utility/Transportation

This is the King Street Metro Station, parking lot and substation.

10. From I-2 to OCM Office Commercial Medium-100

10a. From I-2 to OCH Office Commercial High

This is the Eisenhower Plaza site, vacant Metro land and the City's Homeless Shelter and Substance Abuse Center. This zoning is appropriate because of the proximity of these sites to the Metro Station. Although designated for office use it is likely that the City property will remain under its current use as a substance abuse center and homeless shelter . The Metro property, constrained by its size, is likely to be developed for low scale commercial use. If Mill Road is realigned, the Eisenhower Plaza site adjacent to Telegraph Road should be included in the Eisenhower Station CDD.

11. From I-2 to CDD Coordinated Development District

This is the Mill Race site which should be integrated into an overall development plan for the area.

12. From I-1 to CDD Coordinated Development District

This is the Lindsey site which should be developed as part of a coordinated development plan.

13. From M-3 Commercial to U/T Utility/Transportation

This is the Eisenhower Avenue Metro Station.

14. From C-2 Commercial to U/T Utility Transportation

This is a sliver of land owned by Metro and located next to the Eisenhower Avenue Metro Station.

15. From M-3 Commercial to CDD Coordinated Development District

These are slivers of land along the south side of Eisenhower Avenue which are privately owned but unbuildable. The intent is to seek easements or gifts to incorporate this land into the Mill Race trailway. Some of this land may also be needed to widen Eisenhower Avenue.

16. From CO Commercial to CDD Coordinated Development District

This vacant property is recommended for incorporation into the Eisenhower Avenue Metro Station CDD development area.

17. From CO Commercial to OCM Office Commercial Medium-100

This is a vacant parcel located on Mill Road and the American Trucking Association property. The intent of the zoning is to allow medium density office and commercial development.

18. From I-2 Industrial to OCM Office Commercial Medium-100

This is the Public Safety Center. Since there is no institutional zone being recommended in the zoning code the OCM designation would best fit this site.

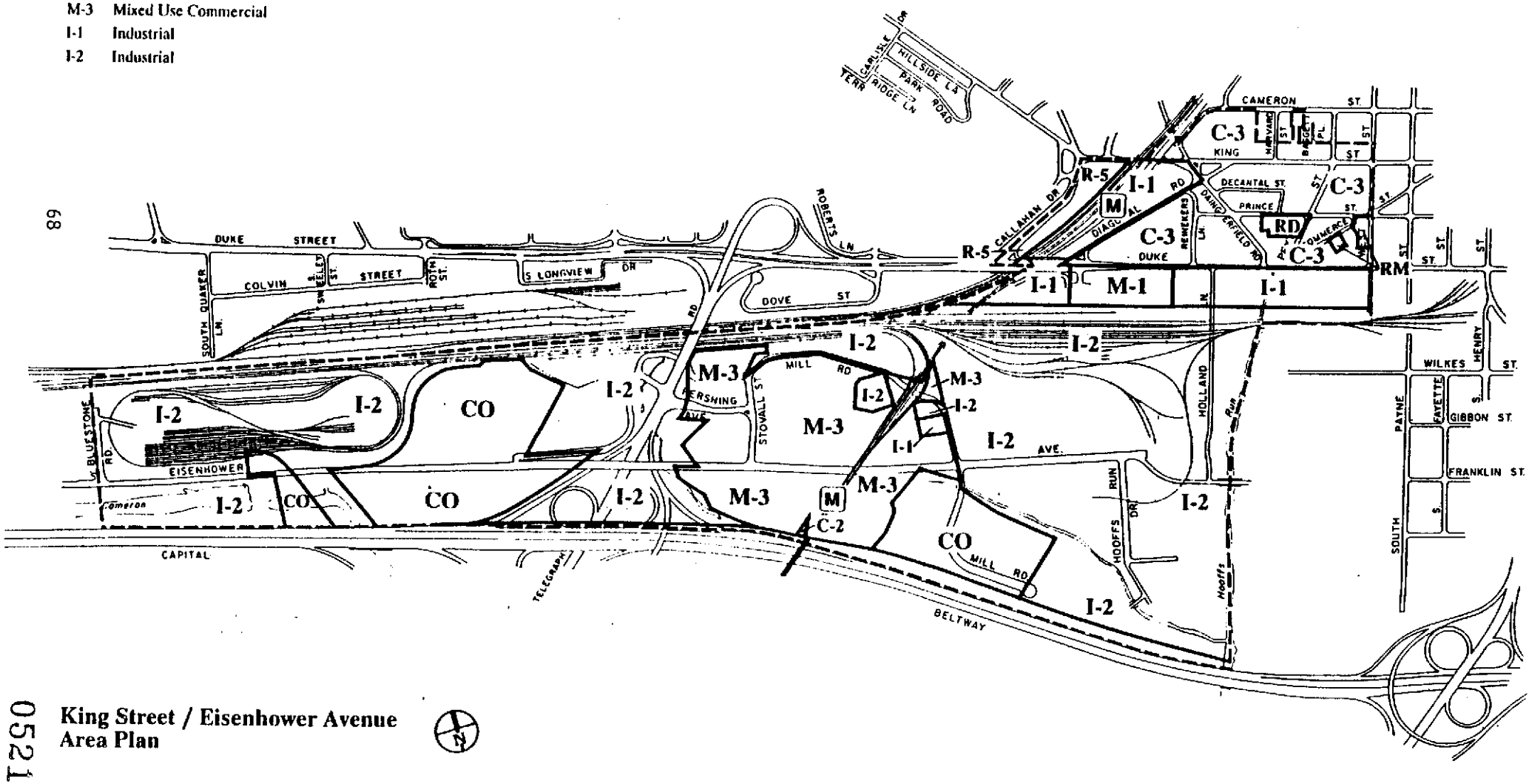
19. From I-2 Industrial to Park

This zoning change pertains only to those portions of Mill Race owned by the City.

Map 18

Existing Zoning

R-5 Residential Single Family
RM Residential Multi-Family
RD Residential Multi-Family
C-2 Commercial
C-3 Commercial
CO Mixed Use Commercial
M-1 Mixed Use Commercial
M-3 Mixed Use Commercial
I-1 Industrial
I-2 Industrial



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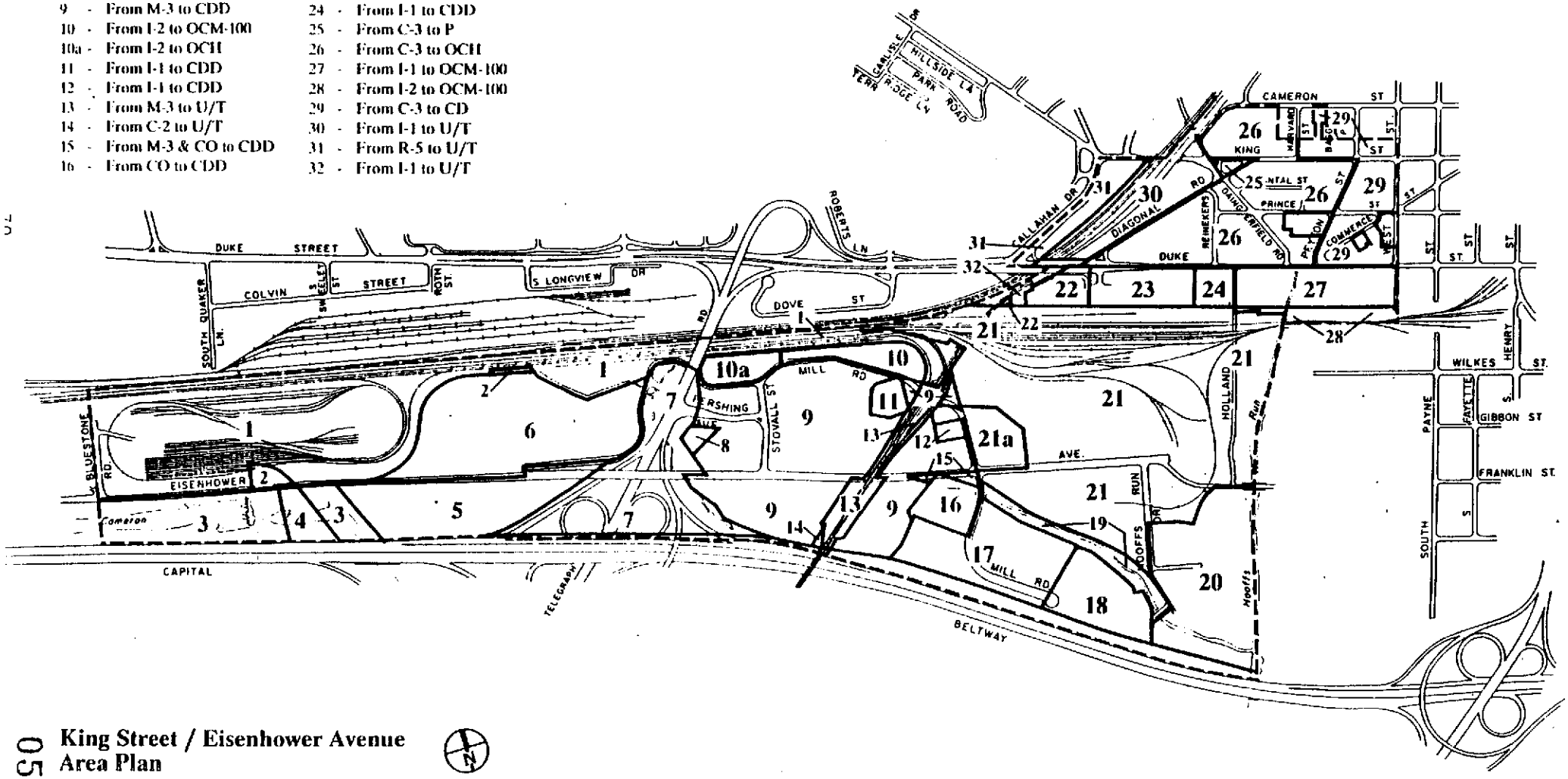
Map 20

Zoning Changes

1 - From I-2 to U/T
2 - From CO to U/T
3 - From I-2 to P
4 - From CO to P
5 - From CO to OCM-100
6 - From CO & I-2 to CDD
7 - From I-2 to U/T
8 - From I-2 to CDD
9 - From M-3 to CDD
10 - From I-2 to OCM-100
10a - From I-2 to OCH
11 - From I-1 to CDD
12 - From I-1 to CDD
13 - From M-3 to U/T
14 - From C-2 to U/T
15 - From M-3 & CO to CDD
16 - From CO to CDD
17 - From CO to OCM-100
18 - From I-2 to OCM-100
19 - From I-2 to P
20 - From I-2 to OCM-100
21 - From I-2 to CDD
21a - From I-2 to OCM-100
22 - From I-1 to CDD
23 - From M-1 to CDD
24 - From I-1 to CDD
25 - From C-3 to P
26 - From C-3 to OCH
27 - From I-1 to OCM-100
28 - From I-2 to OCM-100
29 - From C-3 to CD
30 - From I-1 to U/T
31 - From R-5 to U/T
32 - From I-1 to U/T



King Street / Eisenhower Avenue Area Plan

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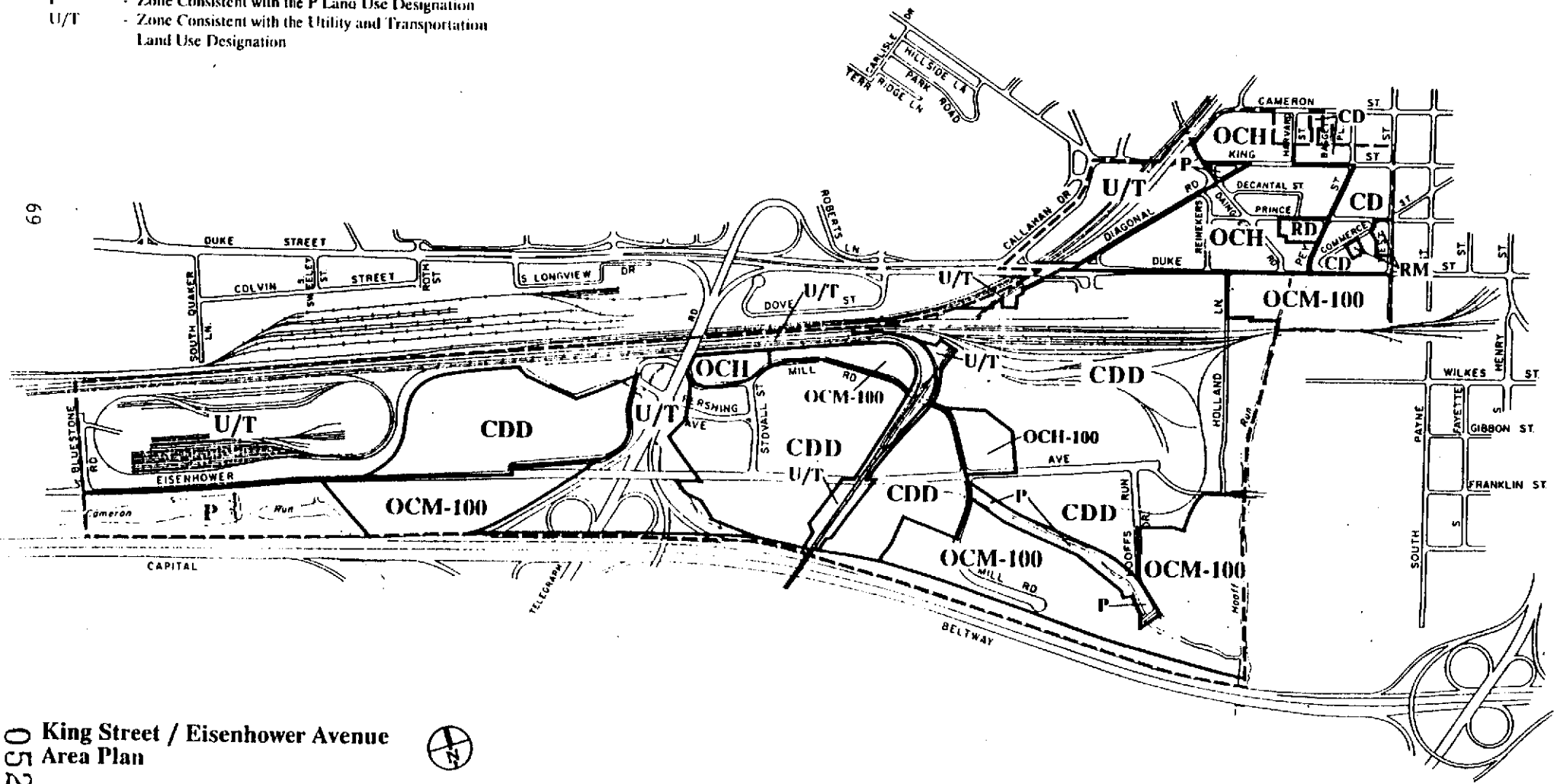
Map 19

Proposed Zoning

RM - Residential Medium
RD - Residential High
OC - Zone Consistent with the OC Land Use Designation
CD - Zone Consistent with the CD Land Use Designation
OCM-50 - Zone Consistent with the OCM-50 Land Use Designation
OCM-100 - Zone Consistent with the OCM-100 Land Use Designation
OCH - Zone Consistent with the OCH Land Use Designation
CDD - Zone Consistent with the CDD Land Use Designation
P - Zone Consistent with the P Land Use Designation
U/T - Zone Consistent with the Utility and Transportation Land Use Designation



King Street / Eisenhower Avenue Area Plan

Density

10. that the maximum floor area ratio with a CDD special use permit not exceed 2.62.

Design

11. that the area provide a variety of building types and architectural expressions which reinforce a pedestrian environment.

12. that there be safe and convenient pedestrian access to the King Street Metro Station across Duke Street and to the Eisenhower Avenue Metro Station.

13. that parking be placed underground where feasible; that all above grade parking be screened from view from primary streets or located on sites removed from pedestrian activity.

14. that heights in the blocks adjacent to Duke Street be limited to 77 feet (82 feet with ground floor commercial); that other heights be limited to 200 feet, provided that the average height shall not exceed 150 feet. The Federal Courthouse will be considered at heights of up to 250'.

Eisenhower Avenue Coordinated Development District

Development without Special Use Permit

Within the designated CDD area, the OC Office Commercial zoning regulations shall apply provided that the Floor Area Ratio without a Special Use Permit shall be 1.25 within a distance of 1000 linear feet from the Eisenhower Avenue Metro Station as measured from the kiosk; the Floor Area Ratio without a Special Use Permit for that portion of the Eisenhower CDD outside of 1000 linear feet from the Eisenhower Avenue Metro Station shall be 1.0. The maximum height without a Special Use Permit for all property within the Eisenhower Avenue CDD shall not exceed 77 feet.

Optional Development with a CDD Special Use Permit

Coordinated development shall occur subject to the following guidelines;

Land Use

1. that there be a mix of uses in the area including office, residential, and retail along with active and passive recreation opportunities, and day care centers.

2. the project shall provide adequate active and passive recreational facilities.

3. the project shall appropriately provide for bicycle lanes and trails in coordination with existing bicycle trails and facilities.

COORDINATED DEVELOPMENT DISTRICT ZONE AND DEVELOPMENT GUIDELINES

The proposed CDD zone is structured to allow limited levels of development as a matter of right using conventional zones or to allow greater levels of development for projects which undergo a discretionary review process. The main considerations for development approval under the CDD procedures are conformance to the Small Area Plan, conformance to the use and design guidelines approved for the specific Coordinated Development District and conformance to the Concept Plan proposed by the developer and approved by the City.

Duke Street Coordinated Development District

Development without a Special Use Permit

Within the designated CDD area, the OC Office Commercial zone regulations shall apply, provided that the maximum permitted Floor Area Ratio without a Special Use Permit shall not exceed 1.25 within a distance of 1000 linear feet of the King Street Metro Station as measured from the station kiosk; the Floor Area Ratio without a Special Use Permit for that portion of the Eisenhower Avenue CDD outside of 1000 linear feet from the King Street Metro Station shall be 1.0 provided that the maximum height without a Special Use Permit for all property within the Duke Street Coordinated District shall not exceed 77 feet.

Optional CDD Development with a CDD Special Use Permit

Coordinated development shall occur subject to the following guidelines:

Land Use

1. that the project provides a mix of uses to include office, retail, residential, hotel and support facilities including active and passive recreation and day care centers.

2. that commercial office uses with a strong retail concentration be located along Duke Street opposite the King Street Station project.

3. that the property on the southwest corner of Duke and Holland Lane be developed for office use with first and possibly second floor retail and restaurant uses along Duke Street and Holland Lane.

4. that Hooff's Run be developed and upgraded as a park facility.

5. that the Black Cemetery be restored and preserved.

6. that residential uses contain a mix of housing to include townhouses, mid-rise and hi-rise apartments.

7. that any properties not included in the Carr/Norfolk Southern project be developed in a manner consistent and compatible with the urban design guidelines for the CNS project.

8. the project shall provide adequate active and passive recreational facilities.

9. the project shall appropriately provide for bicycle lanes and trails in coordination with existing bicycle trails and facilities.

4. that above grade parking structures should be located nearest railroad trackage or other physical barriers and screened from view from the public right-of-way.

5. that buildings along Eisenhower Avenue conform to the setback and design standards established for this street.

6. the project shall provide adequate active and passive recreational facilities.

7. the project shall appropriately proved for bicycle lanes and trails in coordination with existing bicycle trails and facilities.

Design

4. that the area include a variety of architecture and building heights, which are in general conformance with the height guidelines established for the area.

5. that building heights within 1000 feet of the Eisenhower Avenue Metro Station as measured from the station kiosk shall not exceed 200 feet provided that the average building height within the project seeking SUP approval not exceed 150 feet in height; that the maximum height permitted for buildings located outside of 1000 feet of the Eisenhower Avenue Metro Station shall not exceed 150 feet with a Special Use Permit.

6. that areas adjacent to physical barriers such as railroad tracks and highways be landscaped or buffered.

Density

7. that the maximum Floor Area Ratio not exceed 2.5, provided that in no event may the floor-area, in any project which is placed in non-residential use, exceed 50% of the project's total floor area; that hotel uses be considered residential uses.

Height and Density Bonuses

8. Projects within 1000 feet of Metro shall also be considered for height and density bonuses if combined with a meaningful affordable housing program approved by the City Council. The affordable housing program must be on-site with an equivalent value of no less than $1.05 [adjusted for inflation] per net square foot of total development including commercial. The contribution from commercial development may be used for either on-site or off-site housing at the discretion of the Council. Height with bonuses shall not exceed 250 feet for a signature building with an overall average of 200 feet for the entire project. Density with bonuses shall not exceed 3.75 FAR overall, with a minimum of 2.75 FAR for the residential component.

Cameron Center Coordinated Development District

Development without a Special Use Permit

Within the designated CDD Area, the OC Office Commercial zone regulations shall apply, provided that the maximum Floor Area Ratio permitted without a Special Use Permit shall be 1.5 with a height limitation of 77 feet.

Optional Development Under CDD

Coordinated development shall occur subject to the following guidelines:

1. that there be a mix of uses in the area including office, retail and either residential or a hotel.

2. that building height with a Special Use Permit not exceed 200 feet with a maximum average of 150 feet.

3. that the Floor Area Ratio with a Special Use Permit not exceed 2.5.

HEIGHT RECOMMENDATIONS

As shown on Map 22 existing by right height allowances in the study area are generally 77 feet or 150 feet. In the King Street Station Height District, heights up to 82 feet are allowed if first floor retail uses are provided. Properties zoned CO and M-3 can construct buildings up to 150 feet by right. The proposed building heights are shown on Map 23. The major points are as follows:

* The King Street Height District, with its 77 foot height limit, would be maintained and would still allow up to 82 feet with first floor retail.

* Heights along King Street would be limited to 50 feet; additional height must be set back from the street wall, subject to site plan review.

* Heights east of Peyton Street and in the Old and Historic Alexandria District would be limited to 50 feet.

* Building heights of up to 150 feet are generally acceptable in the Cameron Run Valley portion of the study area, except for buildings fronting Eisenhower Avenue. Building heights above 150 feet need to be scrutinized (through the Special Use Permit Process) to determine their relationship to the George Washington Masonic Memorial and other buildings nearby.

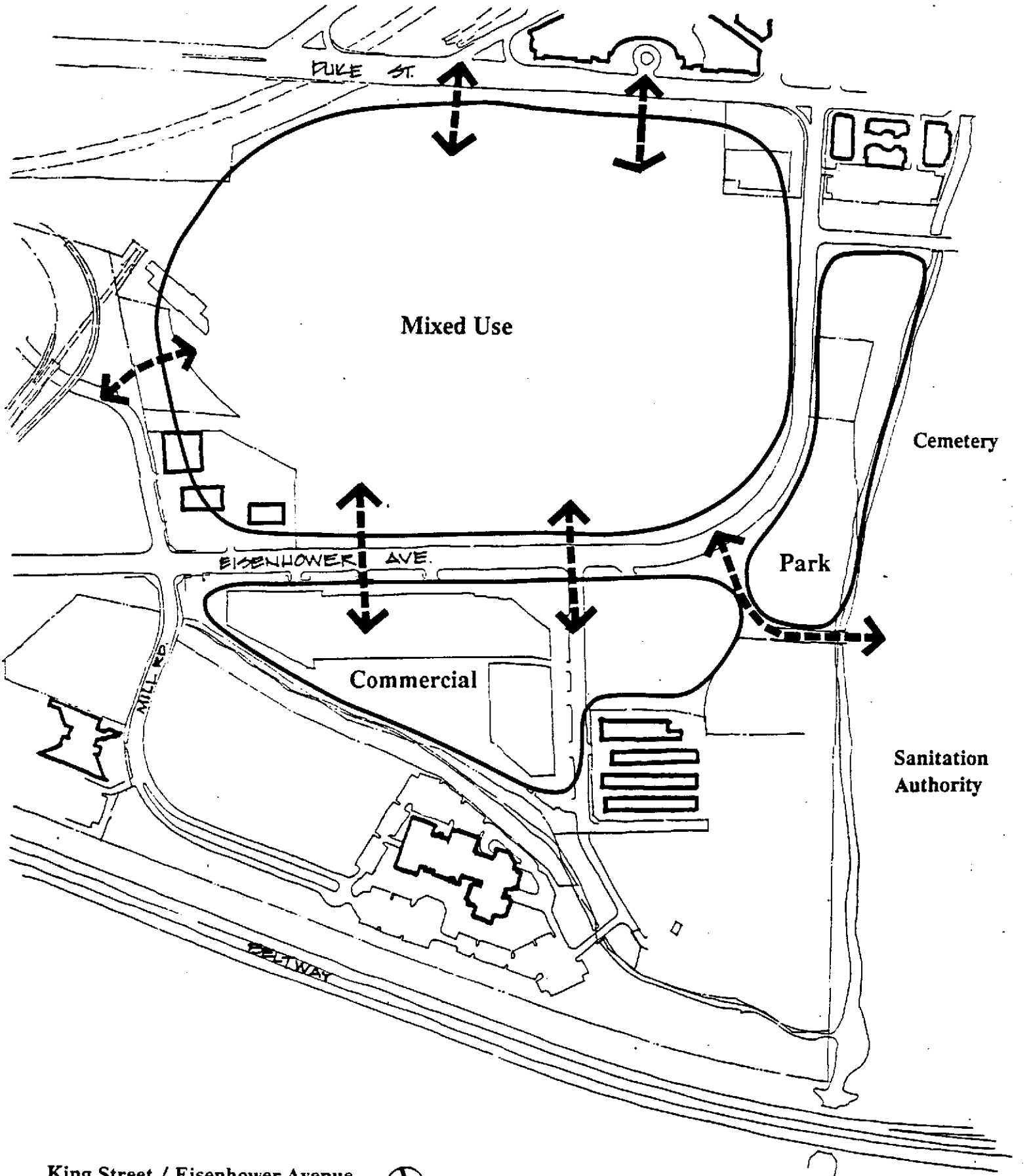
* Heights along Eisenhower Avenue would be limited to 77 feet; additional height must be set back from the street wall, subject to site plan review. Portions of buildings over 77 feet should be set back at least 85 feet from the centerline of the street.

* Heights within the Duke Street Coordinated Development District would be allowed up to 200 feet with 250 feet for the Federal Courthouse, subject to the other height restrictions stated in the Plan and to CDD review.

* Heights within the Eisenhower Avenue CDD would be allowed up to 200 feet, except that projects within 1000 feet of the metro may be considered for a height bonus up to a total maximum of 250 feet if combined with a meaningful affordable housing program approved by City Council.

Map 21

CNS CDD Land Use Concept



King Street / Eisenhower Avenue Area Plan

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Map 23

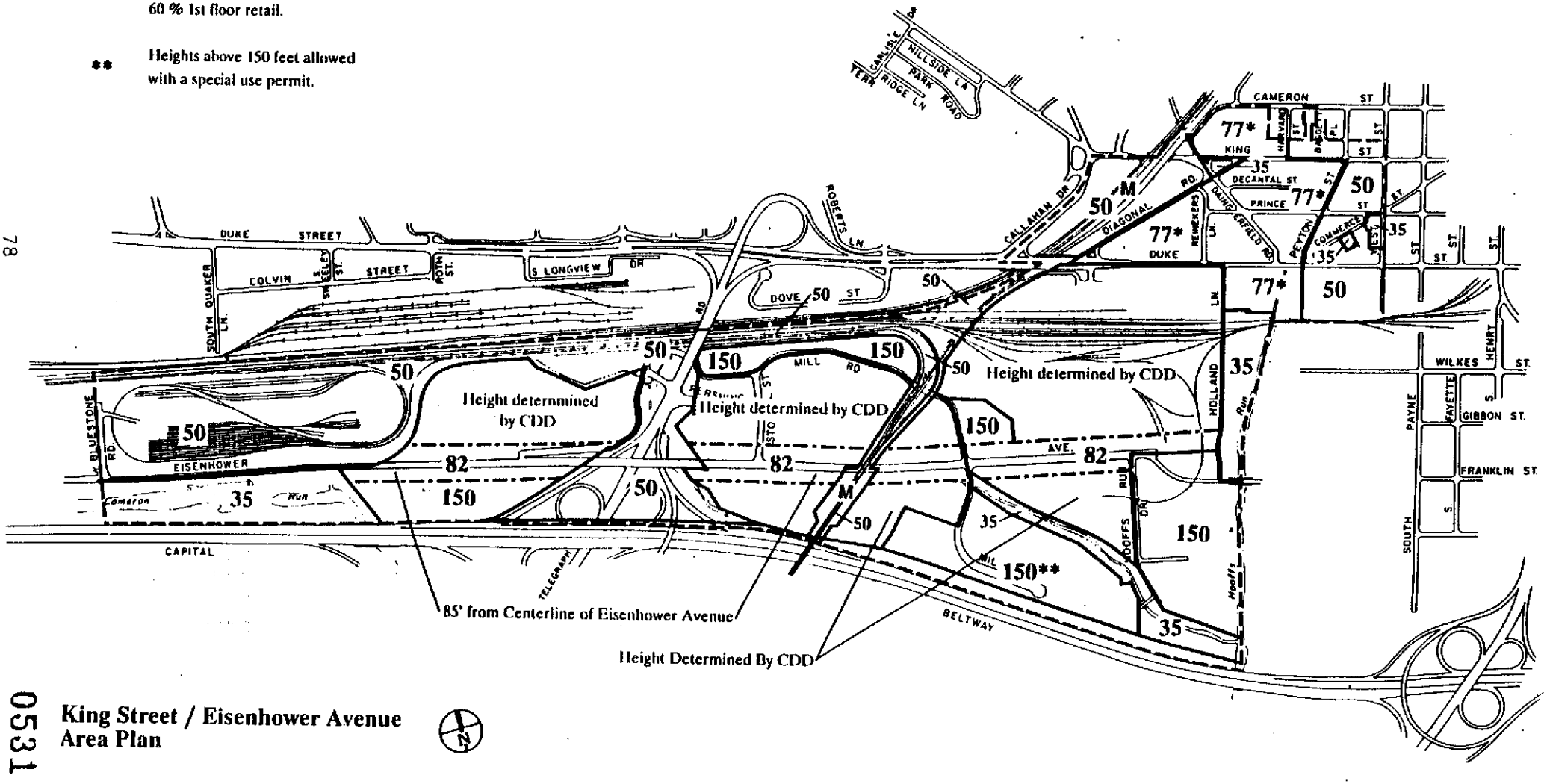
Proposed Heights

——— Zone Line

-·-·-·- Height Transition Line

* Up to 82 feet allowed with 60 % 1st floor retail.

** Heights above 150 feet allowed with a special use permit.

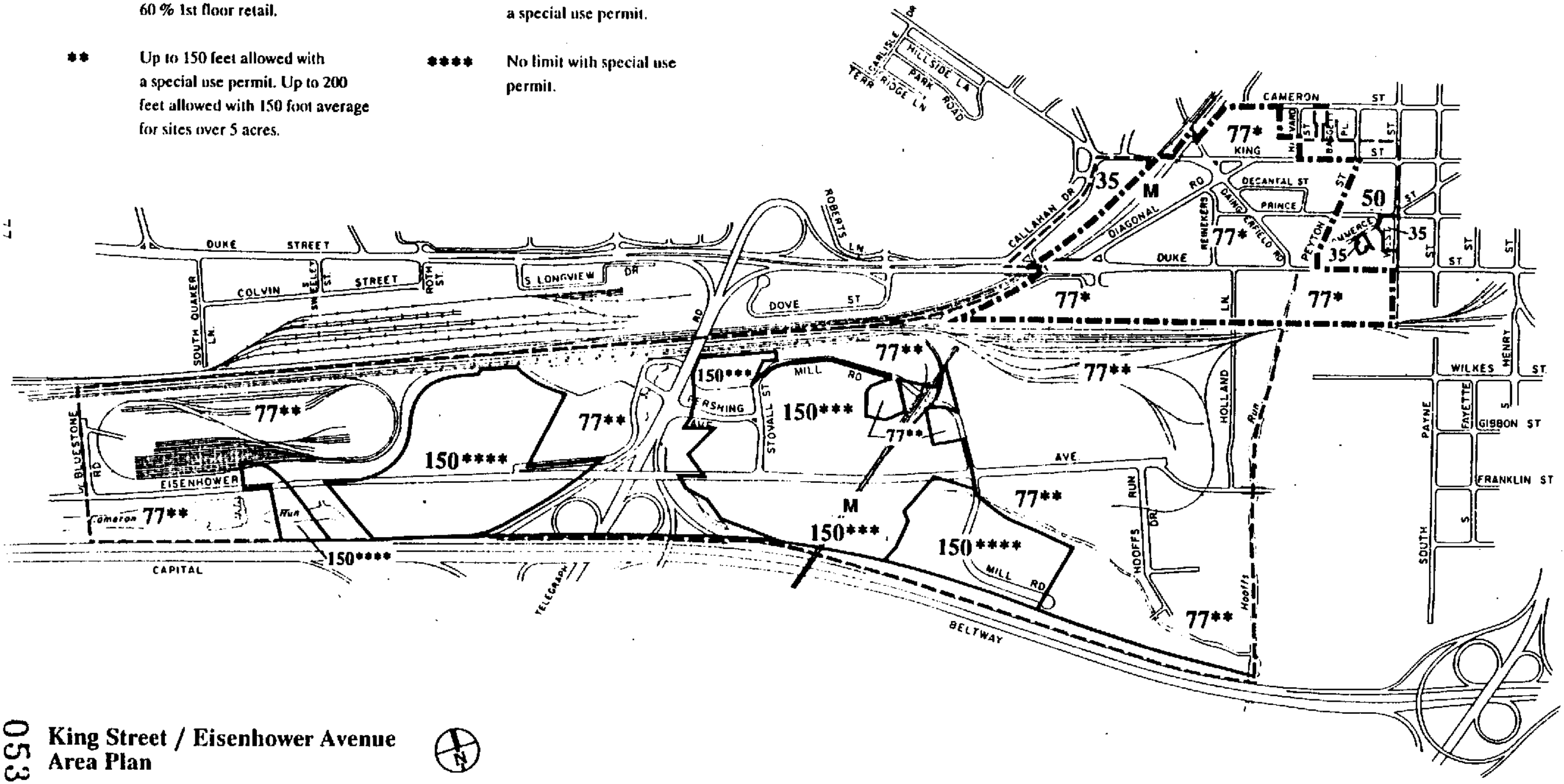


King Street / Eisenhower Avenue Area Plan

Map 22

Existing Height Allowances

———	Zone Line
▬ ▪ ▬ ▪	Height District Line
*	Up to 82 feet allowed with 60 % 1st floor retail.
**	Up to 150 feet allowed with a special use permit. Up to 200 feet allowed with 150 foot average for sites over 5 acres.
***	Up to 345 feet allowed with a special use permit.
****	No limit with special use permit.



King Street / Eisenhower Avenue Area Plan

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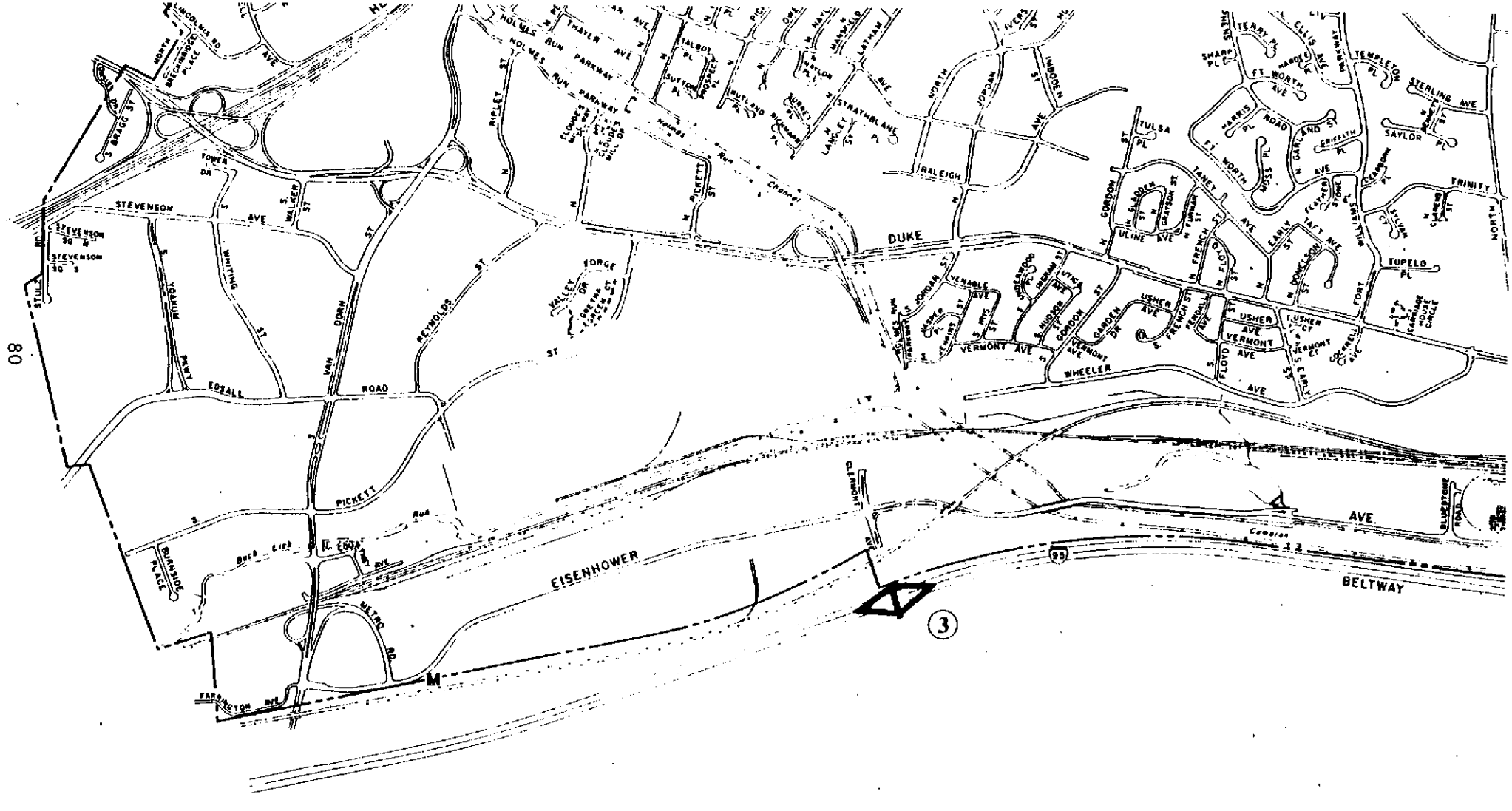
Map 24a

Transportation Recommendations



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King Street / Eisenhower Avenue Area Plan

TRANSPORTATION RECOMMENDATIONS (MAP 24)

That the following road improvements be built:

1. Eastbound Beltway Flyover Ramp

2. Collector/distributor road to connect to Mill Road

3. Clermont Interchange

4. Widen Holland Lane

5. Eisenhower Avenue widening between Telegraph Road and Mill Road

6. Wolfe Street/Daingerfield Road construction.

7. Mill Road straightening east of Telegraph road and extension west of Telegraph Road

Other Recommendations

11. that the City endorse and encourage the establishment of a Transportation Management Association (TMA) in the King Street/Eisenhower Avenue area, to provide a coordinated single-occupant-vehicle demand reduction program.

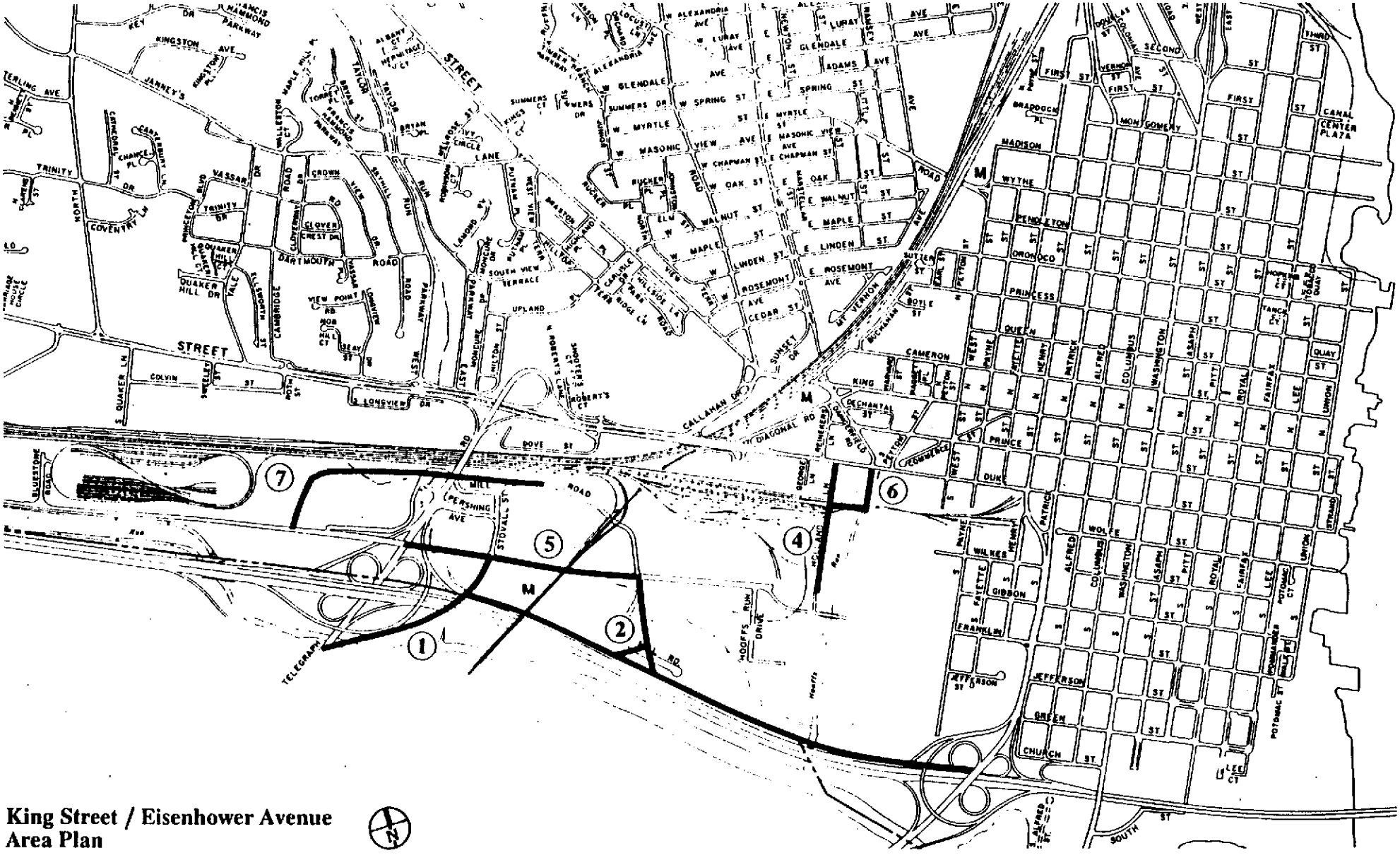
12. that a Transportation Improvement District be established in the Eisenhower Avenue area to finance planned and proposed transportation system improvements.

13. that all right hand turns in the King Street Metro Area, particularly at the King Street/Daingerfield/Diagonal intersection and at the Duke Street/Holland Lane intersection be designed to control vehicular traffic, either through a stop sign or traffic signal, to allow safe pedestrian movement within the area.

14. That the Departments of Planning and Transportation work with the Department of Parks and Recreation and its board to develop on open space, recreation and bikeway system for the King Street/Eisenhower Avenue area and to develop a streetscape plan for Eisenhower Avenue.

Map 24b

Transportation Recommendations



King Street / Eisenhower Avenue Area Plan

PLEASE RETAIN

DEMOGRAPHICS

APPROVED NOVEMBER 1990

AS AMENDED BY THE PLANNING COMMISSION
MAY 27, 1992

MASTER PLAN

ALEXANDRIA, VIRGINIA

DEMOGRAPHIC CHARACTERISTICS OF ALEXANDRIA

Since the early 1970s, when the City last updated its Comprehensive Plan, the population of the City has been changing. While the total number of people who live in the City is almost the same as it was in the early 1970s, 110,000, the composition of the population is not the same. The size of households in Alexandria has decreased markedly, and over 40 percent of all households in the City are now composed of only one person; less than half of the City's households are now families. The median age of the population has increased by more than 3 years to 31.4. Only 20 percent of the population are now children, compared to 36.4 percent in 1960. The racial composition of the City's population has become more diverse since the early 1970s; about one-third of the City's population is a member of a minority group.

Women have joined men in the workforce and in 1990 almost 83 percent of the City's population age 16 and over are in the workforce. City residents increasingly have professional, managerial and technical occupations. Household incomes outpaced inflation, but lagged behind those of other Northern Virginia jurisdictions. Per Capita income, remained one of the highest in the Country.

These demographic trends are described in more detail below. It is important to note that this chapter was written before 1990 Census data was available. The data in this report comes from a variety of sources, including the 1980 Census, 1985 American Housing Survey, various WMCOG sources, and Department of Planning estimates.

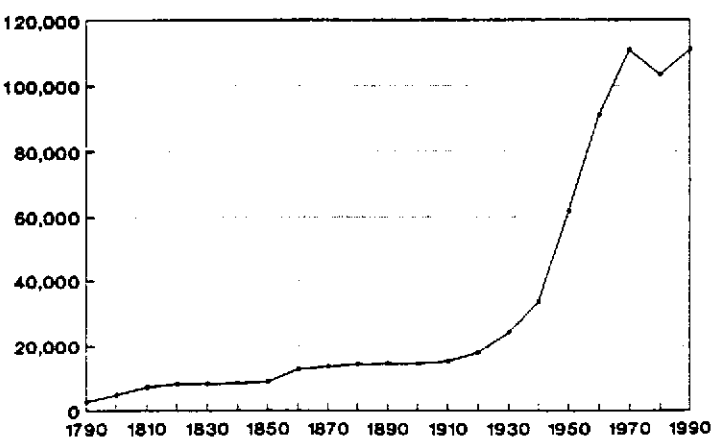
Size of the Population

The City of Alexandria has a long history of population growth. Up until 1940 this growth was slow and steady. During the 1940 to 1960 period, the population increased much more rapidly as people were attracted to the National Capital region during World War II and as the City substantially increased its land area by annexing the area west of Quaker Lane from Fairfax County. The 1970s was the first decade in Alexandria's history in which the population declined. Residential construction peaked in the early seventies and then declined sharply during the late 1970s. Also, in the late 1970s, 2,100 units at the Foxchase apartments were removed from the rental market for renovation and were not occupied at the time of the 1980 census. Many other apartment units were also removed from the market for renovation to condominium conversion. Along with a decline in household size, these trends resulted in the City's population dropping from 110,939 people in 1970 down to 103,217 people by 1980.

Chart 1

POPULATION - 1790 TO 1990

City of Alexandria



In the early 1980s, new residential construction remained limited, but, by the early 1980s, the Foxchase rental units and other units converted to condominiums were back on the market. The population of Alexandria grew accordingly. By 1990, the City had recovered most of the population it had lost during the 1970s, resulting in a total citywide population of 111,620 people.

Table 2

POPULATION AND HOUSEHOLDS - 1960 TO 1990
City of Alexandria

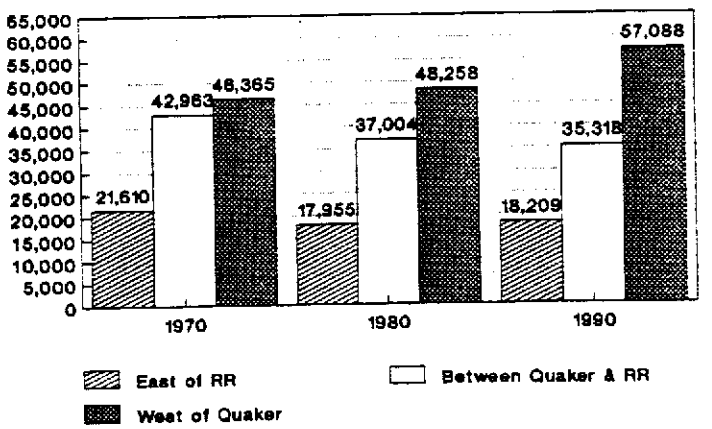
	1960	1970	1980	1985	1990
Population	91,023	110,938	103,217	109,100	110,620
Households	28,572	42,477	49,004	54,200	53,811
Average Household Size	3.25	2.57	2.07	2.01	2.03

Source: 1960,1970,1980, 1990 U.S. Census

Population growth has not been uniform throughout the City. As Chart 2 shows, only the area west of Quaker Lane has experienced a population increase since 1970; the remainder of the City lost population.

The increase of population in the area west of Quaker Lane reflects an increase in higher density residential development in the western part of the City. The large amounts of vacant land available for this higher density residential development made the growth possible. In the future, this trend of population growth occurring primarily in the western end of the City may not continue. While additional residential sites do exist in the West End, most notably the large Cameron Station site, many of the largest vacant or redevelopable sites suitable for residential development are located in the eastern part of the City near the railroad and metrorail right-of-ways: Potomac Yards, the Braddock Metro station area, the ~~Carr/Norfolk~~ Carlyle ~~Southern~~ site in the Eisenhower Valley, and other sites in the eastern Eisenhower Valley.

Chart 2
POPULATION DISTRIBUTION - 1970 TO 1990
City of Alexandria



Sources: 1970, 1980 U.S. Census; 1990, City of Alexandria

Household Characteristics

Size

The number of households in the City has continued to grow. A decreasing average household size in the City has resulted in a growing number of households even during the period when population declined (Table 2). In 1940 there was an average of 3.8 people per household in Alexandria; by 1990 the average household size had dropped to 2.03. Declining household size is a national phenomena, but the decline in the Alexandria household size has been much sharper than the national trend. The low household size means that Alexandria has a very high percentage of one and two person households; in 1980, over 41 percent of all households in Alexandria had only one person.

The decline in the City's average household size has been paralleled by a shift in the size and type of housing units built in Alexandria. Higher land values relative to other parts of the region have made Alexandria an expensive location for single family housing, which has contributed to the decline of the number of families with children living in Alexandria and the corresponding decline in average household size. The higher land values have made development of smaller higher density residential units, some townhouses, but primarily multi-family rental and condominium units, the more attractive building alternative for residential development. These types of units do not usually attract large households. According to the American Housing Survey, by 1985 over 40% of all housing units in the City had only one bedroom.

There are marked differences in household size in different parts of the City, which reflect the different character of housing in different areas. In 1980, the smallest average households in the City were found in the area west of Quaker Lane, which has far more multi-family units than single family homes. The average household size in that area, 1.92, is well below the City's average household size. At the other extreme, the area of the City east of Quaker Lane and west of the railroad tracks, which is characterized by detached single family homes, had an average household size of 2.32 in 1980, well above the City's average.

Average household size in Alexandria is unlikely to decline as sharply in the future as it has in the past. Because the average size is already relatively low, further decline is likely to be limited to no more than two-tenths of a person by the year 2010. The leveling out of household size in Alexandria translates into more population growth per residential unit added to the housing stock. Ultimately, the average household size in Alexandria is linked to the type of units that are built in the City, which in turn is determined by the level of demand for various types and sizes of units, and the affordability of these units. Recent residential development trends in the City reflect an increasing interest in building some larger units; fewer efficiency units and more two-bedroom or two-bedroom/den units are being constructed and proposed by developers than in the past.

Families

As the size of households in the City has changed, so has the composition of these households. In 1960, more than 83 percent of all households in the City were families, that is, a household composed of two or more people who are related (Table 3). By 1980, the percent of households that were families had dropped to only 49 percent. As was noted in the section on average household size, families, which by their nature have more members than non-family households, are often priced out of the Alexandria market because of the high cost of larger units. The composition of Alexandria's population--family vs. non-family households--is likely to continue unless more affordable housing opportunities are provided for larger households.

Table 3

HOUSEHOLDS BY TYPE AND PLANNING DISTRICT: 1970 AND 1980
City of Alexandria

	Family Households				Female Head of Household No Husband Present With Children under 18			
	1970	Percent Of All House-holds	1980	Percent Of All House-holds	1970	Percent Of All Families	1980	Percent Of All Families
East of Railroad	4,995	58.1	3,889	44.6	531	10.6	631	16.2
Between Railroad & Quaker	11,254	73.8	9,105	57.7	745	6.6	1,109	12.1
West of Quaker Lane	12,324	66.2	10,857	44.3	890	7.2	1,086	10.0
Total	28,573	67.3	23,851	48.7	2,166	7.6	2,816	11.8

Source: 1970, 1980 U.S. Census, Bureau of the Census

Female Heads of Households

Even as the total number of families have been decreasing in Alexandria, the number of families headed by a female with no husband present has been increasing in the City (Table 2). In 1970, there were 2,166 female headed households (7.6 percent of all families); by 1980, this number had risen to 2,816 (11.8 percent of all families). Female headed households tend to have low incomes. The high cost of housing in Alexandria makes it difficult for this type of family to find affordable units. If the trend toward more female headed households continues, it will contribute to the ever increasing demand in the City for affordable housing units.

Population Characteristics

Age

The median age of the City's population has been rising, up from 28 in 1960 to 31.4 in 1980. As with declining household size, the aging of the population is a national phenomena, caused by decreasing birth rates and greater longevity.

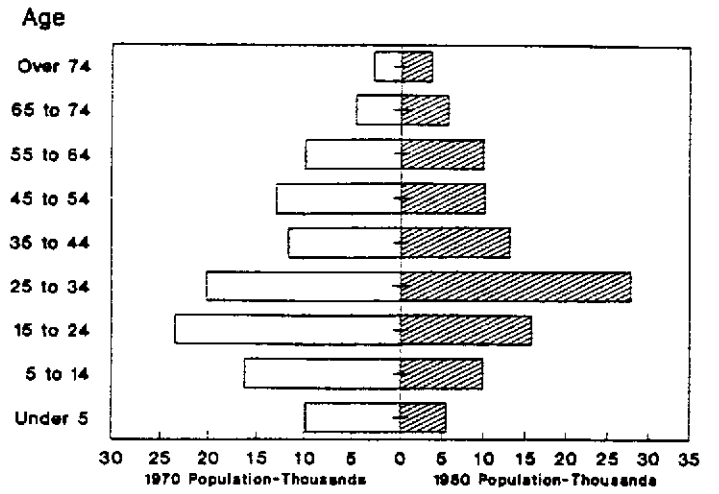
As the median age has risen, the percentage of the total population which are children, age 19 or younger, has declined, from 36.4 percent in 1960 to 20.8 percent in 1980. This decline is likely to continue, given national and regional birth trends. By the year 2000, only 15.4 percent of the population is forecasted to be 19 years old or less. Unless population growth overall increases markedly, the absolute number of children in the City will continue to decline. Fewer classrooms will be needed in the City schools by the year 2000, and there will also be less demand for services targeting children, i.e. children's recreational programs and social service programs, if these age of the population trends continue.

As the percentage of children in Alexandria's population declines, the percentage of adults rises. As the existing population ages, the most marked increase will be in the number of Alexandrians aged 45 to 54 who are forecasted to rise from 9.8 percent of the City's population in 1980 to 21.2 percent in 2000.

Chart 3

POPULATION AGE STRUCTURE - 1970 AND 1980

City of Alexandria



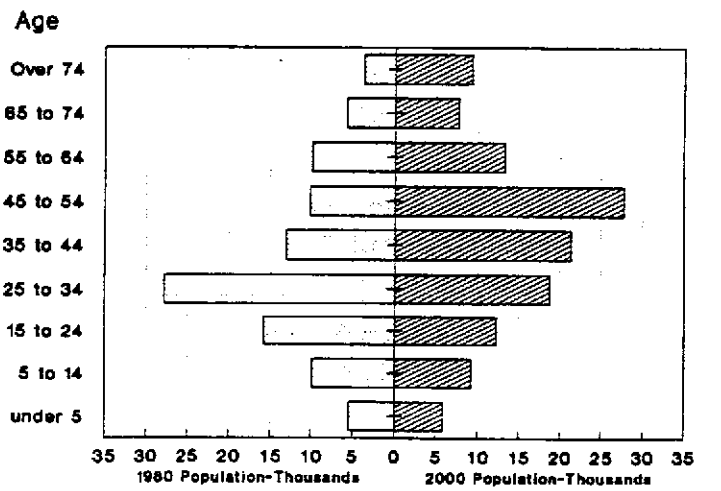
The number of Alexandrians age 65 and older will also be increasing between now and the year 2000. In 1980 9.2 percent of the City's population was in this age group; by the year 2000, the elderly population is likely to almost double, increasing to 13.0 percent of the total population.

The area west of Quaker Lane has the lowest concentration of elderly people, but it is the area where the elderly population is increasing the fastest. Between 1970 and 1980, the elderly population in the West End more than doubled. Three continuing care retirement facilities are located within the area West of Quaker Lane. Also, the housing types in this area, primarily apartments and condominiums, are smaller and more affordable for retirees.

Chart 4

POPULATION AGE STRUCTURE - 1980 AND 2000

City of Alexandria



Other areas of the City have had less dramatic shifts in the percent elderly. The area between the Railroad Tracks and Quaker Lane had more elderly residents than other areas in both 1970 and 1980, growing by several hundred persons during the 1970s. The growth is significant since this area's total population dropped by almost 14 percent during the 1970s. As this area's population continues to age, it is quite likely that some of the elderly will relocate, both within the City and in other locations.

The extent to which the aging population remains within the City will be determined, in part, by the availability and affordability of units within Alexandria which are suitable for this elderly population. The percent of those 65 years old and older in Alexandria who have incomes below the poverty level has declined between 1970 and 1980. In 1980, only 665 elderly persons had incomes below the poverty level.

Statistics on vehicle ownership show that the elderly are more likely than others not to have access to a vehicle. In 1980, one-third of all households which included a person aged 65 and over did not have access to a vehicle. The problem of transportation is exacerbated because 17 percent of all elderly are unable, because of physical limitations, to use public transportation. The City does have special programs which provide transportation for the elderly and the handicapped. As the elderly population increases in the City, there will be an increased demand for these special transportation services, as well as an increased demand for public transportation in general.

Sex

For at least the last four decades in Alexandria, women have outnumbered men. Since 1960, females have gradually increased as a percentage of the City's population, until, by 1980, 53.2 percent of Alexandria's population was female. Females outnumber males in all age groups except for those 19 years and younger.

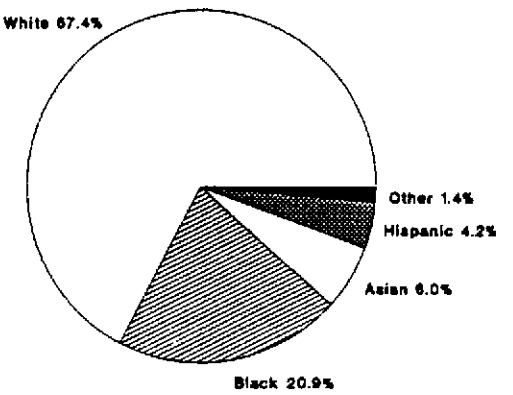
Race

Data on the race of Alexandria's residents suggest that the distribution of the population over various racial groups is fairly stable. However, it is not clear that the 1985 American Housing Survey data is accurate and 1990 Census data is not yet available. The 1985 data suggests that the largest minority group in the City is African Americans, with 21 percent (22,817 persons) of the City's total population in 1985. After increasing about 47 percent during from 1970 to 1980, the size of the City's African American population has remained fairly stable throughout the 1980s, increasing by less than 100 people. The minority group experiencing the greatest growth in the 1980s was the City's Asian population. Second only to the African American population in size, the Asian population of the City was 6,888 people in 1985, up 125 percent from 2,888 people in 1980. The 1985 Housing Survey data shows that the Hispanics population remained fairly stable in size during the 1980s, increasing only slightly from 4,042 people in 1980 to 4,591 people in 1985. The Spanish speaking population may be seriously under-represented in this data. The City Department of Human Services's Hispanic Outreach program and Casey Clinic's Hispanic patient caseload have doubled in recent years, suggesting a significant increase in the Hispanic population. Many of the Hispanics using these City services are undocumented aliens, and may continue to be uncounted after the 1990 census.

While the size of the minority population in Alexandria has remained very stable, there have been notable shifts in the location of some of the minority population in the City. The City's African American population has historically been concentrated in the eastern end of the City; in 1970, the area east of the railroad tracks had only one-fifth of the City's total population but two-thirds of the City's African American population. Conversely, the area west of Quaker Lane, which had about 42 percent of the City's total population, had only 12 percent of the City's African American population. By 1980, the African American population had become somewhat more dispersed. The area east of the railroad tracks had slightly less

than one fifth of the City's total population relative to about one-third of the total African American population in the City. The area west of Quaker Lane had increased its share of the City's total population slightly to 46.8 percent, and had increased its share of the City's African American population more dramatically, to 25.1 percent.

Chart 5
RACE OF THE POPULATION - 1985
City of Alexandria



Source: 1985 American Housing Survey

The City's Asian and Hispanic populations are concentrated in the western part of the City. In 1980, over 70 percent of the Asian population and 60 percent of the Hispanic population resided in the West End.

Income

Between 1980 and 1989 inflation in the Washington Region was 54.0 percent. Growth of household incomes was estimated to have outpaced inflation. Between 1980 and 1990 the average household income was estimated to have risen by 103 percent. Per capita income rose even more quickly, increasing by 118.7 percent during the slightly shorter period of 1980 to 1988.

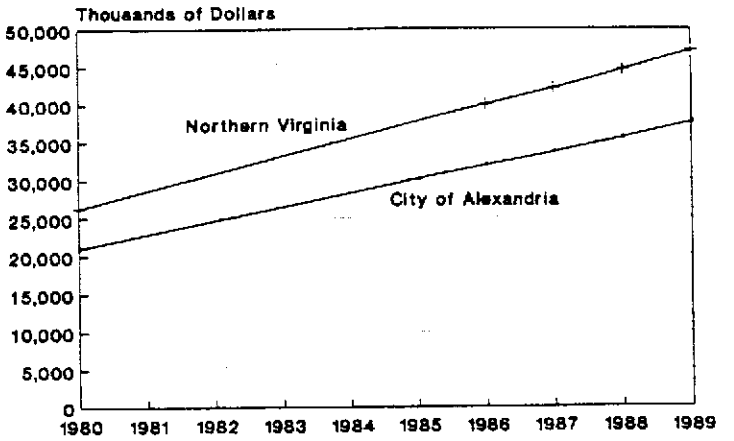
Alexandria residents have one of the highest per capita incomes in the United States. The most recent per capita income data, from 1988, show a per capita income of $28,629, which was eighth highest in the United States in 1987. Relative to the rest of the Washington D.C. region, only Arlington's per capita income of $30,248 exceeded Alexandria.

But Alexandria trails behind the rest of the Northern Virginia region in median incomes of families and households. Even though the incomes of Alexandria's households have grown substantially over the past years, from $21,016 in 1980 to $42,660 in 1990, and the rate of growth has been similar to that of other Northern Virginia jurisdictions, the gap between household and family median incomes in Alexandria and Northern Virginia has remained at about $10,000. This gap exists because Alexandria has a smaller average family and household size than the rest of Northern Virginia. For instance, in 1980 23.4 percent of Northern Virginia households were comprised of only a single person compared to 41.3 percent of Alexandria's households. One-person households are one-earner households, which is why Alexandria's household income is relatively low while its per capita income is relatively high.

Chart 6

MEDIAN HOUSEHOLD INCOME - 1980 TO 1989

City of Alexandria and Northern Virginia



Source: Taylor Murphy Institute

Wealth and Poverty

In 1980, 22 percent of the City's households had incomes of $35,000 or more, and there was comparatively little difference between the percentage of households in different areas of the City.

The percentage of persons living in the City with incomes below the poverty level was 10.1 in 1980. There was, however, a marked difference in the percentage of persons in different areas of the City that have incomes below the poverty level. The area east of the railroad tracks had 16.3 percent of its population with incomes below the poverty level the area west of Quaker Lane had only 5.4 percent of its population below the poverty level. One of the reasons persons with incomes below the poverty level are more concentrated in the eastern part of the City is that much of the City's publicly assisted housing is located in this area.

The area east of Quaker Lane and West of the railroad tracks actually had the highest number of people with incomes below the poverty level, but as a percentage of the area's total population, persons in poverty were not disproportionately located in this area. Unlike the area east of the railroad tracks, the area west of the tracks and east of Quaker Lane has comparatively few assisted housing units. One of the major public housing projects in this area, Cameron Valley Homes, was redeveloped in 1988-1890. While some new public housing units were built to replace those demolished on the site, most of the units were scattered to small sites across the City. This area also had many inexpensive private rental apartments units, in the Arlandria area, which were attractive to households with low incomes. Many of these apartments are being renovated and many low income households who had lived in these units have been displaced. Data from the City's school system indicated that some of the low income people displaced from the Arlandria area are relocating to the City's West End.

Table 4

WEALTH AND POVERTY
City of Alexandria

	Households With Incomes of $35,000 or more		Persons With Incomes Below the Poverty Level	
	Number	Percent of All Households	Number	Percent of All Households
East of Railroad	1,989	22.7	2,907	16.3
Between Railroad and Quaker Lane	3,687	23.1	3,693	10.1
West of Quaker Lane	5,316	21.6	2,583	5.4
Total	10,992	22.3	9,183	9.0

Source: 1980 Census

It is difficult to assess whether the number of Alexandrians who have incomes below the poverty level has changed since 1980. Indicators such as the number of people on Medicaid or food stamps show a distinct decline between 1985 and 1988, and a sharp increase in the past two years, between 1988 and 1990. In 1990, the number of persons receiving food stamps is 3,611; this represents a 33 percent decline between 1985 and 1988, but also reflects a 20 percent increase between 1988 and 1990.
The number of persons receiving Medicaid in 1990 is 3,951. This number declined by 22 percent between 1985 and 1988, but has increased by over 17 percent in the past two years. It is not clear whether these changes in numbers may be caused by changes in the conditions needed to qualify for Medicaid or food stamps and may not actually be due to a changes in the City's population in poverty.

Employment Characteristics of the Population

Labor Force Participation

The 1980 U.S. Census reported that 71.6 percent of Alexandria's adults (age 16 and over) were in the civilian labor force. By 1990, the Virginia Employment Commission was estimating that 78,711 Alexandrians, 81.1 percent of the City's adult population, were in the civilian labor force.

These high rates of labor force participation by Alexandria residents are mirrored by low unemployment rates among the population. Through the 1980s, Alexandria's unemployment rate for residents dropped from a high 6 to 8 percent down to a 1988 estimate of 1.9 percent. The tight labor market reflected by these statistics means that there are relatively few existing Alexandria residents available to fill new jobs; most new jobs will need to be filled either through population growth in the City or by residents of other jurisdictions.

Female Labor Force Participation

The percentage of female Alexandrians (over age 16) in the labor force rose from 55.6 percent in 1970 to 66.5 percent in 1980. Since 1980 female participation in the labor force has continued to rise; the Virginia Employment Commission's estimated 81.8 percent labor participation rate for Alexandria in 1989 implies a very high female participation rate in Alexandria's labor force in 1989. In fact, this data shows that female participation rates are approaching males. In the past, new jobs were filled by greater female participation

in the labor force. Given these high participation rates for both sexes, it is likely that most new jobs in Alexandria will be filled by non-Alexandrians.

Table 5

FEMALE WORK FORCE PARTICIPATION: 1970 AND 1980
City of Alexandria

	1970			1980		
	Females Age 16+ In Labor Force	Percent of Females Age 16+ In Labor Force	Percent of Females In Labor Force With Child Under 6	Females Age 16+ In Labor Force	Percent of Females Age 16+ In Labor Force	Percent of Females In Labor Force With Child Under 6
East of Railroad	5,088	56.6	7.0	5,172	61.9	6.4
Between Quaker and RR	8,422	49.5	10.6	9,507	60.8	10.6
West of Quaker Lane	11,344	60.7	8.3	16,468	72.1	7.9
Total	24,854	55.6	8.8	31,147	66.5	8.5

Source: U.S. Census

The number of female labor force participants with a child under the age of six increased by 21 percent between 1970 and 1980, up from 2,191 to 2,647. As a percentage of the total female labor force, females with children under six stayed almost constant. The actual number of women in the workforce with children under the age of 6 will grow as the City's population grows, but the existing high female participation rates mean that the percentage of women in the workforce with children under the age of six will not increase dramatically in the future, unless more women start having children. Day care is already a major concern in Alexandria. Given the number of Alexandria women with children under the age of six who participate in the workforce, daycare is likely to become even more of a priority.

Types of Employment

In 1980, over 40% of the City's employed residents worked in managerial or professional occupations. Another 35% of the employed population was employed in technical, sales and administrative support, which includes clerical workers. Only 10 percent of the population worked in service industries, and less than 8 percent in precision production, craft and repair occupations, 6% operators, fabricators and laborers, and less than 1 percent in farming, forestry and fishing.

Place of Employment

Since 1960, there has been a trend for Alexandrians to find employment outside of the City. In 1960, about 33% of Alexandria's civilian labor force was employed in the City; by 1980 this percentage had dropped to under 25%. Data from the 1985 Washington Metropolitan Council of Governments' home interview study on travel behavior suggests that the percentage of City residents who also work in the City has probably dropped below 20%.

~~Table 6~~

Table 6

Residents' Place of Work 1960-1980
City of Alexandria, Virginia

	1960		1970		1980	
	Number	%	Number	%	Number	%
Alexandria	13,285	33.4%	14,789	26.7%	15,279	24.8%
Washington D.C.	14,896	37.5%	16,689	30.25	22,438	36.4%
Arlington Co.	5,046	12.7%	9,341	16.9%	8,573	13.9%
Fairfax Co.	3,616	9.1%	6,157	11.1%	5,508	9.0%
Montgomery Co.	338	0.9%	1,074	1.9%	981	1.6%
Prince Georges Co.	271	0.7%	1,123	2.0%	1,131	1.8%
Falls Church	214	0.5%	420	.8%	633	1.0%
Other	575	1.4%	1,184	2.1%	1,159	1.9%
Not Reported	1,516	3.8%	4,579	8.3%	5,927	9.6%
TOTAL	39,757	100.0%	55,356	100.0%	61,629	100.0%

Other includes Loudoun, Prince William and Charles Counties.

Source: 1960, 1970 and 1980 U.S. Census, Bureau of the Census.

Where do Alexandria residents work? In 1980, over one-third (36%) of the City's civilian labor force worked in Washington. Another 23% worked in the neighboring counties of Arlington and Fairfax. The remainder of the labor force worked in other locations in the SMSA or at unknown locations. The 1985 WMCOG home interview study showed more than 45 percent of the City's residents worked in the District, and only 20 percent working in the adjoining Fairfax and Arlington Counties.

Conclusions

It is likely that the 1990 Census will reflect a continuation of the demographic trends established over the past 20 years; a stable and aging population with fewer families and fewer school age children and smaller households whose members work and earn relatively high per capita incomes. Although Alexandria has increased job opportunities within the City it is evident that the percentage of people living and working in the City is decreasing to less than one in five. The lack of affordable housing may be one reason why families cannot live closer to work.

The next chapter, Land Use ~~and Development~~, discusses development trends since 1974, the last time a Comprehensive Plan was prepared, analyzes potential growth areas and projects future development trends to year 2010. Based on the demographic and land use trends and forecasts, the chapter identifies the key principles which should govern and guide the City's land use and zoning policies over the next 10 to 20 years.

PLEASE RETAIN

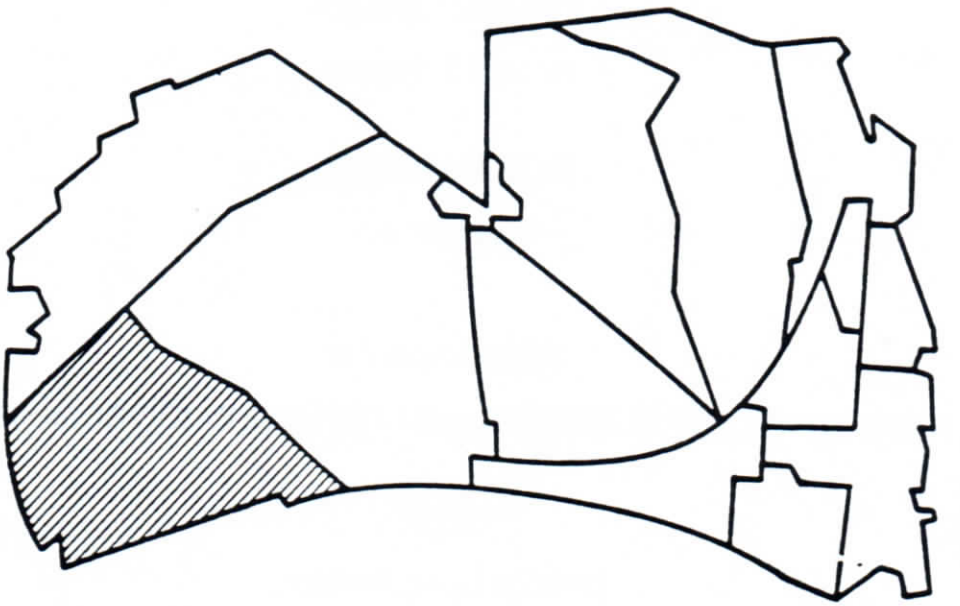
LANDMARK/VAN DORN

SMALL AREA PLAN

ADOPTED SEPTEMBER 26, 1989: ORDINANCE 3408

AMENDED JANUARY 25, 1992: ORDINANCE 3554

AS AMENDED BY THE PLANNING COMMISSION MAY 27, 1992



MASTER PLAN

ALEXANDRIA, VIRGINIA

LANDMARK/VAN DORN

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

Project Planner:

Kimberley Johnson

Design Analysis and Graphics

Van Slaymaker

SEPTEMBER 1989

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PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1986 Landmark Van Dorn Plan and to incorporate a new 1988 Landmark/Van Dorn Plan into the City's new Master Plan. This plan will serve as the basis for future city Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the Landmark- Van Dorn area.

ORGANIZATION AND CONTENTS

The Landmark/Van Dorn 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, including adopted plans, rezonings, resolutions and capital improvement programs. Based on this analysis, this section identifies issues which need to be addressed in the plan for this 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 a series of meetings which included review of existing conditions and trends in the Landmark/Van Dorn area, identification of issues, review of the 1986 and 1974 plans for the area 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 Landmark-Van Dorn Area is located in Planning District III, in the western part of the City. The Landmark-Van Dorn study area includes almost 1065 acres. It is part of a larger area annexed from Fairfax County in 1952. The area is bounded by the Shirley Highway (I-395) to the northwest, Holmes Run and Cameron Run to the north and east, and the City limits to the south and west. (See Map 1.) These boundaries differ slightly from the 1986 Landmark-Van Dorn plan boundaries, with the parcels west of I-395 not included in this plan. (They are included in the Alexandria West Plan.)

Two key landmarks are located within the area: the Landmark Shopping Center and the Cameron Station. The organization of development and space within the area is not well defined. but the area can be divided into several subareas, each characterized by a distinctive set of uses. While the subareas share similar uses, in most cases they are not generally unified in any physical or visual sense.

The first subarea is the Landmark Shopping Center, which is surrounded by expressways and arterials and forms an isolated commercial retail island at the northwest corner of the study area.

Forming a ring around the Landmark Center are the predominately residential areas, which cover most of the area north of Duke Street and west of Van Dorn Street north of Pickett Street. The residential areas are predominately high density high-rise, with some medium density garden-style units and townhouses. General commercial uses cut through the residential areas, focused along major streets: Duke, Pickett and Van Dorn.

The third identifiable subarea is Cameron Station, a 164.1 acre federal military installation which is located to the east of the residential areas south of Duke Street between Holmes Run, Backlick Run and Pickett Street. One of the earliest uses within the Landmark-Van Dorn study area, Cameron Station has become a major landmark for the area. With the planned closure of Cameron Station, this tract will be available for redevelopment.

To the south of Cameron Station, sandwiched between the Norfolk Southern Corporation and Backlick Run to the north, and railroad tracks and the Beltway to the south, is the Eisenhower Avenue area. Land use in the area is primarily service-commercial and light industrial, with some office space. The Van Dorn metro station is located toward the western end of the Avenue.

The final subarea is an industrial and service commercial node centered on the western end of Pickett Street at the City boundary and extending south to the City line. Directly along Pickett Street, the uses include warehouse, warehouse- retail, warehouse-house office, etc. South of the railroad tracks, the uses are generally more intense warehousing and distribution.

DEMOGRAPHICS

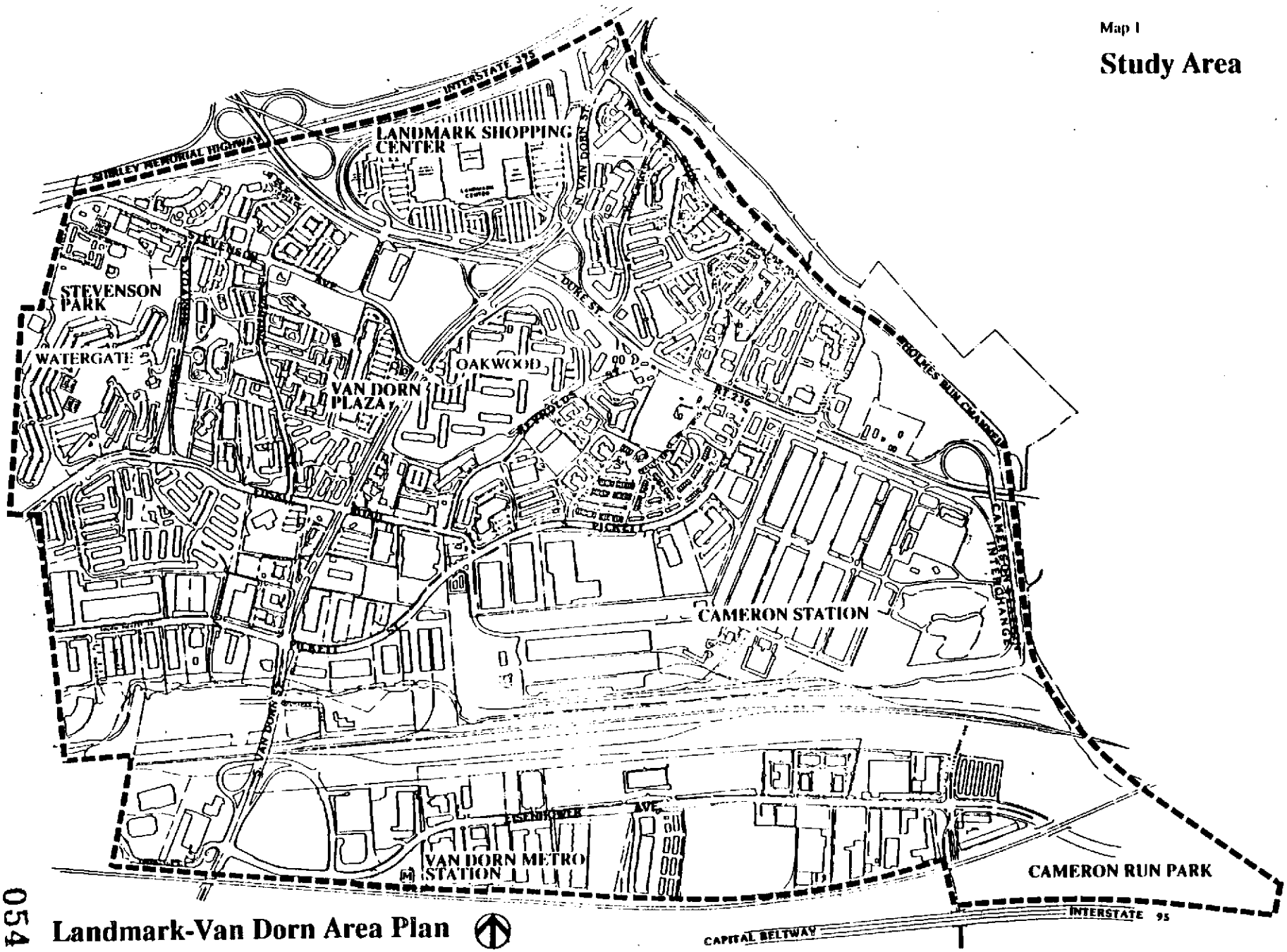
Population

The population of the Landmark-Van Dorn study area has increased markedly over the past two decades. The 1960 population of less than 600 had increased to 5,696 by 1970 and 13,566 in 1980. Although the pace of population growth slowed in the next five years, by 1985 the population of the area was an estimated 15,200. (Table 1).

Future population growth is related to the amount of vacant or redevelopable land available for residential development. Very few residential sites remain in this area, and most of these remaining residential sites already have approved development plans or have projects under construction.

Map I

Study Area



Landmark-Van Dorn Area Plan

The closing of Cameron Station and the sale of the property for private redevelopment could provide opportunities for substantial new residential development. Assuming only limited residential development on the Cameron Station site by the year 2000, it is estimated that population in the Landmark-Van Dorn area will increase to about 18,500 persons in the next 15 years.

Table 1

POPULATION CHARACTERISTICS
Landmark-Van Dorn Area

	1970	1980	1985	1990	2000
Population	5,686	13,566	15,222	16,578	18,659
% of City Population	5.1%	13.1%	14.0%	15.1%	16.7%
Housing Units	2,558	8,637	9,147	10,130	11,856
% of City Housing Units	5.8%	16.6%	16.3%	17.7%	19.3%
Households	2,467	7,727	8,799	9,752	11,368
Housing Vacancy Rate	3.6%	10.5%	3.8%	3.7%	4.1%
Average Household Size	2.30	1.76	1.73	1.70	1.64

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

Employment

An estimated 20,011 people worked at locations within the Landmark-Van Dorn area in 1985. This reflects an increase of approximately 3,800 jobs in the area since 1980. The increase is primarily attributable to the addition of over 3,000 government employees during the 1980-85 period at Cameron Station and the AMC building on Eisenhower Valley. The number of jobs classified as retail increased from about 3,250 to 4,250 during the five year period; while industrial jobs increased from 2,050 to 2,550. The only sector showing a notable decrease in employment during the 1980-1985 period was the wholesale sector, dropping from 1500 jobs to 1100 jobs.

Table 2

EMPLOYMENT
Landmark-Van Dorn Area

	1976	1980	1985	% Change
Industrial	1,707	2,068	2,535	48.5%
Wholesale/Retail	3,495	4,755	5,374	53.8%
F.I.R.E.	504	785	781	55.0%
Services	1,088	1,721	1,650	51.7%
Federal/State/Local	6,440	6,686	8,914	38.4%
Self Employed	569	1,209	757	33.0%
Total	13,803	16,224	20,011	+45.0%

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

Over one-third of the jobs in this area are Federal Government jobs, at Cameron Station and the Army Materials Command building on Eisenhower Avenue. The AMC is leaving this building in the near future, and the Cameron Station federal installation is also expected to close in the next five years, resulting in a dramatic decrease in government sector jobs.

Summary - Demographics

- The Landmark-Van Dorn has experienced substantial residential development, creating a large population growth in the past two decades.
- Over one-third of the jobs in the area are Federal jobs. With the relocation of the Army Materials Command from the building on Eisenhower Avenue and the closing of Cameron Station in the next few years, these jobs will leave the area.

EXISTING LAND USE

Excluding street and alley right-of-ways, the Landmark-Van Dorn study area includes approximately 1065 acres of land with a variety of uses. In large part, the different land uses are separated by major arterials. Generally, the residential areas are concentrated north of Edsall Road and Pickett Street. General commercial uses are intermingled in the residential area, along major arterials, and are also located on the south side of the eastern half of South Pickett Street. Industrial uses are concentrated along the western end of South Pickett Street, and along Eisenhower Avenue. (See Map 2 and Table 3.)

Residential Land Use

About one-quarter of the land area within the Landmark-Van Dorn area is developed in residences. Except for two single family residences, these residential uses are at medium and high densities, with high densities dominating.

There were an estimated 9147 dwelling units within the study area in 1985. Many of these residences were built during the 1960-1970 period.. High- density high-rise units predominate, but there are also a substantial number of garden-type apartments and several smaller townhouse projects.

Table 3

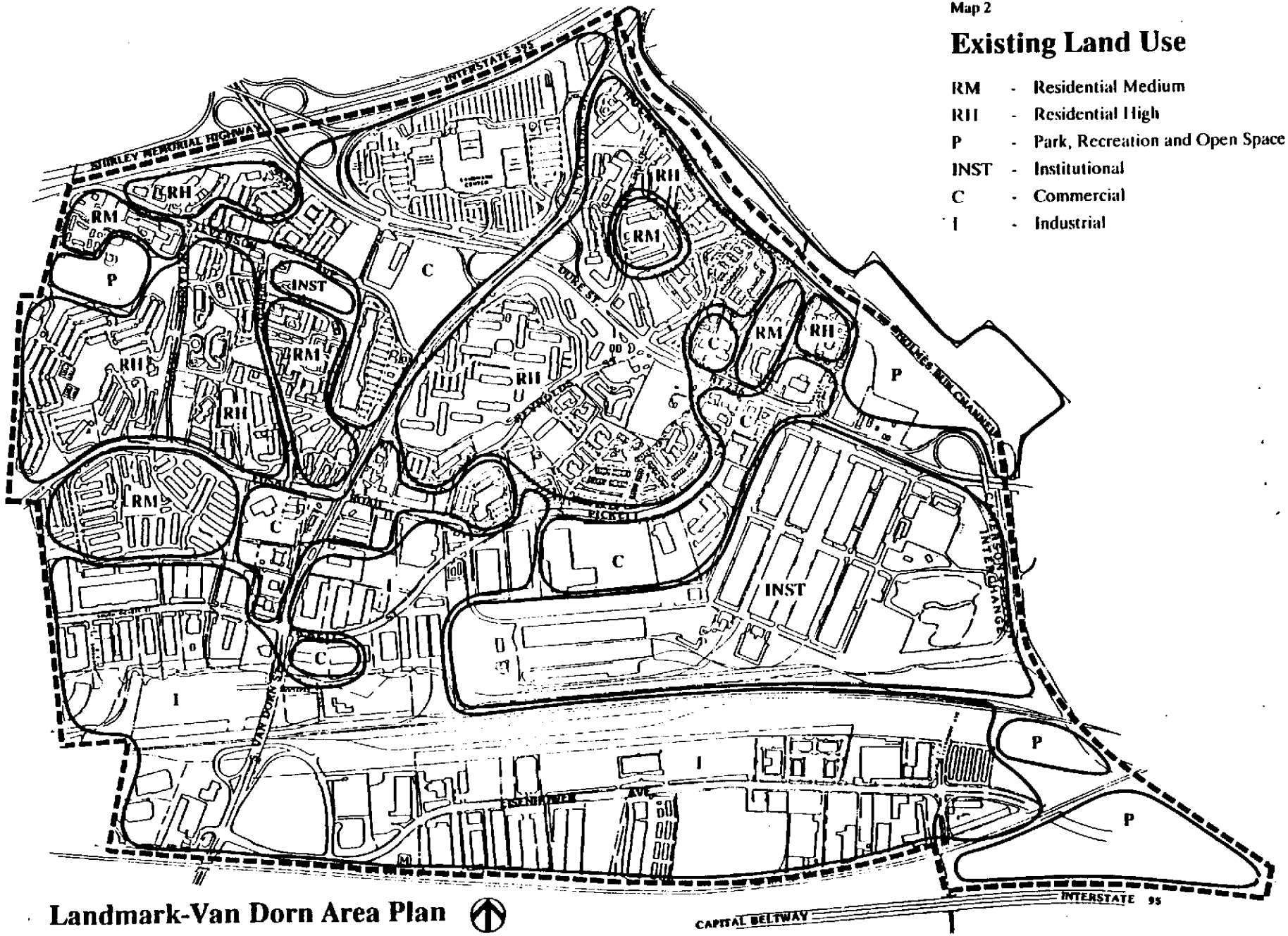
EXISTING LAND USE
Landmark-Van Dorn Area

Land-Use	Sq. Ft.	Acres	% of Total
Residential Low	41,077	0.9	0.1
Residential Medium	3,781,744	86.8	8.2
Residential High	8,086,612	185.6	17.4
Park	1,975,980	45.4	4.3
Commercial	8,236,633	189.1	17.8
Industrial	13,269,530	304.6	28.6
Institutional	7,758,262	178.1	16.7
Vacant	3,227,469	74.1	7.0
Total	46,377,307	1,064.7	100.0

Map 2

Existing Land Use

RM - Residential Medium
RH - Residential High
P - Park, Recreation and Open Space
INST - Institutional
C - Commercial
I - Industrial



Landmark-Van Dorn Area Plan

Over 1,000 additional residential units are now under construction or have approval in the area. The Barton's Crossing project, located at the northeast corner of Duke Street and Van Dorn Street, is under construction and includes 532 split-level garden apartments. Another 168 split-level condominiums are under construction on the Waple property north of Pickett Street, with 55 townhouses planned and approved for the second phase of construction. The Calibre midrise (4 stories) residential project, with 400 units, has been approved for another Waple site located south of Duke Street just east of North Pickett Street. Finally, 277 high-rise units are nearing completion in Phase II of the Park at Landmark, south of Stevenson Avenue between Yoakum Parkway and South Whiting Street.

Commercial Land Use

Commercial land uses cover 18 percent of the study area (189.1 acres). These commercial uses are concentrated along Duke Street, Van Dorn Street and the southern side of the eastern section of North Pickett Street. A majority of these commercial uses are auto-oriented, low density but higher intensity activities such as retail, restaurants, auto service and sales, etc. Alexandria's only regional shopping center, Landmark Center, is located within this study area north of Duke Street at the Shirley Highway (I-395) interchange. Currently being expanded and renovated, the Landmark Center will include about 1.2 million square feet of space when completed.

The area includes just over 1.1 million square feet of commercial office. Half of this space is within one building, the Army Materials Command (AMC) building on Eisenhower Avenue, while the rest is scattered throughout the study area in smaller buildings. Almost two-thirds of this office space, including the AMC building, was constructed prior to 1980.

Industrial Land Use

Industrial land use, which is defined to include service commercial uses such as warehousing, distribution and related activities as well as heavier industrial uses, occupy 28.6 percent (304.6 acres) of the Landmark-Van Dorn study area. This figure also includes about 95 acres of railroad property which runs east-west through the study area, separating the Eisenhower Avenue corridor from the rest of the study area. Heavy industrial uses include Vulcan Materials and the Newton Asphalt Company. Most of the uses classified as industrial are semi-commercial activities. They include a number of large warehouses and mini-storage facilities, and trucking operations. Some of the warehouse type structures are also used for related retail and office activities.

Institutional Uses

Institutional uses cover 16.7 percent of the study area (178.1 acres). Most of this area is within Cameron Station, a 164.1 acre Federal military installation located on Duke Street at Holmes Run. Over 65 percent of the site is in buildings, both permanent and temporary, used primarily for storage and service purposes, but also for administration. Another 38 acres at Cameron Station, most of it adjacent to the Holmes Run Channel, is set aside and used for park and open space. The Federal Government decided, in December 1988, to close Cameron Station as part of a nationwide plan to re- align and close military installations. Cameron Station is discussed in detail in later sections of this plan.

The other institutional uses within the study area include a City fire station on North Paxton Street, the Northern Virginia Juvenile Detention Facility on Stevenson Road east of South Whiting Street, and the City's Waste to Energy facility on Eisenhower Avenue near the Van Dorn Metro Station.

Park and Open Space Uses

About 4.3 percent of the study area is park and open space (not including the area within Cameron Station used as Park). Most of this space is part of the City's linear park system along the Holmes Run Channel and forms the northern and eastern boundaries of the study area. Two other City parks are located in the area, at the western City boundary on Stulz Road and at the northeast corner of Edsall Road and Yoakum Parkway.

Vacant Land

Vacant land comprises 7 percent (74.1 acres) of the study area. This number does not include the Newton Asphalt or Vulcan properties, another 16.7 acres, which are largely vacant in terms of buildings but are used industrially for asphalt operations, and are classified as industrial.

Over two-thirds of this vacant land is located along Eisenhower Avenue. Two of the largest are the Southern property at Van Dorn Street (10.5 acres) and, moving eastward toward the center section of Eisenhower Avenue, the Gunnell properties (15.6 acres).

There are also two large vacant properties near the Duke Street/Shirley Highway interchange: the 5.1 acre Hirst site and the 9.6 acre Freeman site. A plan was approved by the City for the Freeman site in 1986 which included 240,000 net square feet of office development. The approval for this plan has expired.

Also on Duke Street, but eastward near South Pickett Street at Valley Forge Drive, is the 6.68 acre largely vacant Waple site. In December 1988, the City approved a special use permit for a 400 unit residential project on this site.

Summary – Land Use

- Residential uses cover one-quarter of the land area, are primarily high- density, and are focused in the areas north of Pickett Street.
- Much of the Eisenhower Avenue area and western Pickett Street area, over one- quarter of the study area, is industrial. True industrial uses are increasingly being replaced by uses which are service-commercial in nature, including flex space and office- warehouse, retail-warehouse uses.
- The planned closing of Cameron Station will free up this large institutionally used tract for other uses.
- There are several large vacant parcels in the area available for development.

ZONING

The most prevalent type of zoning in the Landmark- Van Dorn study area is Industrial, covering 56.4 percent (601.3 acres) of the study area. Another 29.1 percent (309.1 acres) of the land is zoned residentially, most of it for high density residential. The remainder (138.8 acres) has commercial zoning, except for a very small amount (15.6 acres) of mixed use (CO) zoning.

Industrial Zoning

The 601.3 acres of industrial zoning includes both I-1 and I-2, with slightly more I-1. Areas zoned I-1 Industrial include Cameron Station, the Pickett Street area west of Van Dorn Street, and some parcels along Edsall Road and Van Dorn Street. Cameron Station is the major use in this I-1 zoned area. Warehousing, including storage, distribution and related retail and office activities are located on the I-1 zoned

parcels along Pickett Street, Van Dorn Street and Edsall Road. The existing I-1 zone allows a wide range of uses, including the existing warehouse/storage/retail uses, but also including relatively high density commercial office development. Under the I-1 zone, a 2.5 floor-area-ratio (FAR) and heights up to 77 feet are allowed by right. Additional density and height, 5.0 FAR and 200 feet heights, are allowed under certain conditions for a P.U.D..

I-2 Industrial zoning is located on the railroad right-of-ways, and on parcels along Eisenhower and Farrington Avenues. Other than railroad right-of- way, the predominate uses in this I-2 zoned area are light industrial and service commercial, with some office and retail activities. The only real heavy industrial use is the Vulcan and Newton Asphalt operations near Van Dorn Street. Part of the Park along Holmes Run is also zoned I-2. The I-2 zoning allows for a wide range of uses, including light and heavy industry, service commercial, commercial office and retail. Allowable density under the I-2 zone is 3.0, with a 77 foot height limit, by right. As with the I-1 zone, a P.U.D. provision provides for densities up to 5.0 FAR and heights up to 200 feet under certain conditions.

TABLE 4

Existing Zoning
Landmark - Van Dorn Area

		Sq. Ft.	Acres	% of Total
Industrial:	I-1	13,789,921	316.6	29.7
	I-2	12,400,284	284.7	26.7
Commercial:	C-2	5,088,206	116.8	11.0
	C-2-B	958,093	22.0	2.1
Mixed Use:	CO	678,491	15.6	1.5
Residential:	RA	1,345,468	30.9	2.9
	RB	464,906	10.7	1.0
	RC	11,297,133	259.4	24.4
	R-5	41,077	0.9	0.1
	R-8	53,606	1.2	0.1
	R-20	260,125	6.0	0.6
Total:		46,377,310	1064.7	100.1

Residential Zoning

As would be expected, the residential zoning follows the pattern of residential uses, concentrated north of Edsall Road and Pickett Street.

More than four-fifths, 259.4 acres, of the residential zoning is RC-high density residential. The RC zone allows residential development at densities up to 54.45 units/acre density and heights up to 150 feet. It also allows commercial uses on the first floor of a residential building. While most of the residentially zoned land is developed at densities which require the RC zoning, there are a few areas zoned RC which are developed at more moderate RA or RB densities, including Edsall Bluffs, sections of the Waple development, Landmark Terrace and Crestview Garden Apartments.

There are 30.9 acres of RA-Residential zoning in the study area. The RA zone allows multi-family residential development at densities up to 27.23 units/acre and heights up to 45 feet (or more by SUP). The RA zoned land is developed in garden apartments.

There are 10.7 acres of RB zoning, located on the Stevenson Square townhouses and the adjoining park, at the western City limit. The rest of the zoning is single family; R-5, R-8 and R-20. There are only two single family units remaining in the area; the rest of the single family zoning is on park areas.

Commercial Zoning

All but 22 acres of 138 acres of commercially zoned land is zoned C-2 commercial; the remainder is C-2-B. Both of these zones allow essentially the same type of development: commercial development up to a 3.0 FAR and 150 foot heights and/or residential development up to 54.45 units/acre. Almost all of the Commercially zoned land is located along Duke Street. Existing development on C-2 land is a mix of commercial retail, commercial office, and service uses. There are also some residential uses located on commercially zoned land, in the area between Holmes Run and Duke Street. Several vacant parcels in the area have C-2 zoning.

Heights

Generally, heights in the area are limited by right to 150 feet north of Pickett Street and 77 feet south of Pickett Street. The 150 feet limits north of Pickett Street result from RC and C-2 zoning. There are small pockets of land with 35', 45' and 77' limits within the 150' limit area. South of Pickett Street, the 77' height limits results from the I-1 and I-2 zoning. More height, up to 200', would be allowed within these industrially zoned areas under the Planned Unit Development provision of the industrial zoning.

A survey of building heights (number of stories per structure) was taken in 1988. The majority of the tall buildings (above 14 stories) are concentrated near Edsall Road, Yoakum Parkway, Ripley Street and Holmes Run Parkway. Generally, buildings have taken advantage of the high elevations in the northern section of the study area to capitalize on views.

In the rest of the study area heights, building heights tend to be low, 2-3 stories. Heights along Eisenhower Avenue are also generally 2 and 3 stories (with the exception of the 13 story AMC building), well below the 77 feet allowed under the zoning. This is primarily because of the service commercial/industrial nature of the development. Redevelopment within the area is likely to bring more height; the varying topography within the Valley lends itself to a creative mix of building heights, and Eisenhower is not adjacent to any low scale residential area where heights might have an adverse impact.

Theoretical Development Potential

Although very little of the land within the Landmark-Van Dorn area is vacant, the existing zoning on all of the industrially zoned areas would allow redevelopment of existing low density uses to very high levels of commercial development. Map 3 shows potential development and redevelopment areas. Table 5 summarizes the theoretical by-right development rights for each of the potential development/redevelopment areas shown on Map 3.

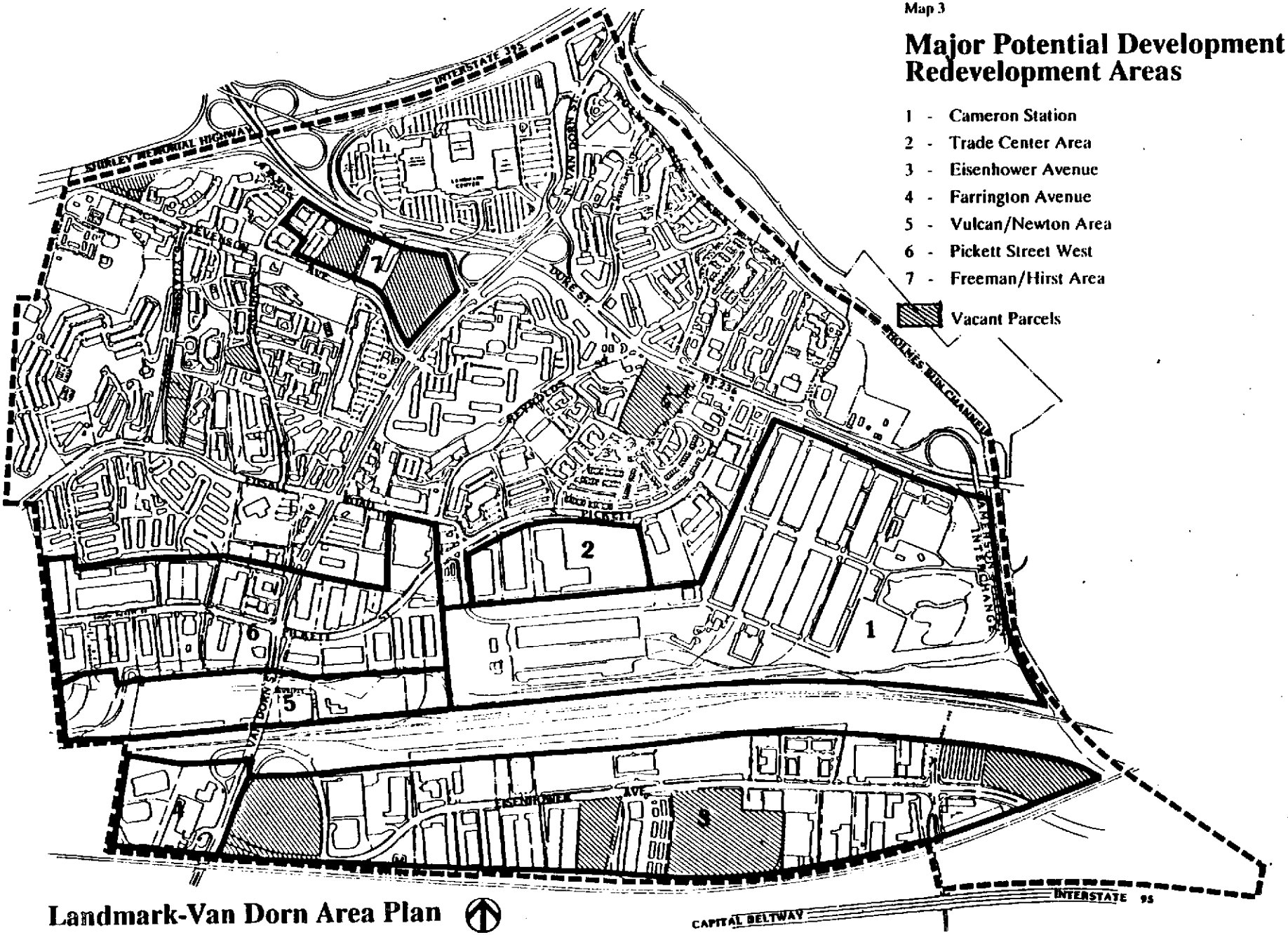
These potential redevelopment areas, areas where existing zoning allows considerably more development than exists, include over 18 million square feet of land and carry development rights for over 50 million square feet of commercial space, by right (or over 90 million square feet of commercial and residential space with a P.U.D.).

Map 3

Major Potential Development and Redevelopment Areas

1 - Cameron Station
2 - Trade Center Area
3 - Eisenhower Avenue
4 - Farrington Avenue
5 - Vulcan/Newton Area
6 - Pickett Street West
7 - Freeman/Hirst Area

Vacant Parcels



Landmark-Van Dorn Area Plan

Table 5

DEVELOPMENT RIGHTS UNDER EXISTING ZONING IN KEY AREAS
Landmark-Van Dorn Area

		Parcel Size (Acres)	Maximum F.A.R.	Maximum Commercial Development (Sq.Ft.)*
1	Cameron Station	164.1	2.5	17,870,490
2	Trade Center Area	22.8	2.5	2,482,888
3	Eisenhower Avenue	138.9	3.0	18,150,360
4	Farrington Avenue	14.7	3.0	1,915,626
5	Vulcan/Newton Area	33.7	2.5	3,670,403
6	Pickett Street West	39.8	2.5	4,337,178
7	Freeman/Hirst Tracts	17.5	3.0	2,291,778
	Total	431.5		50,718,722

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

The two key areas, long considered likely areas for future development, are Eisenhower Avenue and Cameron Station. With over 6 million square feet of land and I-2 zoning, the Eisenhower Avenue area alone is zoned for over 18 million square feet of commercial development, by right. Cameron Station, with over 7 million square feet of land and the slightly less intense I-1 zoning carries development rights for over 17 million square feet of commercial development, by right.

Summary

- Over half of the land in the Landmark-Van Dorn area is zoned industrially, including the areas where development is likely to occur in the near future: Cameron Station and the Eisenhower Avenue area.
- None of the vacant and developable land in the area is zoned for residential (excluding sites under construction and with approved plans).
- Some residential developments are located on commercially zoned land.
- Development rights for over 50 million square feet of commercial space exist within the areas where development or redevelopment of some type is likely to occur in the short and long term.

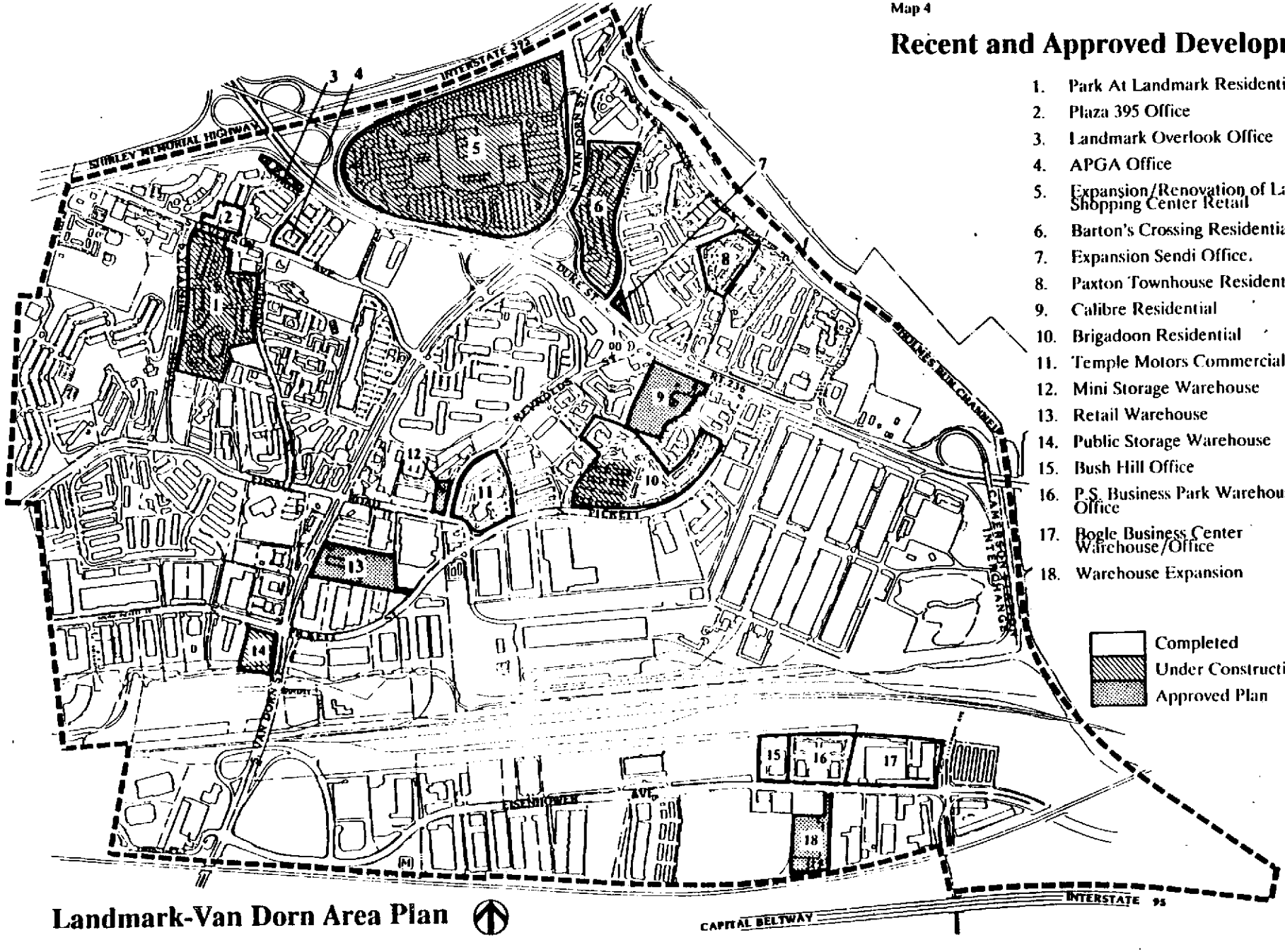
ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

Recent and Approved Development

Recent development activity, including recently completed projects, projects under construction and approved projects are shown on Map 4. As was discussed earlier, a substantial amount of residential development, over 1,000 units, is currently under construction or has been approved by the City for development. Much of this residential development is on the Waple property north of Pickett Street. Two other large residential projects have been developed at the northeast corner of Duke Street and Van Dorn Street, across from the Landmark Shopping Center; and between Yoakum Parkway and South Whiting Street south of Stevenson Street.

Map 4

Recent and Approved Development



1. Park At Landmark Residential
2. Plaza 395 Office
3. Landmark Overlook Office
4. APGA Office
5. Expansion/Renovation of Landmark Shopping Center Retail
6. Barton's Crossing Residential
7. Expansion Sendi Office.
8. Paxton Townhouse Residential
9. Calibre Residential
10. Brigadoon Residential
11. Temple Motors Commercial
12. Mini Storage Warehouse
13. Retail Warehouse
14. Public Storage Warehouse
15. Bush Hill Office
16. P.S. Business Park Warehouse/ Office
17. Bogle Business Center Warehouse/Office
18. Warehouse Expansion

Completed
Under Construction
Approved Plan

Landmark-Van Dorn Area Plan

Office development has focused in two locations: near Duke Street, and to a lesser degree in the Eisenhower Avenue area. Near the Duke Street/Shirley Highway Interchange, the Plaza 395 Office building with 76,000 sq. ft., APGA Office building with 45,000 sq. ft. and the Landmark Overlook townhouse office project with 11 units and 13,000 sq. ft. have been built in recent years. In the Eisenhower Avenue, the Bush Hill office building with 48,000 sq. ft. was built, along with additional office space in flex-type buildings.

The Landmark Shopping Center renovation and expansion is a major commercial project now underway within the study area. The mall, originally built in 1965, had three anchor stores: Woodward and Lothrop, Hecht's and Sears Roebuck and Company, and various smaller stores. All of the smaller stores have been demolished, except for a free-standing bank and auto-center. Two of the anchor stores are being expanded by about 40,000 sq. ft. each, and a 600,000 sq. ft. enclosed mall is being constructed and will join the anchor stores. With the additional space, the mall will have 1.2 million gross square feet. Also as part of the expansion/renovation, a two level parking garage has been constructed behind the Shopping Center.

Potential Development Sites

Cameron Station

Cameron Station, a 164.1 acre Federal military installation located on Duke Street at Holmes Run, has been slated for closure under the 1988 nation- wide plan developed by the Defense Secretary's Commission on Base Realignment and Closures. Under the plan, the closings must begin between January 1, 1990 and September 30, 1991, and be completed by September 30, 1995.

About 65 percent of the this site (107 acres) is now used for buildings, both permanent and temporary, for service and storage and administrative purposes. Another one-fourth of the land (38 acres) is now set aside and used for park, recreation and open space. Much of the park area is located adjacent to the Holmes Run Channel and compliments the linear park system the City has been developing along the Run.

The 1986 Landmark-Van Dorn Small Area Plan called for a mix of uses on the Cameron Station Tract if redevelopment occurred. The Plan also designated a substantial portion of the tract, generally the area around the Pond east of First Street, for Park and Open Space Area.

Existing zoning on the parcel is I-1 Industrial, which allows for industrial and commercial development up to a 2.5 F.A.R. and heights of 77 feet, by right, or to a 5.0 F.A.R. and heights of 200 feet under the P.U.D. provision. This zoning translates into theoretical development rights of over 17 million square feet of development, by right.

There are a number of constraints to development on the site. First, a very large part of the site, 77 acres, is within the 100 year flood plain for the City. Within the flood plain, any buildings must be built on columns which raise the building out of the flood plain, or else must be waterproof to the flood level. In the latter case, where a building displaces flood storage area within the flood plain, a comparable amount of new storage area must be created elsewhere to hold flood waters.

Another constraint to development on the site is relatively poor access. Access to the north, from Duke Street, is limited to a partial interchange and one curb cut. The only other access is from Pickett Street at Edsall Road, to the west. This western access is somewhat limited by already congested conditions at key intersections in the area along Van Dorn Street at Pickett Street and Edsall Road. Access to the metro station at Van Dorn will be limited by this same congestion. An Environmental Impact Study is now underway to explore the impact of possible roadway connections from Eisenhower Avenue to Duke Street in the area of Clermont Avenue. Improved access is needed into the site from the Beltway and between the site and the Van Dorn Metro Station.

Trade Center Area

The Trade Center is a retail center in industrial type buildings located on a 14.4 acre site adjacent to the northern side of Cameron Station, along Pickett Street. Directly west of the Trade Center, also adjacent to Cameron Station, are two additional warehouse sites containing another 7.8 acres. Given the proximity of Cameron Station, the redevelopment of these sites may be linked to the redevelopment of Cameron Station.

Existing zoning on these parcels is I-1 industrial, as with the adjoining Cameron Station. This zoning, allowing F.A.R.s up to 2.5, theoretically provides for development of up to 2.4 million square feet of commercial space on the tract.

The 1986 Landmark Van Dorn Small Area Plan designated this site for Commercial use.

Eisenhower Avenue

The Eisenhower Avenue area, stretching from Holmes Run to Van Dorn Street, includes 138.9 acres of land. The existing uses in the area are a mixture of light industrial (warehousing and distribution), and commercial mixed uses (warehouse-office, warehouse-retail) and office. The City's Waste to Energy Facility is also located on Eisenhower Avenue, toward the western end. Some parcels remain vacant.

Existing zoning on the tract is I-2 industrial, which allows development up to a 3.0 F.A.R. and 150 foot heights by right, or a 5.0 F.A.R. and 200 foot heights under a P.U.D. provision of the zone. Theoretical development rights in the corridor are for over 18 million square feet of commercial development.

This area was designated a Development Potential Area in the 1974 Plan, and was designated for a mix of industrial and commercial uses, with commercial uses concentrated near the planned Van Dorn Metro Station. The 1974 plan also noted the need for additional access into the area, including the Clermont interchange and an additional Duke Street- Eisenhower Avenue connection. The 1986 Landmark-Van Dorn Small Area Plan designated this area for both high density mixed use and industrial activities.

This area is a good location for intense commercial development for several reasons. First, the area has excellent access to transit, with the Van Dorn Metro station under construction and to be completed in 1992. Second, the area will be between two major interchanges of the Beltway: the existing Van Dorn interchange to the west, where major improvements are planned in the near future, and the planned Clermont interchange to the east. Third, the location on Eisenhower Avenue itself is advantageous, given the nature of Eisenhower as a major Arterial which connects the eastern and western ends of the City. And finally, because this area is well isolated from existing residential areas, development will have minimal impact on residential neighborhoods.

Freeman/Hirst Tracts

The Freeman and Hirst Tracts, on the south side of Duke Street just east of the interchange with the Shirley Highway, include almost 19 acres, about 13 of which remain vacant. The other sections are developed in low density commercial uses: an auto dealership and two restaurants.

These sites are currently zoned C-2 Commercial, which allows commercial development up to a 3.0 F.A.R. or residential development up to a 1.25 F.A.R. and heights of up to 150 feet. Under the existing zoning, a maximum of 2.2 million square feet of commercial space could be built on this site (assuming redevelopment of the existing low density uses, as well as development of the vacant area.)

The 1974 Master Plan for the City designated this area has a Development Potential Area, calling for a mix of office and residential uses. The 1986 Landmark-Van Dorn Small Area Plan also called for a mix of uses on these parcels. In addition, the 1986 plan discussed the need to develop a mixed use zone which would require, rather than simply allow, residential and commercial mixed use, with specific application for these parcels.

Located right on Duke Street, at the Shirley Highway, access to this site from the north is good. However, access from the south is along Van Dorn and residential streets which are fairly congested.

Summary – Economic Activity and Development Trends

- o A substantial amount of residential development, over 1,000 units, is now under construction or approved for development.
- o Despite large areas of available land, the market has brought only limited office development to the area, at Duke Street and the Shirley Highway, and along Eisenhower Avenue.
- o Almost all of the potential redevelopment areas, the two largest being the Cameron Station and Eisenhower Avenue, are zoned industrially, which permits high density commercial development and does not permit any residential development by right.

TRANSPORTATION

Street System

The Landmark-Van Dorn area is serviced by two major highway corridors: Shirley Highway (I-395) and the Beltway (I-95), and a number of arterials: Van Dorn, Duke, Edsall, Pickett, and Eisenhower, which create high traffic volumes within and around the area. Much of the traffic has been generated from outside the city limits.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan for the Landmark- Van Dorn Area is shown on Map 5. This plan classified streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets.

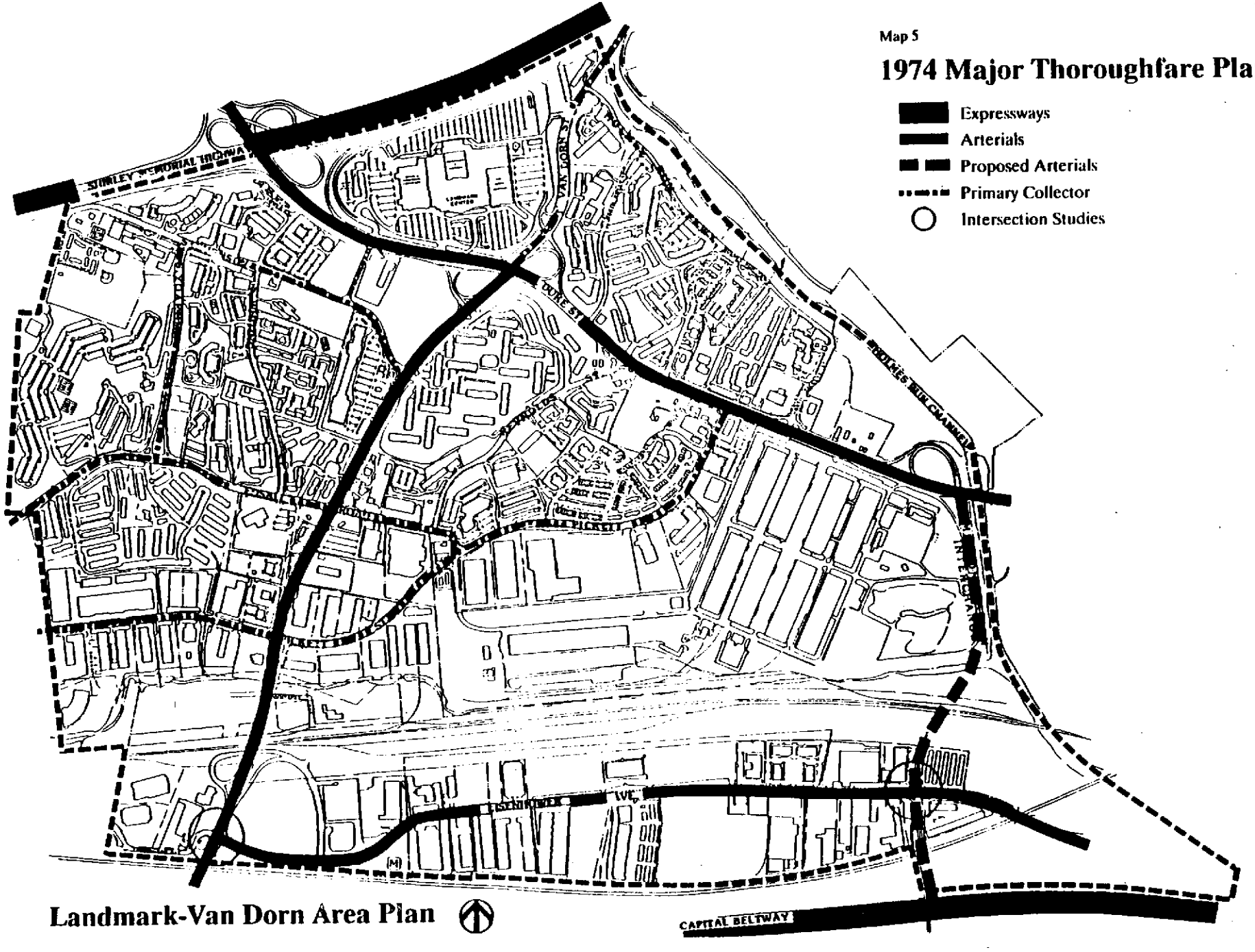
The Shirley Highway (I-395), at the northwest boundary and Capital Beltway (I-95) at the southeast boundary are both expressways. Duke Street, Van Dorn Street and Eisenhower Avenue were designated as arterials. Pickett Street between Van Dorn and Duke, Edsall Road, Yoakum Parkway, Stevenson Street between Van Dorn and Yoakum, and S. Walker Street between Duke Street and Stevenson Road were designated as Primary Collectors. The rest of the streets in the area were shown as local streets.

The 1974 Major Thoroughfare Plan also designated that a future arterial street in the vicinity of Clermont Avenue would be included in the system. It was believed that the additional access from the Beltway was needed due to potential growth that would occur along Eisenhower Avenue. To date, the Cameron Station interchange to Duke Street has been built to provide improved circulation from the Cameron Station base. The development potential of both Cameron Station and the Eisenhower Avenue corridor will depend on improved traffic access into these areas; the existing limited access in these areas will not accommodate very much development.

Map 5

1974 Major Thoroughfare Plan

- Expressways
- Arterials
- Proposed Arterials
- Primary Collector
- Intersection Studies



Landmark-Van Dorn Area Plan

Existing Traffic Flow

Excluding the Beltway and Shirley Highway, the highest traffic volumes within the study area occur on Van Dorn Street and Duke Street. Table 6 shows ten year boundary counts for these two streets, along with Edsall Road. These counts are taken at the City limits each year for a one week period. As the table shows, traffic volumes have increased significantly on each of these streets, with southbound volumes on Van Dorn and westbound volumes on Duke Street showing the most dramatic increases over the ten year period: 82 and 47 percent, respectively.

Table 6

AVERAGE DAILY TRAFFIC
CITY OF ALEXANDRIA TEN YEAR BOUNDARY COUNTS
Landmark-Van Dorn Area

	Duke Street		Edsall Road		Van Dorn Street	
Year	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
1979	28,227	25,004	5,445	5,784	15,494	12,940
1980	24,532	26,721	5,676	5,757	12,249	14,110
1981	28,916	25,678	5,947	5,882	15,011	14,930
1982	27,945	25,216	6,752	6,529	15,433	14,158
1983	29,497	30,517	6,964	7,619	16,167	14,440
1984	--	--	--	--	--	--
1985	32,133	33,372	9,092	8,075	18,546	17,913
1986	34,319	29,537	5,814	7,401	19,397	19,322
1987	33,598	34,031	7,969	7,969	21,021	20,665
1988	35,930	36,804	7,291	8,090	20,891	23,578
% Change	27%	47%	34%	30%	35%	82%

Map 6 shows estimated a.m. and p.m. peak hour levels of service in 1988 of all major intersections within the Landmark-Van Dorn study area. The level of service is a measure which is based upon the amount of traffic, number of lanes and signal timings, and which indicates how good or bad traffic conditions area.

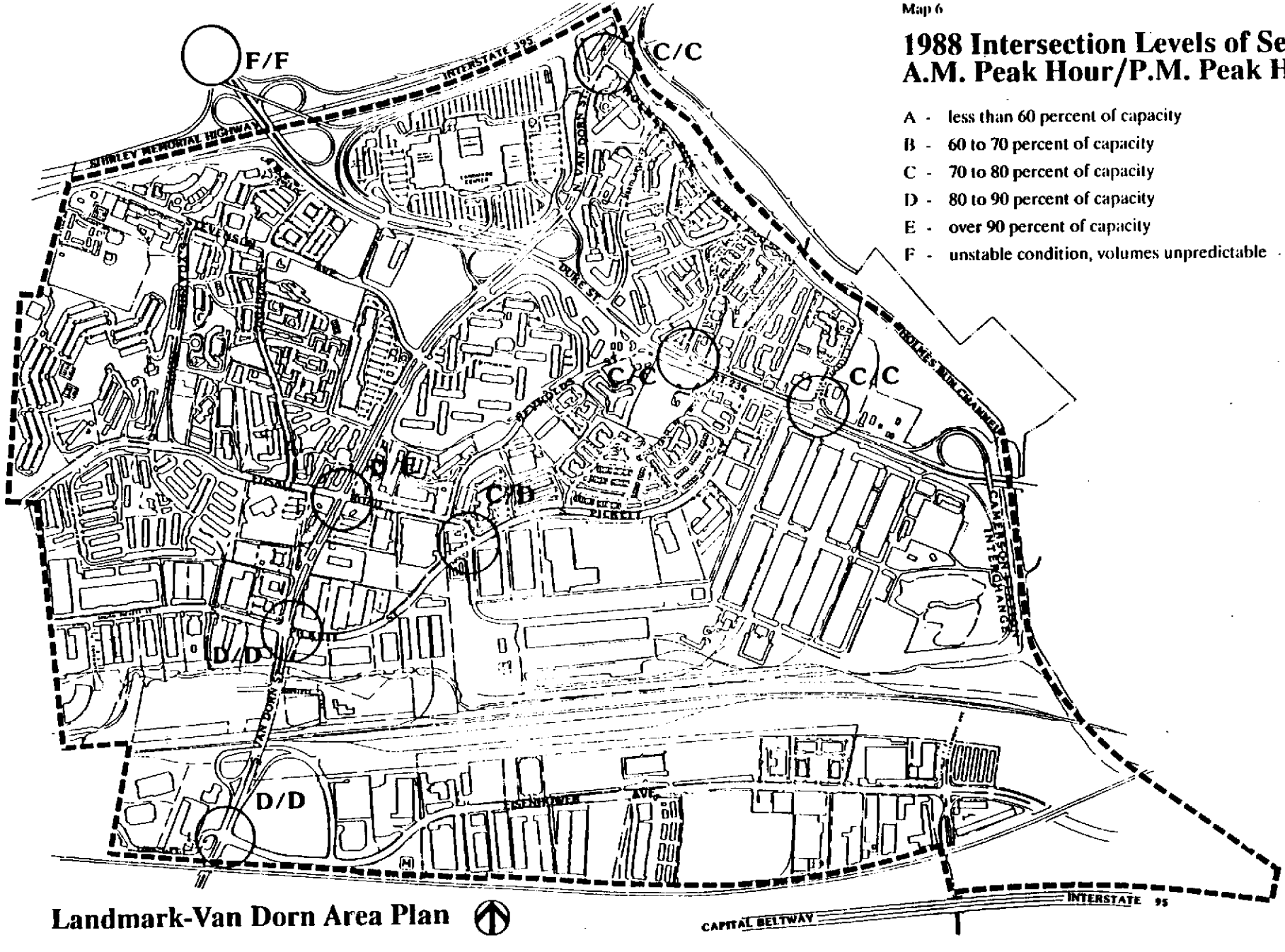
An A rating is excellent, with no delays and traffic less than 60 percent of capacity; while at the other extreme is the E rating where traffic is over 90 percent of capacity and delays are extreme. The F rating describes intersections with badly jammed conditions resulting in unpredictable volumes of traffic being carried.

The most congested street in the area is Van Dorn, with several intersections operating at poor levels: a D/D at Eisenhower Avenue and Pickett Street and a D/E at Edsall Road. Conditions on Van Dorn improve north of Duke Street, where the Van Dorn Street/Holmes Run Parkway intersection operates at a C/C level. Levels of service at intersections on Duke Street are satisfactory, with a B/B at Pickett Street and a C/C at Paxton Street. The Duke Street/Van Dorn grade separated interchange generally operates at an A level, with some delays occurring on the ramp from Duke Street westbound to Van Dorn Street and the Landmark Shopping Center entrance. Other delays occur on Duke Street westbound as it approaches the Shirley Highway (I-395), primarily because of traffic backed up from the Duke Street/Beauregard Street intersection in Fairfax County, which operates at an F/F level, creating marked delays in all directions.

Map 6

1988 Intersection Levels of Service
A.M. Peak Hour/P.M. Peak Hour

A - less than 60 percent of capacity
B - 60 to 70 percent of capacity
C - 70 to 80 percent of capacity
D - 80 to 90 percent of capacity
E - over 90 percent of capacity
F - unstable condition, volumes unpredictable



Landmark-Van Dorn Area Plan

Recent and Planned Capital Improvements

Recent Improvements

The major road improvement within the study area in the recent past was the grade separation of Van Dorn Street at the railroad tracks (completed in 1983), along with the addition of a ramp from Eisenhower Avenue to southbound Van Dorn Street (completed in 1987).

The Van Dorn Street/Edsall Road intersection was also improved. An additional lane was added on Edsall Road, and protected left turn lanes were added to Van Dorn Street to improve capacity of the intersection.

Finally, access was improved into the residential areas along Stevenson Road, S. Yoakum Parkway and S. Whiting Street, when a slip ramp from east-bound Duke Street to S. Walker Street was completed in 1985.

Planned Improvements

The only project funded in the 1988 Capital Improvements Plan for the City is the an Environmental Impact Study (E.I.S.) for the planned Clermont interchange with the Beltway and possible alternative connections between Eisenhower Avenue and Duke Street. The need for improved access to the Eisenhower Avenue has been discussed in previous planning documents for the area and several connections have been proposed in the past. However, past proposals have been defeated by Citizen opposition to the plans based on fears of potential residential impacts of any connector road.

The project under study consists of two phases. The first phase is the rebuilding of the existing Clermont Avenue (one-lane underpass) into a five- lane divided underpass under the RF&P Railroad tracks, with a diamond interchange at the Beltway. The second phase is the connection between Eisenhower Avenue and Duke Street. The five alternative connections to Duke Street being studied are: from Clermont to the Cameron Station interchange on Duke Street, from Clermont through the center of Cameron Station to Duke Street, from Clermont to through the southwest section of Cameron Station to Pickett Street, from Eisenhower Avenue in the vicinity of the City incinerator into the Edsall Road/Pickett Street intersection and from Bluestone to Duke Street (outside the Landmark-Van Dorn study area to the east).

After the EIS is received, City Council will decide whether it wishes to pursue any of the alternatives being studied.

Fairfax County Capital Improvements

Two major developments, the Centennial Development and the Oakwood Corporate Office projects south of Alexandria and the Beltway in Fairfax County will significantly effect the circulation system in the Landmark-Van Dorn area. In order to accommodate future growth and transportation demands along S. Van Dorn, the County has undertaken major plans to widen S. Van Dorn to six lanes between Oakwood Drive and Franconia Road and to improve the Van Dorn interchange with the beltway.

The County is also studying the Duke Street/Beauregard Street intersection to explore and determine possible improvements to that intersection. Although outside of the study area, this intersection is operating at an F level and causes some congestion within the study area on Duke Street, as traffic backs up.

Transit System

Metro Station

The Landmark-Van Dorn Metro Station will be located on Eisenhower Avenue near Van Dorn Street. The station is currently under construction and scheduled to open in 1992. As shown in Map 7, the station itself is located on the south side of Eisenhower Avenue, with the bus bays. An underground pedestrian passageway will link the station to the metro parking area on the north side of Eisenhower Avenue. This lot will provide 56 Kiss and Ride spaces and 333 Park and Ride Spaces.

The Van Dorn Station was not designed to be a permanent terminus, although on an interim basis it will be the end of the line until the Springfield extension is built in Fairfax County. Because Federal funding for the Springfield Station is not now available and no alternative source of funding is now available to Fairfax County, there is no way to predict when the construction of the Springfield station will be complete.

Bus Service

Both Metro and DASH provide bus service in the Landmark-Van Dorn study area. The area is particularly well served by Metro express buses which provide direct service between many of the high-rise residential developments to the Pentagon. It is expected that bus routes in this area will be changed to feed into the Metro Station. Fairfax County is planning to feed express busses which now go to the Pentagon into the Van Dorn Station, once it is opened.

Summary – Transportation

- With two expressways at its boundaries and a number of arterials, this area is heavily trafficked.
- Despite recent major improvements, Van Dorn Street remains the most congested arterial street in the system. No new improvements are currently in the Capital Improvements Plan for this facility.
- The opening of the Van Dorn metro station in 1992 will provide excellent transit access to the area, but will also impact surrounding streets because of the increased traffic, including buses, to the station while it serves as the terminus station. The Van Dorn station was not designed as a terminus station, and the construction of the Springfield station with adequate parking and bus facilities is essential.
- An Environmental Impact Study of alternative connections between Eisenhower Avenue and Duke Street is now underway. Additional access is needed to Eisenhower Avenue to accommodate development.

URBAN DESIGN

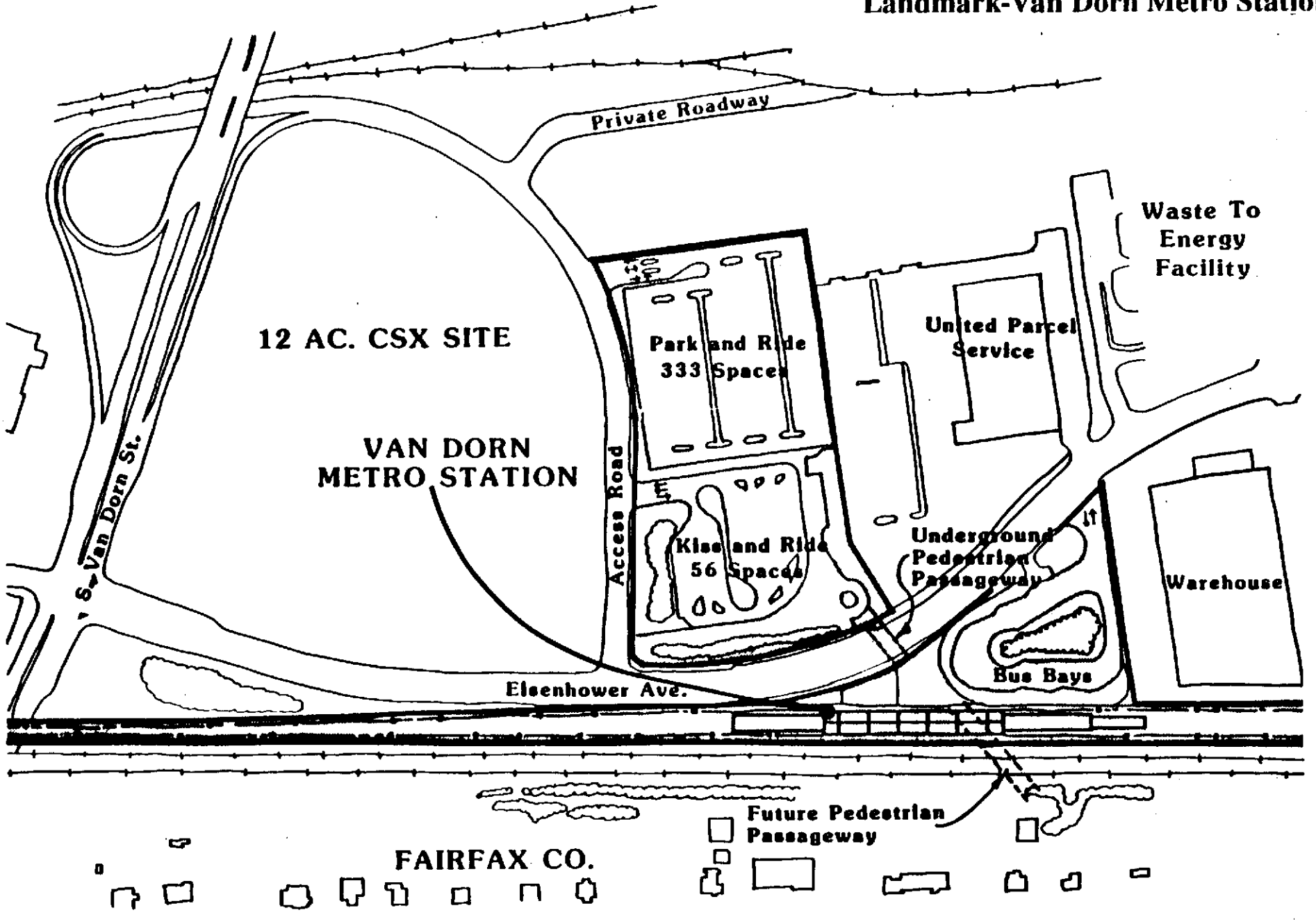
The focus of the urban design discussion is on the two areas most likely to face major redevelopment in the near future: Cameron Station and the Eisenhower Avenue. Also, two major portals to the City are located within this area: Duke Street and Van Dorn Street, and urban design issues related to these two streets are briefly discussed.

Cameron Station

Cameron Station is a 164.1 acre federal military installation, located to the east of the predominately residential areas south of Duke Street between Holmes Run, Backlick Run and Pickett Street. One of the earliest uses within the Landmark-Van Dorn study area, Cameron Station has become a major landmark for the area. With the planned closure of Cameron Station, this tract will be available for redevelopment.

Map 7

Landmark-Van Dorn Metro Station



Landmark-Van Dorn Area Plan

About 60 percent of the 164.1 acre tract is built- up, in warehouse-type structures used for service, storage and administration. A large park area, with a pond, is located in the eastern section of the Station. Almost half of the site, 77 acres, is within the City's 100 year flood plain. The flood plain includes the existing park/pond area and a wide band of land along the southern edge of the site, at Backlick Run.

The City-wide stream valley park system includes the Holmes Run at the eastern edge of Cameron Station, and links the area to the eastern part of the City via the Cameron Run park system. The Park area within Cameron Station form a vital link in this park system, and should be maintained when Cameron Station is redeveloped. Park area should also be set aside along Backlick Run, at the southern edge of Cameron Station, and should also be tied into the stream Valley System at Cameron Run.

Eisenhower Avenue

To the south of Cameron Station, sandwiched between the Southern Railroad Tracks and Backlick Run to the north, and railroad tracks and the Beltway to the south, is the Eisenhower Avenue area. With these strong physical barriers to the north and south, the area is physically isolated from the rest of the area, and is completely organized along Eisenhower Avenue, which cuts through the center. Inside the study area, no streets other than Van Dorn link Eisenhower Avenue with areas to the north, and even outside the study area the nearest connection is to the far east at Telegraph Road. Uses, primarily industrial and service commercial, with some office, are organized linearly along the Avenue. Two forthcoming transportation improvements to the area will help to create nodes along the Avenue. At the western end, the Van Dorn Metro station will provide a natural focus for future development. At the eastern end, the planned Clermont interchange with the Beltway, will provide a second focus.

Streets

Van Dorn Street and Duke Street are two major arterials in the area which also serve as major portals into Alexandria. Both of these streets lack a definable character. On Duke Street, entering the City, there is an extensive area of concrete and asphalt from the ramps to the Shirley Highway, ramps to the Landmark Shopping Center and ramps to Van Dorn Street, as well as the large Shopping Center parking lot. The hard edges continue, to a lesser degree, moving eastward on Duke Street. Van Dorn Street is similar, being a wide street fronted on many sections by asphalt parking lots. Streetscaping, including planting on median strips and along the streets, could dramatically soften the hard visual impacts of these streets.

Summary -- Urban Design

- Redevelopment of Cameron Station should be sensitive to the natural features of the site, respecting the flood plain and creating and strengthening links to the City's stream valley park system.
- Two natural nodes will be created on the now-linearly organized Eisenhower Avenue corridor at the Clermont interchange and at the Van Dorn metro station.
- Major arterials, particularly Duke Street and Van Dorn Street at the portals to the City, need streetscaping to soften the impacts of the harsh visual environment.

POLICY HISTORY

The Landmark-Van Dorn study area was annexed from Fairfax County along with the rest of Planning District III in 1952, except for the Cameron Run Valley Park which was acquired through a land swap with Fairfax County in 1973.

1974 Consolidated Master Plan

The 1974 Consolidated Master Plan for the City made general recommendations for Planning District III, including the Landmark-Van Dorn 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. There were four tracts within the Landmark-Van Dorn area identified as Development Potential Areas.

The Eisenhower Avenue West area was identified as a development potential area. It was recommended for continued industrial uses, and relocation of industrial uses from other parts of the City to this area encouraged. Also identified for its development potential was the S. Van Dorn Street Station area. The excellent access of this site to the Beltway, railroad and future transit was noted and the area was recommended for development as a commercial-industrial center. The third development potential site identified within the Landmark-Van Dorn area was the 40 acre vacant tract at Edsall Road and Yoakum Parkway. This tract was recommended for high density residential and mixed uses. The last development potential site identified in the area was the southern side of Duke Street at Van Dorn Street. Mixed office and residential development was recommended for this site.

On the 1974 Long Range Land Use Plan Map for the City, the Landmark-Van Dorn area was designated for a range of uses. Most of the areas south of Pickett Street, including Cameron Station, were designated for industrial uses, with some commercial shown in the area near the proposed Van Dorn Metro station, at the western end of Eisenhower Avenue and directly along the south side of Pickett Street on the section east of Van Dorn Street. Also designated for commercial use were the parcels near the intersection of Edsall Road and Van Dorn Street, and parcels along I-395, including the Landmark Shopping Center Tract. Mixed use was called for along the south side of Duke Street, between Van Dorn Street and I-395, and along the eastern side of Van Dorn Street between Duke Street and Holmes Run Parkway. The remainder of the study area was designated for medium and high density residential uses, with high density predominating.

1986 Landmark-Van Dorn Plan

In 1986, a small area plan was adopted for the Landmark-Van Dorn Area. This plan made a number of changes to the land use plan for the area, and also made zoning, transportation, open-space and related recommendations for the area. Major changes to the land use plan for the area included:

1. Identification of all park areas as Park on the plan, including the proposed Holmes Run Greenway park land acquisition along Duke Street.

2. Cameron Station was changed from Industrial to Mixed use to reflect the desired type of redevelopment in the event the Military base relocated.

3. Areas previously shown as mixed use near Edsall Road and Yoakum Parkway were changed to Residential High and the Residential High north of S. Pickett Street was changed to Residential Medium.

4. The parcels along the Eisenhower Avenue, including those near the planned Van Dorn Metro Station, were changed from Industrial/Commercial to Mixed Use High/Industrial.

The 1986 Plan also made a number of zoning recommendations for studies or development of new zones to deal with mixed-use development issues in three key areas: the Van Dorn metro station area, Cameron Station, and the Freeman/Hirst tracts area. For the metro station, a study was requested to develop a high density, potentially higher-scale, mixed use zone. At Cameron Station, it was recommended that a mixed use zone be developed which would guarantee a mix of residential, retail, office, hotel and open space uses on the site. The final recommendation called for a study to investigate either requiring a mix of uses on the tract or, alternatively, providing for lower development densities.

Rezonings

Very few rezonings have occurred within the Landmark-Van Dorn area in the past few years.

In 1986, the City rezoned a portion of the Park at Landmark Tract on Yoakum Parkway from C-2 Commercial to RC residential. The remainder of the tract was already rezoned RC residential. This rezoning reflected the City's desire to retain most of the block bounded by Stevenson, South Whiting, Edsall and Yoakum, as a predominately residential precinct.

In 1988, part of the Waple properties at 5210-5320 Duke Street were rezoned from RC Residential, R-5 Residential and I-1 Industrial to C-O Commercial, to permit the development of a very high density planned residential development under the C-O zone provisions.

Both of these rezonings were in conformance with the land use plan for the area.

Summary – Policy History

- Three of the four areas designated as Development Potential Areas remain available for development: the Freeman/Hirst Tracts, Eisenhower Avenue and the Van Dorn Metro Station area.

- The City has called for high density development in the Eisenhower Avenue area in past plans, while also allowing for continued industrial activities.

- Cameron Station was designated for mixed use redevelopment.

ISSUES

The key issues within the Landmark-Van Dorn area are traffic, and the zoning and future development of the key tracts, particularly Cameron Station and Eisenhower Avenue. Tied to the development of Cameron Station is the issue of preserving the City's open space systems. And related to the development of Eisenhower Avenue, is the issue of preserving light industrial/service commercial uses within the area.

Traffic

Traffic concerns among Landmark/Van Dorn residents focus primarily upon existing congestion and concern over future traffic growth. Traffic data for arterials in the area, Duke Street, Van Dorn Street and Edsall Road, shows that traffic through the area has increased considerably in the past decade. Van Dorn is particularly congested, with several intersections functioning at poor levels. With two expressways, the Shirley Highway and the Beltway, at the edges of the study area, and the number of major arterials cutting through the area, the Landmark-Van Dorn study area will continue to experience large traffic volumes.

In the next few years, the Landmark-Van Dorn area will experience a substantial loss of Federal jobs, over 7,000, at Cameron Station and the AMC building on Eisenhower Avenue. The corresponding decrease in traffic will also be substantial. However, planned and approved development in the area, including 1,000 new residential units and the expansion of Landmark Shopping Center, will add new traffic. And, the AMC building will be re-leased and new development, particularly in the Eisenhower Avenue corridor and at Cameron Station will also be adding new traffic to the area. Additional traffic is also likely to be generated around the metro station, especially while it serves as a terminal station; and traffic demand from and to Fairfax County is likely to increase as new residential and commercial development occurs along Van Dorn Street.

At present, the only street improvements under consideration in the area are the Clermont interchange and connector to Duke Street. An EIS is being prepared for possible alternative connections. Once the study is complete, in Fall, 1989, City Council will decide if it wishes to pursue the improvements. Additional studies are needed within the area, to determine other ways of alleviating the congestion on Van Dorn Street. In particular, the intersections of Van Dorn with Pickett Street and Edsall Road and Edsall Road with Pickett Street need to be studied, with particular reference to potential impacts from any development at Cameron Station.

Zoning and Redevelopment

The Landmark-Van Dorn area is very large, with about 1065 acres. Over 600 of these acres are zoned industrially, which allows for commercial development at much greater densities than the existing low density service-commercial/light industrial uses. All of the industrial areas, along with some of the commercial areas, are potential development/redevelopment sites. In most cases, the zoning allows substantially more development on the site than currently exists. Within the primarily industrial area, over 50 million square feet of commercial development rights exist under the current zoning.

Two areas are of particular importance: the Eisenhower Avenue and Cameron Station. Eisenhower Avenue has been designated as a growth area by the City for some time. The area's relative isolation from established residential areas has resulted in its being considered an excellent location for high density commercial development. The Van Dorn metro station, scheduled to open in 1992, and the Clermont interchange being considered will provide the access needed for commercial development in the area. The amount of land along the corridor; over 6 million square feet, is substantially more than could be developed at high densities in the mid-term future, given market realities and traffic considerations. The Van Dorn metro station and the Clermont interchange create two natural nodes along the Avenue on which to focus high density development. Development should be encouraged to consolidate at these nodes rather than spreading throughout the Valley. Light industrial and service commercial uses, includ-

ing flex-space and other limited office space, should be encouraged outside of these development nodes. Such uses are important to the City's economy, and the Valley, along with the western end of South Pickett Street are two of the key locations within the City where such uses are appropriate.

The development of Cameron Station is also at issue. The 1986 plan for the area calls for a mix of uses if the site is redeveloped. The site itself dictates some of development parameters, including inclusion of a large amount of open and development of primarily residential uses. This site is an excellent one for a coordinated development plan, which can ensure the preservation of open space in the area and the integration of the open space with the City's existing stream valley park system. A coordinated plan will provide flexibility in design while ensuring the appropriate mix of uses and development of an adequate internal street system.

GOALS AND OBJECTIVES

The goals of this plan are to preserve and protect the existing residential areas and to encourage new commercial and residential development in the most appropriate locations.

The plan objectives are to:

- protect existing residential uses by rezoning those with commercial zoning to residential zoning
- ensure the provision of substantial open space, particularly along the City's stream system to expand the stream valley park system
- preserve locations for light industrial and service commercial activities within the area
- discourage major office development in general commercial, retail-oriented areas by rezoning these areas to appropriate zones
- consolidate commercial activity on those sites with the best access to major transportation facilities
- develop guidelines and appropriate zoning controls for Cameron Station
- initiate study of the Van Dorn corridor to find ways to alleviate traffic congestion

LAND USE RECOMMENDATIONS

The previous plan for the Landmark-Van Dorn area was prepared in 1986. Since it was prepared so recently, few substantive changes need to be make to the plan. However, this plan implements new City-wide master plan land use categories which has resulted in a number of changes to commercial, mixed use and industrial designations. The new commercial and mixed use land use categories provide more specificity, in terms of use and scale, than the old categories.

The 1986 plan is shown on Map 8. Map 9 shows a general concept for the area, and Map 10 shows the proposed land use plan. The proposed plan reflects few changes within the primarily residential areas. Generally, existing medium and high density residential uses are designated accordingly, including those developed since 1986.

Areas previously shown as commercial or mixed use on the 1986 plan are now designated to reflect more precisely the types and levels of commercial development desired. Landmark Shopping Center is designated Commercial Regional, reflecting the large-scale character of this regional shopping center. South of Duke Street, in the Landmark area, parcels designated Mixed Use in the 1986 plan are now designated Commercial Residential Mixed Use (CRMU). The CRMU designation requires a mix of use at moderate densities while providing for lower densities if development is entirely commercial. Generally, commercial parcels along Duke, Pickett and Van Dorn Streets are designated for Commercial General, which provides for retail and service activities similar to those existing and does not allow major office redevelopment.

The service commercial and industrial parcels in the area along South Pickett Street and Van Dorn Street have retained the industrial designation of the 1986 plan. However, the industrial land use designation has been redefined to exclude any major office development.

Along Eisenhower Avenue, which the 1986 plan designated for Mixed Use High and Industrial development, this plan calls for similar uses. The section of Eisenhower Avenue within this study area includes over 6 million square feet of land area. It is not possible or desirable for the entire area to be developed at high densities. This plan recommends the development of one higher density commercial node at the location on the Avenue which is best situated for development. The node is at the Van Dorn metro station, where parcels generally within 1000 ft of the Van Dorn Metro Station are designated for high density commercial development. Between these two high density nodes, the area is designated for Office Commercial Medium, which would allow for more moderate commercial development and would also provide for the service commercial and light industrial activities now located in this area. Consolidating high density commercial development at the Metro Station instead of allowing it to scatter along Eisenhower Avenue will facilitate effective Transportation Management Plan measures, with greater potential for car/van pooling.

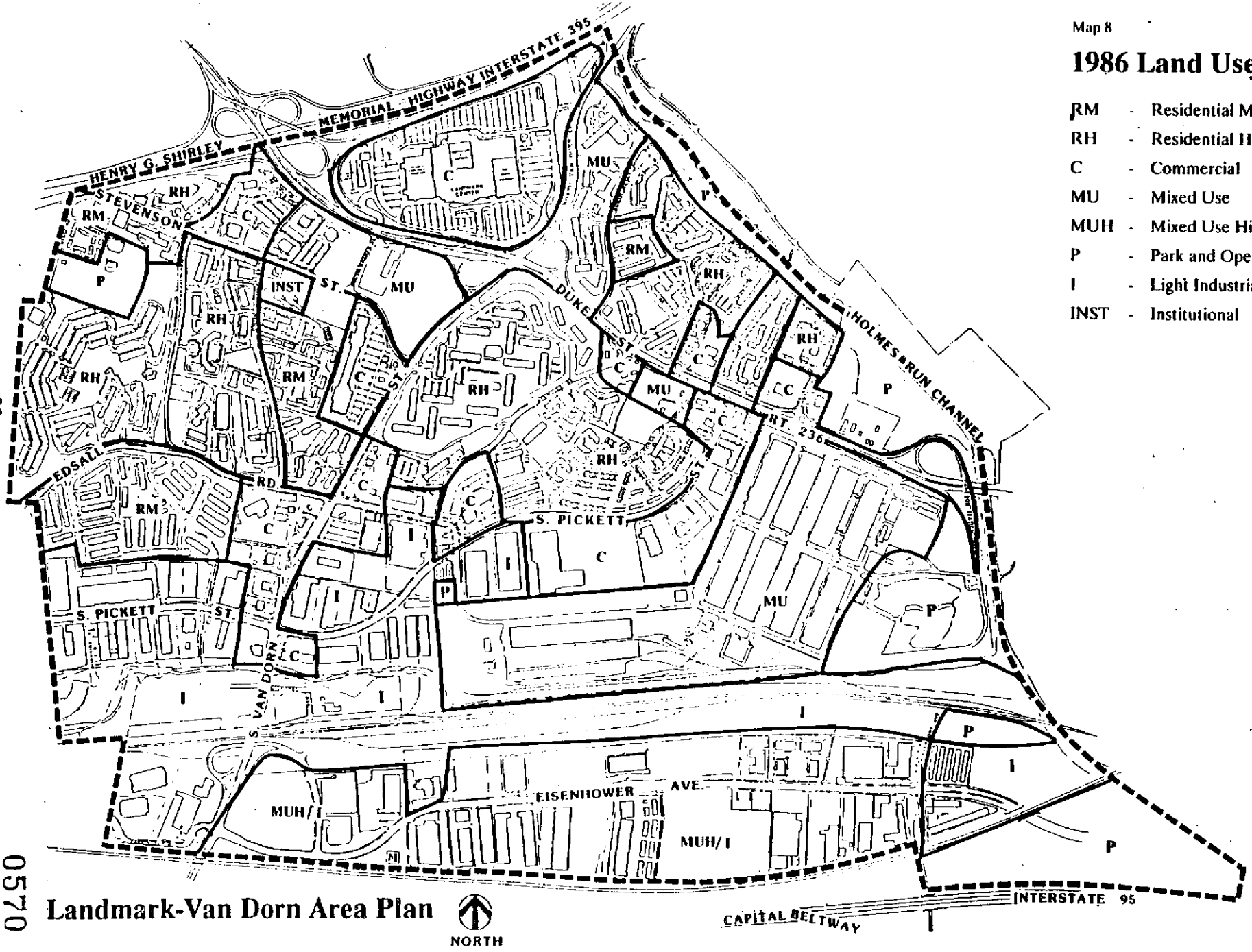
Finally, Cameron Station is designated in this plan as a Coordinated Development District (CDD). The CDD designation is being applied to large sized development growth areas and provides for development of the site in a mix of uses in accordance with guidelines developed by the City. The adjoining Trade Center site is also shown as a CDD.

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

Map 8

1986 Land Use Plan

- RM - Residential Medium
- RH - Residential High
- C - Commercial
- MU - Mixed Use
- MUH - Mixed Use High
- P - Park and Open Space
- I - Light Industrial
- INST - Institutional



Landmark-Van Dorn Area Plan

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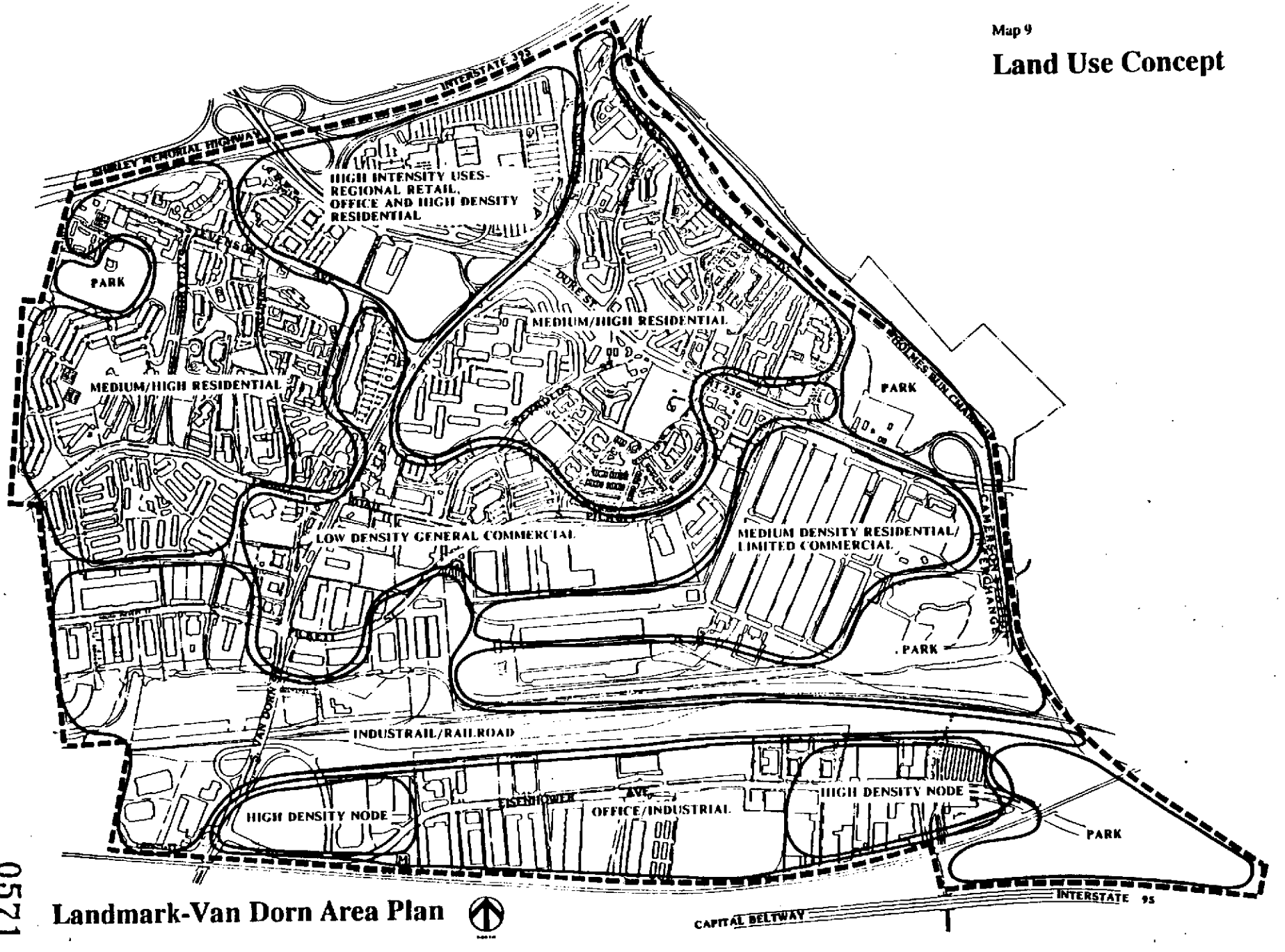
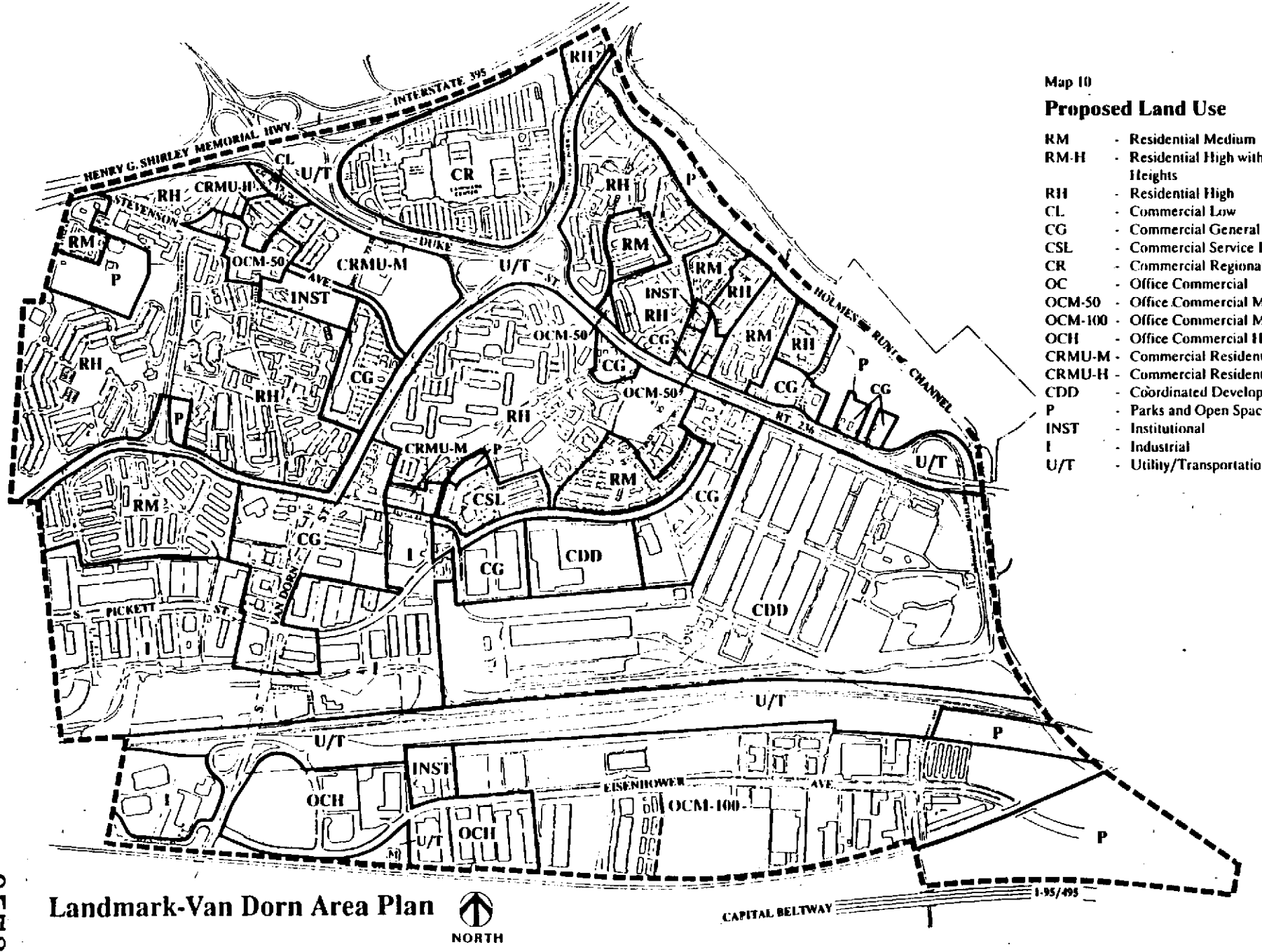
Map 9

Land Use Concept



Landmark-Van Dorn Area Plan

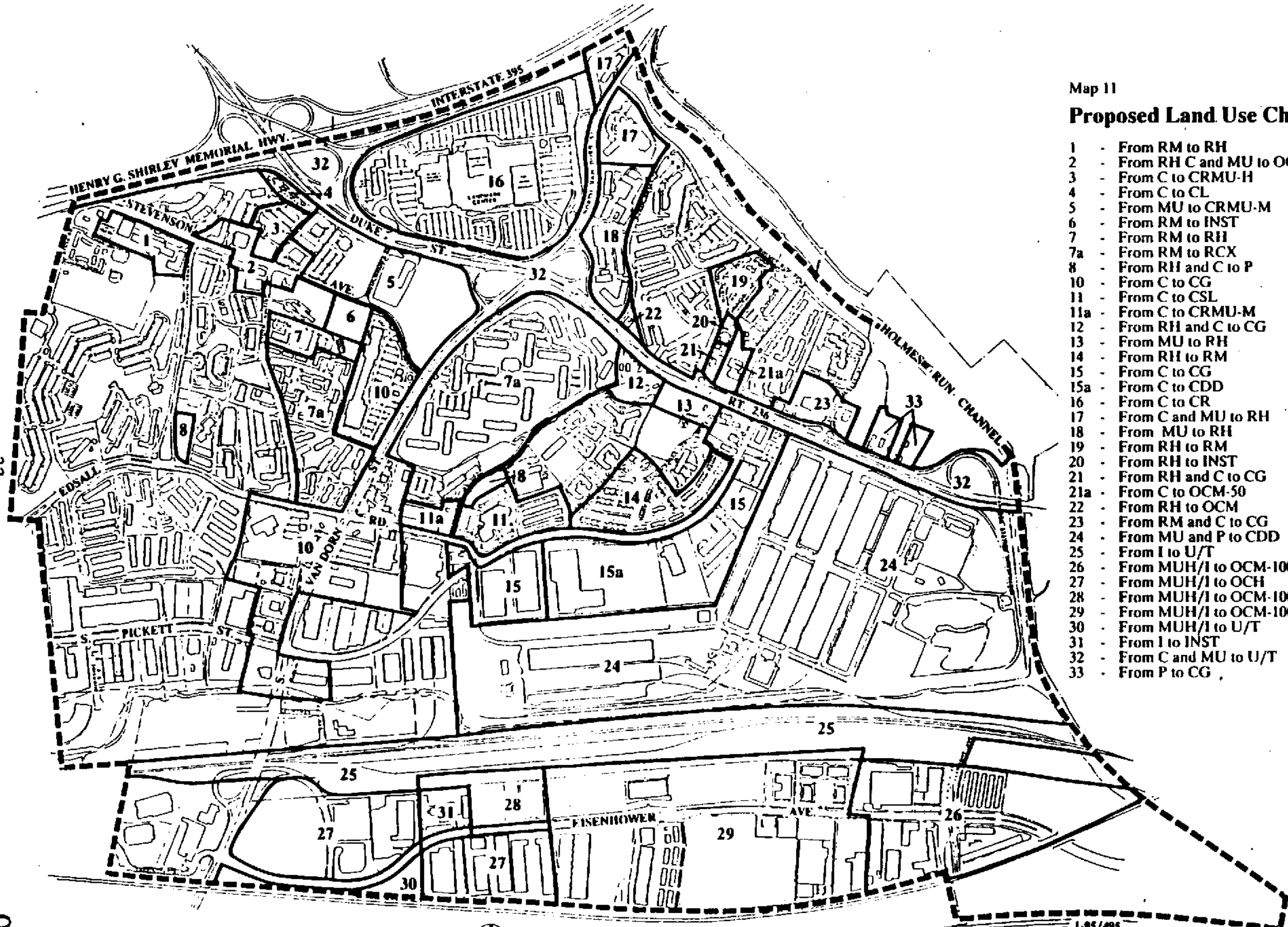


Map 10

Proposed Land Use

RM	-	Residential Medium
RM-H	-	Residential High with Medium Heights
RH	-	Residential High
CL	-	Commercial Low
CG	-	Commercial General
CSL	-	Commercial Service Low
CR	-	Commercial Regional
OC	-	Office Commercial
OCM-50	-	Office Commercial Medium-50
OCM-100	-	Office Commercial Medium-100
OCH	-	Office Commercial High
CRMU-M	-	Commercial Residential Mixed Use Medium
CRMU-H	-	Commercial Residential Mixed Use High
CDD	-	Coordinated Development District
P	-	Parks and Open Space
INST	-	Institutional
I	-	Industrial
U/T	-	Utility/Transportation

Landmark-Van Dorn Area Plan



Landmark-Van Dorn Area Plan

Map 11

Proposed Land Use Changes

1 - From RM to RH
2 - From RH C and MU to OCM-50
3 - From C to CRMU-H
4 - From C to CL
5 - From MU to CRMU-M
6 - From RM to INST
7 - From RM to RH
7a - From RM to RCX
8 - From RH and C to P
10 - From C to CG
11 - From C to CSL
11a - From C to CRMU-M
12 - From RH and C to CG
13 - From MU to RH
14 - From RH to RM
15 - From C to CG
15a - From C to CDD
16 - From C to CR
17 - From C and MU to RH
18 - From MU to RH
19 - From RH to RM
20 - From RH to INST
21 - From RH and C to CG
21a - From C to OCM-50
22 - From RH to OCM
23 - From RM and C to CG
24 - From MU and P to CDD
25 - From I to U/T
26 - From MUH/I to OCM-100
27 - From MUH/I to OCH
28 - From MUH/I to OCM-100
29 - From MUH/I to OCM-100
30 - From MUH/I to U/T
31 - From I to INST
32 - From C and MU to U/T
33 - From P to CG

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Recommendations:

1. Change the Sentinel of Landmark site, at the southwest corner of Stevenson Avenue and Yoakum Parkway, from Residential Medium (RM) to Residential High (RH).

   This change reflects the existing use of this site, high-rise residential development.

2. Change the sites located around the intersection of Stevenson Avenue and South Whiting Street from Residential High (RH), Commercial (C) and Mixed Use (MU) to Office Commercial Medium (OCM).

   These six parcels at the corner of Stevenson Avenue and South Whiting Street, create a commercial cluster comprised of four office buildings, a gas station, and a vacant lot. The Office Commercial Medium designation reflects the existing office uses, which range in F.A.R. from .58 to 1.63 and in height from three to six stories, and would allow for redevelopment/development of the gas station site and the vacant site for small office buildings.

3. Change the Landmark Towers site, north of Stevenson Avenue on South Walker Street from Commercial (C) to Commercial-Residential Mixed Use High (CRMU-H).

   This is the site of Landmark Towers, a high density fourteen story building with 182 units. Although predominately residential, 28 of the units in this building are commercially used. The proposed Commercial Residential Mixed Use designation reflects this mix of uses.

4. Change the professional offices on Tower Court from Commercial (C) to Commercial Low (CL).

   This change reflects the existing low density (.56 F.A.R.) townhouse type office development on the site. Although higher heights or densities are appropriate in this general area, the size and configuration of this particular site would preclude development at medium to high densities.

5. Change the Freeman and Hirst parcels from Mixed Use (MU) to Commercial Residential Mixed Use-Medium (CRMU-M).

   The existing plan called for development of these sites in a mix of uses, with lower densities if development of these sites was not mixed use. However the Mixed Use designation in the existing plan does not require mixed use, it merely allowed it. The proposed CRMU-M designation on these sites provides for medium density development only for mixed uses or all residential uses, and provides for low densities if development is entirely commercial. Heights above 77 feet may be appropriate on these parcels. This proposal would allow continuation of the restaurants and car dealer.

6. Change the Northern Virginia Juvenile Detention Center from Residential Medium (RM) to Institutional (INST).

   Institutional is the appropriate land use designation for a State Institution.

7. Change the Foxwood Place site, on South Whiting Street, from Residential Medium (RM) to Residential High (RH).

   This change reflects the existing use of this site as a 10 story high-rise residential development at 54.4 dwelling units/acre.

7a. From RM to RH.

These are existing medium density lower scale residential units. City Council designated these sites to Residential High (RCX) to provide for increased density with a SUP.

8. Change from Residential High (RH) and Commercial (C) to Park (P).

These are both parks and should be designated accordingly.

10. Change the commercial parcels along Van Dorn Street from Commercial (C) to Commercial General (CG).

This area includes two shopping centers, restaurants, auto service and sales and other retail and service uses serving more than a neighborhood market. The proposed Commercial General designation is more specific than the existing Commercial designation. The designation provides for the preservation of the existing retail and service uses or development/redevelopment of similar types of auto-oriented commercial activity which characterize Van Dorn Street, while restricting major office development on the sites.

11. Change the parcels at the corner of South Reynolds, Edsall Road and Pickett Street from Commercial (C) to Commercial Service Low (CSL).

These parcels are located adjacent to medium and high density residential uses. The Commercial Service Low designation would provide for the existing car dealership and mini-warehouse use.

11a. Change the parcels on Edsall Road west of Pickett Street from Commercial (C) to Commercial Residential Mixed Use-Medium (CRMU-M).

These two parcels along Edsall Road are adjacent to high density residential. The existing industrial use is not appropriate. Commercial Residential Mixed Use Medium would provide for redevelopment in a substantially residential use which is compatible with the adjoining residential development.

12. Change the parcels along the southern half of the Reynolds Street/Duke Street intersection from Residential High (RH) and Commercial (C) to Commercial General (CG).

This area includes seven parcels developed in an assortment of retail, restaurant and service uses, with two of the parcels vacant. The Commercial General designation provides for these types of existing uses, appropriate along Duke Street.

13. Change part of the Calibre site from Mixed Use (MU) to Residential High (RH).

This area is part of the site which has been approved for the high density Calibre residential project. The remainder of the site was already designated for Residential High in the existing plan. This recommendation is consistent with the approved plan.

14. Change the site of the Waple residential from Residential High (RH) to Residential Medium (RM).

Although designated for high density residential in the existing plan, these sites are currently under construction and approved for construction of townhouse and split-level garden style units, at medium densities. This proposed designation will more accurately reflect the existing uses.

15. Change the commercial area long the south side of South Pickett Street from Commercial (C) to

15. Change the commercial area long the south side of South Pickett Street from Commercial (C) to Commercial General (CG).

The south side of Pickett Street has a general commercial character. This area includes two auto dealers and an auto repair facility, a bowling alley, limited office space and other, primarily retail/service, commercial uses and several warehouses. This designation provides for retail and service uses similar to the existing uses, while restricting development of major office uses on these sites.

15a. Change the Trade Center from Commercial to Coordinated Development District.

The Trade Center site is a large parcel (15 acres) likely to be redeveloped in the next ten years. Development on this site should relate to any redevelopment of the adjoining Cameron Station, which is designated as a Coordinated Development District. Although designated as a separate CDD, the developer of this site should be encouraged to join with any future developers of Cameron Station to coordinate development. Guidelines for this CDD are shown in the Urban Design Recommendations.

16. Change the Landmark Shopping Center from Commercial (C) to Commercial Regional (CR).

The Landmark Shopping Center is the City's only regional shopping center, and this designation reflects that existing use.

17. Change the parcels at the Holmes Run Parkway and Van Dorn Street intersection from Commercial (C) and Mixed Use (MU) to Residential High (RH).

Both of these uses are high density residential. The proposed designation reflects these existing uses, which are appropriate.

18. Change the Barton's Crossing Apartments at the Northeast Corner of Duke and Van Dorn Streets from Mixed Use (MU) to Residential High (RH)..

This change reflects the existing use, high density garden-type apartments. Although garden apartments are generally considered medium density residential, the very high density of these units (52 units/acre), makes the residential high designation appropriate.

19. Change the Townhouses on North Paxton from Residential High (RH) to Residential Medium (RM).

The proposed designation reflects the existing medium townhouse density residential townhouse use.

20. Change the fire station parcel on North Paxton Street from Residential High (RH) to Institutional (INST).

The Institutional designation reflects the existing use.

21. Change the commercial parcels at the northeast corner of North Paxton Street from Commercial (C) to Commercial General (CG).

The proposed change to Commercial General reflects the existing auto-oriented character of these uses, which include a bank and restaurant. The low density, auto-oriented Commercial General designation is appropriate for these commercial parcels along Duke Street. This site is not appropriate for significant increases in office development.

21a. Change the Landmark Professional Building from C to OCM-50.

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

22. Change the commercial parcel at the northeast corner of Duke Street and North Ripley Street from Residential High (RH) to Office Commercial Medium (OCM).

This change reflects the existing office used, with planned expansion.

23. Change the commercial parcels along the northern side of Duke Street at North Pickett Street from Residential Medium (RM) and Commercial (C) to Commercial General (CG).

The proposed Commercial General designation reflects the existing uses and provides for similar auto-oriented, low density commercial activities which are appropriate along Duke Street.

24. Change Cameron Station from Mixed Use (MU) and Park (P) to Coordinated Development District (CDD).

The large size of this potential redevelopment site make it appropriate for coordinated development. The CDD development guidelines are detailed in the urban design section.

25. Change the operating railroad property between Cameron Run and the western City line from Industrial (I) to Utility/Transportation (U/T).

This proposed Utility/Transportation reflects the existing railroad use.

26. Change the parcels near the Eisenhower Avenue/Clermont intersection from Mixed Use High/Industrial (MUH/I) to Office Commercial Medium (OCM).

The Eisenhower Avenue section of this study area provides substantial redevelopment/development opportunities. The appropriate levels of future development are tied directly to the level of road improvements which occur in the area and to a parcels proximity to Metro. This intersection at Clermont and Eisenhower can become a strong office node if necessary roadway improvements are made, however the highest densities of development are reserved for those sites also located within walking distance to Metro Rail.

27. Change the Southern Railroad parcel and the adjoining metro and UPS parcels and parcels to the east within 1000 feet of the Metro Station from Mixed Use High/Industrial (MUH/I) to Office Commercial High (OCH).

The Van Dorn Metro area has been acknowledged as a development opportunity area because of major vacant parcels and the presence of the Van Dorn Metro Station. These vacant parcels are the best situated for high density commercial development near the metro station.

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

Council felt that development along Eisenhower Avenue, outside of the Van Dorn Metro Station area, should be limited to moderate densities with allowable heights up to 150 feet.

30. Change the Van Dorn Metro Station site from Mixed Use High/Industrial (MUH/I) to Utility/Transportation (U/T).

This designation reflects the use of this parcel for the Metro station.

31. Change the City Incinerator parcel from Industrial (I) to Institutional (INST).

All municipal facilities are being shown as Institutional.

32. Change interchange areas along Duke Street from Commercial (C) and Mixed Use (MU) to Utility/Transportation (U/T).

These large road areas are designated Utility/Transportation to reflect the existing road use.

33. From P-Park to CG Commercial General

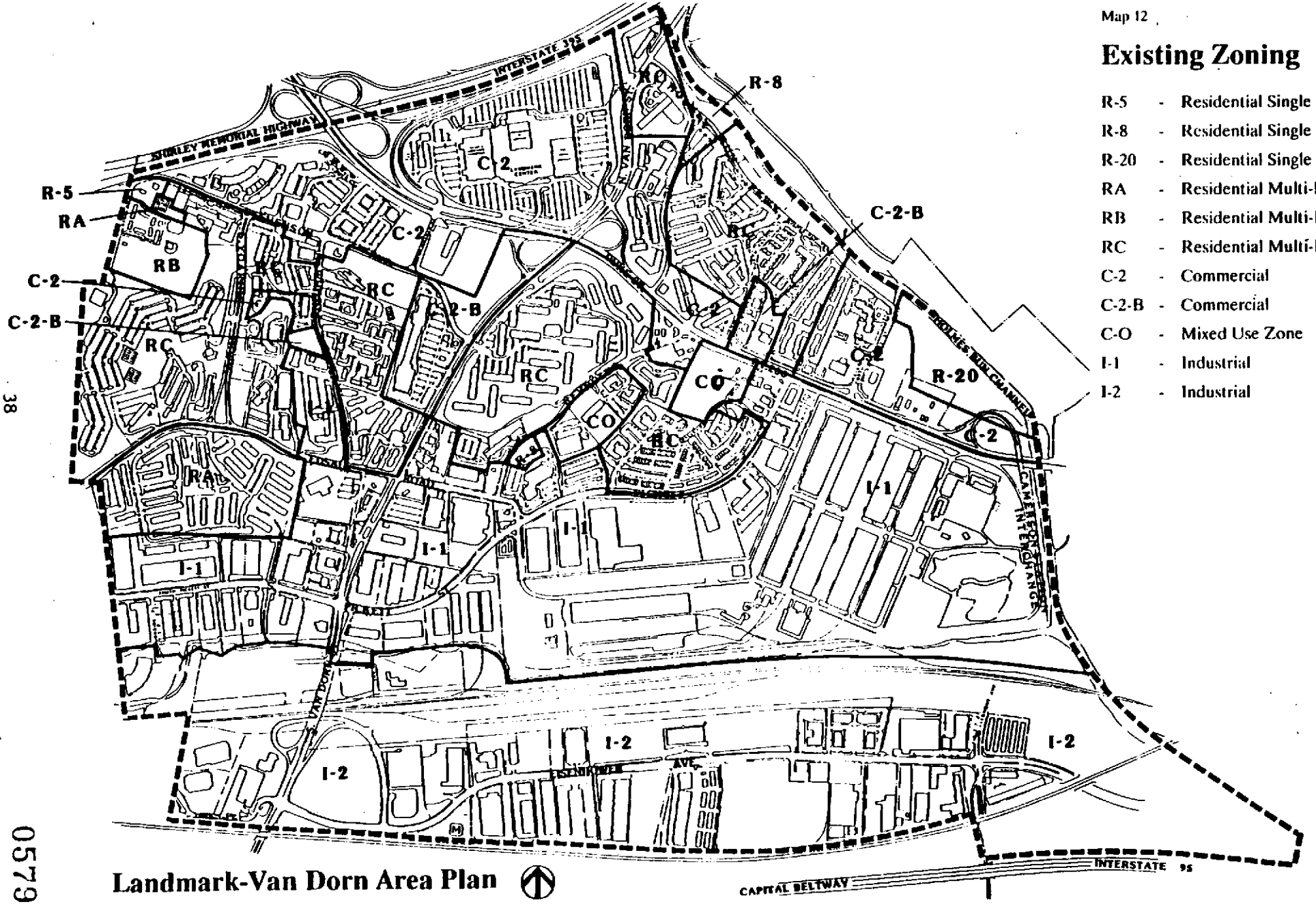
These parcels are designated CG to allow for the existing private uses, as is appropriate along Duke Street. The City plans to acquire these parcels for use as park land. As soon as the parcels are acquired by the City, they shall be redesignated to the park.

ZONING RECOMMENDATIONS

Existing zoning for the Landmark-Van Dorn area is shown on Map 12. Map 13 shows the proposed zoning for the area. Some of the proposed recommended changes make existing zoning more in conformance with existing development patterns, including removing residential uses from commercial zones and removing retail areas from high-density office zones. In many cases, these recommendations involve development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended master plan. These recommendations should serve as a guide to the development and implementation of new zones.

Most of the parcels now zoned industrially are recommended for rezoning to new commercial or mixed-use zones to be consistent with the land use recommendations. However, the industrially zoned areas at the western end of Pickett Street, along Farrington Avenue, and along a small section of Van Dorn Street, are not recommended for rezoning but are recommended to retain the industrial zone. However, the industrial zone should be a true industrial zone, which provides for light industry and service-commercial uses, and very limited office development. Such uses are important to the City's economy, and the Valley, along with the western end of South Pickett Street are two of the key locations within the City where such uses are appropriate.

The following zoning changes, shown on Map 14, are recommended in order to implement the proposed land use plan.

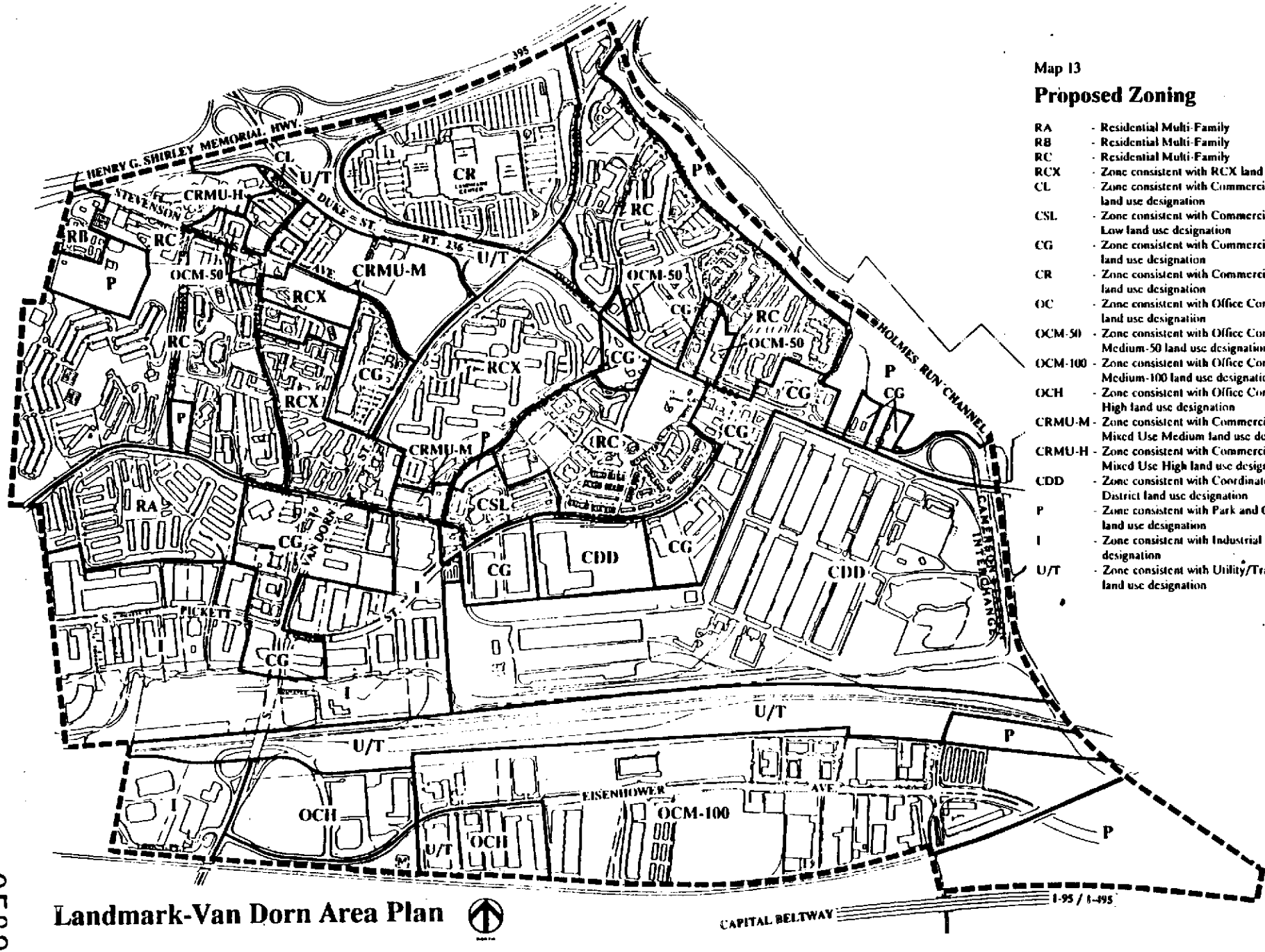


Map 12

Existing Zoning

- R-5 - Residential Single Family
- R-8 - Residential Single Family
- R-20 - Residential Single Family
- RA - Residential Multi-Family
- RB - Residential Multi-Family
- RC - Residential Multi-Family
- C-2 - Commercial
- C-2-B - Commercial
- C-O - Mixed Use Zone
- I-1 - Industrial
- I-2 - Industrial

Landmark-Van Dorn Area Plan

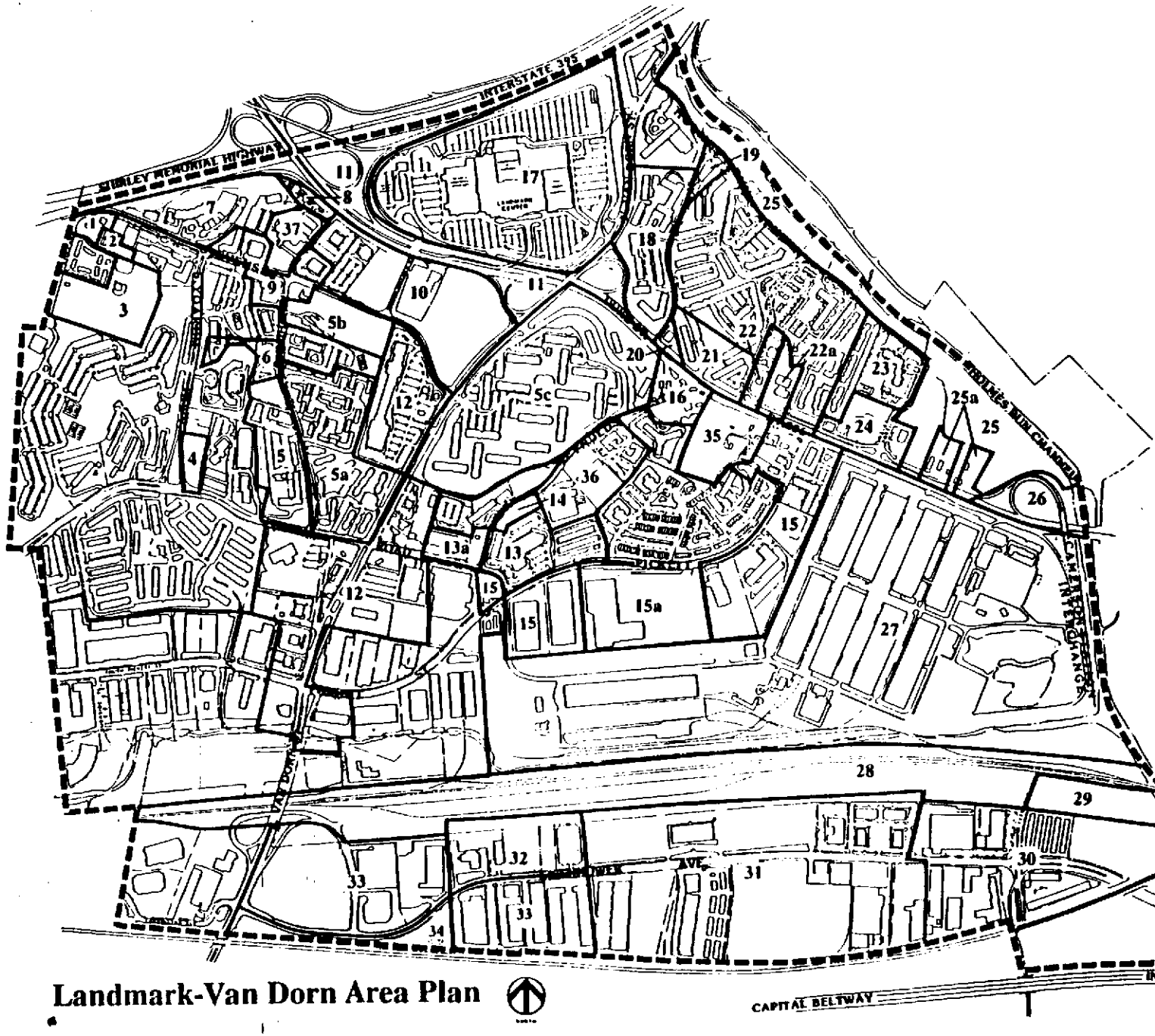


Map 13

Proposed Zoning

RA	- Residential Multi-Family
RB	- Residential Multi-Family
RC	- Residential Multi-Family
RCX	- Zone consistent with RCX land Use designation
CL	- Zone consistent with Commercial Low land use designation
CSL	- Zone consistent with Commercial Service Low land use designation
CG	- Zone consistent with Commercial General land use designation
CR	- Zone consistent with Commercial Regional land use designation
OC	- Zone consistent with Office Commercial land use designation
OCM-50	- Zone consistent with Office Commercial Medium-50 land use designation
OCM-100	- Zone consistent with Office Commercial Medium-100 land use designation
OCH	- Zone consistent with Office Commercial High land use designation
CRMU-M	- Zone consistent with Commercial Residential Mixed Use Medium land use designation
CRMU-H	- Zone consistent with Commercial Residential Mixed Use High land use designation
CDD	- Zone consistent with Coordinated Development District land use designation
P	- Zone consistent with Park and Open Space land use designation
I	- Zone consistent with Industrial land use designation
U/T	- Zone consistent with Utility/Transportation land use designation

Landmark-Van Dorn Area Plan



Map 14

Proposed Zoning Changes

1 - From R-5 to RB
2 - From RA to RC
3 - From RB to zone consistent with P
4 - From RC to zone consistent with P
5 - From I-1 and C-2-B to RC
5a - From RC to RA
5b - From RC to RCX
5c - From RC to RCX
6 - From C-2 to RC
7 - From C-2 to RC
8 - From C-2 to zone consistent with CL
9 - From C-2 to zone consistent with OCM-50
10 - From C-2 and C-2-B to zone consistent with CRMU-M
11 - From C-2, C-2-B and RC to zone consistent with U/T
12 - From C-2-B and I-1 to zone consistent with CG
13 - From I-1 to zone consistent with CSL
13a - From I-1 to zone consistent with CRMU-M
14 - From R-8 and I-1 to zone consistent with P
15 - From I-1 to zone consistent with CG
15a - From I-1 to zone consistent with CDD
16 - From C-2 to zone consistent with CG
17 - From C-2 to zone consistent with CR
18 - From C-2 to RC
19 - From C-2 to RC
20 - From C-2 to zone consistent with OCM-50
21 - From C-2 to RC
22 - From C-1-B to zone consistent with CG
22a - From C-2-B to zone consistent with OCM-50
23 - From C-2 to RC
24 - From C-2 to zone consistent with CG
25 - From R-20 and C-2 to zone consistent with P
25a - From R-20 and C-2 to zone consistent with CG
26 - From C-2 and R-20 to zone consistent with U/T
27 - From I-1 to zone consistent with CDD
28 - From I-2 to zone consistent with U/T
29 - From I-2 to zone consistent with P
30 - From I-2 to zone consistent with OCM-100
31 - From I-2 to zone consistent with OCM-100
32 - From I-2 to zone consistent with OCM-100
33 - From I-2 to zone consistent with OCH
34 - From I-2 to zone consistent with U/T
35 - From CO to RC
36 - From CO to RC

Landmark-Van Dorn Area Plan

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

The last two single family dwellings in the Landmark-Van Dorn study area are located on these two parcels, which together include slightly less than one acre. The location, in the midst of high density development and adjacent to I-395 make these sites appropriate for redevelopment to higher density residential uses. The recommended RB zoning would provide for townhouse development similar to the adjoining Stevenson Square.

2. From RA Multi-family to RC Multi-Family.

This RA zoned parcel is used for tennis courts and open space, as part of the adjoining high density residential development. This parcel is recommended for rezoning to RC to be consistent with the RC zoning on the remainder of the development.

3. From RB to a zone consistent with the Park land use Designation.

This is Stevenson Park. A new zone is being developed for public parks and open space areas, and this park should be rezoned to this new zone.

4. From RC to a zone consistent with the Park land use designation.

This is the a City park at the northeast corner of Edsall Road and Yoakum Parkway. A new zone is being developed for public parks and open space areas, and this park should be rezoned to this new zone.

5. From I-1 and C-2-B to RC, residential multifamily.

These parcels are currently developed in small, older office buildings and service/retail uses. The existing and proposed land use plan designate these parcels residential high. The parcels' location in the midst of a residential area makes them inappropriate for significant commercial development; residential redevelopment is desirable. The existing uses should be given an amortization period, after which residential redevelopment should occur.

5a. From RC Residential Multifamily to RCX Residential Multifamily.

These are the Crestview Gardens and Landmark Terrace garden apartments. At 34 and 28 units/acre, respectively, they are substantially less dense than is allowed under the existing RC zoning, but slightly more dense than the RA zone allows. In order to preserve a mixture of housing types within the area, to include garden apartments such as these, these parcels are recommended for rezoning to the RCX zone in order to discourage redevelopment at higher densities in the future. The RCX zone should allow 35 units/acre by right, with up to 54 units/acre with S.U.P. Heights should be limited to 50', with up to 150' allowed under an S.U.P.

5b. From RC to RCX.

This is the Juvenile Detention Facility. If this site is ever redeveloped, the RCX zoning will allow 35 units/acre and 50' heights by right, with up to 54 units/acre and 150' allowed with an S.U.P.

5c. From RC to RCX.

These are the Oakwood Apartments. RCX should allow 35 units/acre and 50' heights by right, which provides for the existing level of development. Additional development with up to 54 units/acre and 150' allowed with an S.U.P.

6. From C-2 to RC.

This parcel is within the Park at Landmark high density residential development and is recommended for rezoning to RC to be consistent with this use, and the surrounding RC zoning.

7. From C-2 to RC.

This area contains the Olympus high-rise residential project and a vacant parcel. The proposed zoning would remove the existing residential use from a commercial zone, ensuring its preservation as a residential use, while also providing for residential development on the adjoining vacant lot.

8. From C-2 to a zone consistent with the Commercial Low land use designation.

This site is developed in professional townhouse office units at densities much lower than those allowed under the existing C-2 zoning; the size and the configuration of this site make notably higher densities of development impracticable. The proposed zoning is for a zone consistent with the Commercial Low designation, which reflects the existing type of use.

9. From C-2 to a zone consistent with the Office Commercial Medium land use designation.

This area includes six parcels. Four are developed in small to medium size office buildings, with a fifth building planned on one vacant parcel. New zoning on these parcels should provide for the existing and planned office buildings, and also would allow redevelopment of the gas station at the southeast corner into a small office building.

10. From C-2 and C-2-B to a zone consistent with the Commercial Residential Mixed Use-Medium land use designation.

The existing zoning on these parcels allows for very high density commercial development which is inconsistent with the existing and proposed land use plan for the sites. These parcels should be rezoned to a zone consistent with the proposed Commercial Residential Mixed Use-Medium land use designation. The zone should allow for the continuance of the existing uses, including the restaurants and car dealership, but should also provide for redevelopment of the sites at medium densities for a mix of uses. Alternatively, lower densities should be allowed under the new zoning if new development is entirely commercial. Heights greater than 77 feet may be appropriate.

11. From C-2, C-2-B and RC to a zone consistent with the Utility/Transportation land use designation.

This area includes the large sections of street right-of-way along the Shirley Highway and Duke Street, particularly at the major interchanges. Rather than be zoned for development which will never occur, these areas are recommended for rezoning to a new Utility/Transportation zone being developed for the City.

12. From C-2-B and I-1 to a zone consistent with the Commercial General land use designation.

This area includes the Van Dorn Shopping Plaza and other retail/service oriented commercial uses along Van Dorn Street. The proposed land use designation, Commercial General, provides for the preservation of these types of uses along the Van Dorn Street arterial, while ensuring the parcels are not redeveloped into major office areas. The parcels should be rezoned accordingly, with a zone which provides for auto-oriented commercial and service activities and allows only very limited office uses.

13. From I-1 to a zone consistent with the Commercial Service Low land use designation.

These parcels, located on the northern side of the Edsall Road/Pickett Street intersection, are located directly adjacent to residential development. The proposed CSL zoning should allow only those uses compatible with the adjoining residential.

13a. From I-1 to a zone consistent with the Commercial Residential Mixed Use-Medium (CRMU-M) land use designation.

These two parcels have been designated for CRMU-M to provide for their redevelopment from industrial to residential and commercial uses which are compatible with the adjoining residential development. The CRMU-M zoning should provide for primarily residential development on this site.

14. From R-8 and I-1 to a zone consistent with the Park land use designation.

This is a public park, and should be rezoned to the Park zone which is being developed for public park and open space within the City.

15. From I-1 to a zone consistent with the Commercial General land use designation.

This area includes parcels on the south side of Duke Street at the Duke/Pickett intersection, and all the parcels on the south side of Pickett Street as far west as Edsall Road. Existing development in the area is primarily auto-oriented general commercial activities, including retail, restaurants, a car-dealership and other service uses. There are also a few industrial warehouse uses on Pickett Street, west of the Trade Center. These parcels have been recommended for Commercial General land use in the proposed plan, in recognition on the appropriateness of general commercial activities along these arterials. The new zoning for these parcels should provide for auto-oriented commercial uses and should limit office development on these parcels.

15a. From I-1 to a zone consistent with the Coordinated Development District Designation.

This is the trade center, designated as a CDD in the land use section. The zoning for this parcel should incorporate the CDD guidelines for this site, presented in the urban design recommendations section.

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

This area was designated for Commercial General land use and should be rezoned accordingly. The zone should provide for retail and service oriented low density commercial uses, with limited office.

17. From C-2 to a zone consistent with the Commercial Regional Land Use Designation.

This is Landmark Shopping Center, which was designated for Commercial Regional Land Use in recognition of it existing use: Alexandria's only regional commercial mall. The new zoning for this parcel should be consistent with the Commercial Regional designation, allowing uses normally located in regional malls.

18. From C-2 to RC

This is the Barton's Crossing Apartments, currently under construction. They are recommended for rezoning to a high density residential zone which is consistent with the development under construction.

19. From C-2 to RC.

This small area of C-2 zoning on an existing high-density residential project with primarily RC zoning is recommended for rezoning to RC for consistency, and to reflect the actual high-density residential use of the parcel.

20. From C-2 to OCM.

This small parcel, developed with an office building, is recommended for Office Commercial Medium land use in the proposed plan. The zoning should allow the existing use or a similar commercial activity.

21. From C-2 to RC.

This zoning is located on part of a high density residential development. It is recommended for rezoning to RC to be consistent with rest of the development.

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

This area includes a bank, retail and fast- food uses, and a City fire station. The proposed land use designation, Commercial General, provides for auto-oriented retail and service activities, with limited office. The parcels should be rezoned accordingly.

22a. From C-2-B to a zone consistent with the Office Commercial Medium-50 land use designation.

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

23. From C-2 to RC.

This area includes part of a medium density residential development, and a high density residential development. They are recommended for rezoning from the commercial C-2 zone to the RC high density residential zone, which is located on all the residential uses in the surrounding area.

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

As with other commercial parcels located along Duke Street in this area, these parcels have been designated Commercial General in the proposed land use. The existing uses include fast-food restaurants and an auto- dealership. The new zoning should allow for these existing uses or some other auto- oriented commercial retail and service activities, but should limit office development on these sites.

25. From R-20 and C-2 to a zone consistent with the Park land use designation.

These parcels are part of the City's Holmes Run Park area. All of these parcels are recommended for rezoning to the new Park and Open Space zone being developed for public parks and open space. The zoning should allow for the continuation of the existing commercial uses until the parcel's acquisition is completed by the City. The zone should also allow for the construction of a new library on this and adjoining (see 25a) sites.

25a. From R-20 and C-2 to CG-Commercial General.

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

26. From C-2 and R-20 to a zone consistent with the Utility/Transportation land use designation.

This is street right-of-way at the Clermont interchange with Duke Street. Large areas of right-of-way are shown as Utility Transportation on the proposed land use plan, and the zoning should reflect this transportation use.

27. From I-1 to a zone consistent with the Coordinated Development District land use designation.

This is Cameron Station, a large parcel now used for a government installation. Designated for Coordinated Development in the proposed land use plan, the tract is recommended for rezoning to a CDD zone which will allow its development in accordance with a coordinated plan for the site. Design guidelines for the Cameron Station CDD are listed in the section on urban design.

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

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

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

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

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

These parcels are outside of the designated development node around the Van Dorn Metro Station, and are designated for moderate densities of commercial development in order to encourage consolidation of intense development at the nodes. Existing uses include office and service-commercial/light industrial uses. The zoning should allow office development at moderate densities (F.A.R.s of 1.25 to 1.75) and should provide for light industrial and service commercial activities similar to those now existing in the area. Heights up to 150 feet should be allowed.

33. From I-2 to a zone consistent with the Office Commercial High land use designation.

These parcels are within the node designated for high density commercial development on Eisenhower Avenue, near Van Dorn Street and the metro station.

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

This is the site of the Van Dorn Metro station, which is shown as Utility/Transportation on the proposed land use plan. A new Utility zone is proposed for the City which would be used on regulated utility and transportation facilities whose change of use would require government approval. This facility is recommended to be zoned accordingly.

35. From CO to RC.

The Calibre site is designated for high density residential land use. It should be rezoned accordingly, to RC, to provide for appropriate development in the case that the approved Calibre project is not built.

36. From CO to RC.

These are the Templeton and Summit properties. The CO zone will not be used in the new ordinance. CO projects with an approved and recorded SUP plan will be grandfathered. Therefore, another zone designation must be applied to this property. RC is consistent with the existing high density residential uses on these sites.

37. From C-2 to CRMU-H.

This is Landmark Towers. The proposed zoning is consistent with existing use, which is predominately residential with some commercial.

HEIGHTS

Map 15 shows the existing height limits in the Landmark-Van Dorn area, which are determined by zoning. Most of the residential areas have a height limit of 150 feet, while the industrial areas and Cameron Station have height limits of 77 feet (or 200 feet with a P.U.D.. The general heights associated with proposed zoning for the areas results in some changes in allowable heights. The allowable heights under the proposed zoning are shown in Map 16. Map 17 details the specific changes in heights resulting from the proposed zoning. Implementation of the proposed zoning will result in these changes.

URBAN DESIGN

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

CDD Guidelines for Cameron Station (Map 18)

Cameron Station

Development without a CDD Special Use Permit

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

Development With a Special Use Permit

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

Residential

- 70 acres shall be developed in residential
- there shall be a mix of housing types and sizes: townhouse, garden, midrise; 1-2-3 bedroom and efficiency.
- Up to 1,916 units are permitted.

Commercial

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

Public Open Space/Recreation

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

Replace with text on 47B

Infrastructure

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

Floodplain

- Backlick Run structure shall be removed to drop the flood level
- A plan w/o the 100-year shall be prepared
- Developer shall be encouraged to make improvements in the flood channel to keep the entire 100 year flow within the channel.

Heights

- Height are limited to 45 feet along Duke Street and First Street. Going south from Duke Street, the height limit rises to 55 feet at the center of the mass and to 77 feet along the railroad tracks. Going West from First Street, the height limit rises to 55 feet at the boundary with the Trade Center. 120 feet may be allowed to the South along the railroad tracks on a very limited basis.

Council has noted that there is some flexibility in these guidelines and changes might be considered if there is a need to make changes based on marketability, fiscal impact, open space or the conditions of time, cost and budgetary restraint.

New CDD principles. Insert on previous page.

RESIDENTIAL

1. At least 70 acres shall be developed for residential uses.

2. There shall be a mix of housing types to include townhouses, garden apartments, mid-rise and a mix of sizes to include 1, 2, and 3 bedroom units and efficiencies.

3. Up to 1,910 housing units are permitted; 10% of the units shall be affordable to low and moderate income families.

COMMERCIAL

4. Up to 16 acres shall be developed for commercial uses.

5. Up to 300,000 square feet of office shall be permitted; up to 400,000 square feet shall be permitted with an interchange with the Capital Beltway at Clermont Avenue and a transportation linkage between the Van Dorn Metro Station and the property should such linkage be approved by City Council.

6. Up to 80,000 square feet of retail shall be permitted.

PUBLIC OPEN SPACE/RECREATION

7. At least 50.5 acres shall be maintained for Public Open Space/Recreation.

8. All areas currently used for open space/recreation shall be dedicated, including the area east of First Street, picnic areas, Backlick Run Greenway, and the western baseball field. If the U.S. Government conveys the 50.5 acres to the City this requirement shall be considered to be satisfied; if not, then this property shall be dedicated to the City.

9. The 50.5 acres dedicated to Public Open/Recreation shall be developed in accordance with a Plan approved by City Council; the developer shall contribute up to $3.5 million in 1992 dollars for such improvements; the developer will not be required to contribute any other public open space.

INFRASTRUCTURE

10. There should be a direct street connection to the Home Depot Shopping Center from the site.

11. The developer may be required to contribute to the improvement of the Edsall/Pickett Streets intersection.

12. If a transportation linkage is required by the City connecting the Van Dorn Metro Station to the Cameron Station property then the developer shall provide the necessary right of way on the property.

FLOODPLAIN

13. The concrete culvert structure that bridges Backlick Run at the southern end of the site shall be removed.

HEIGHTS

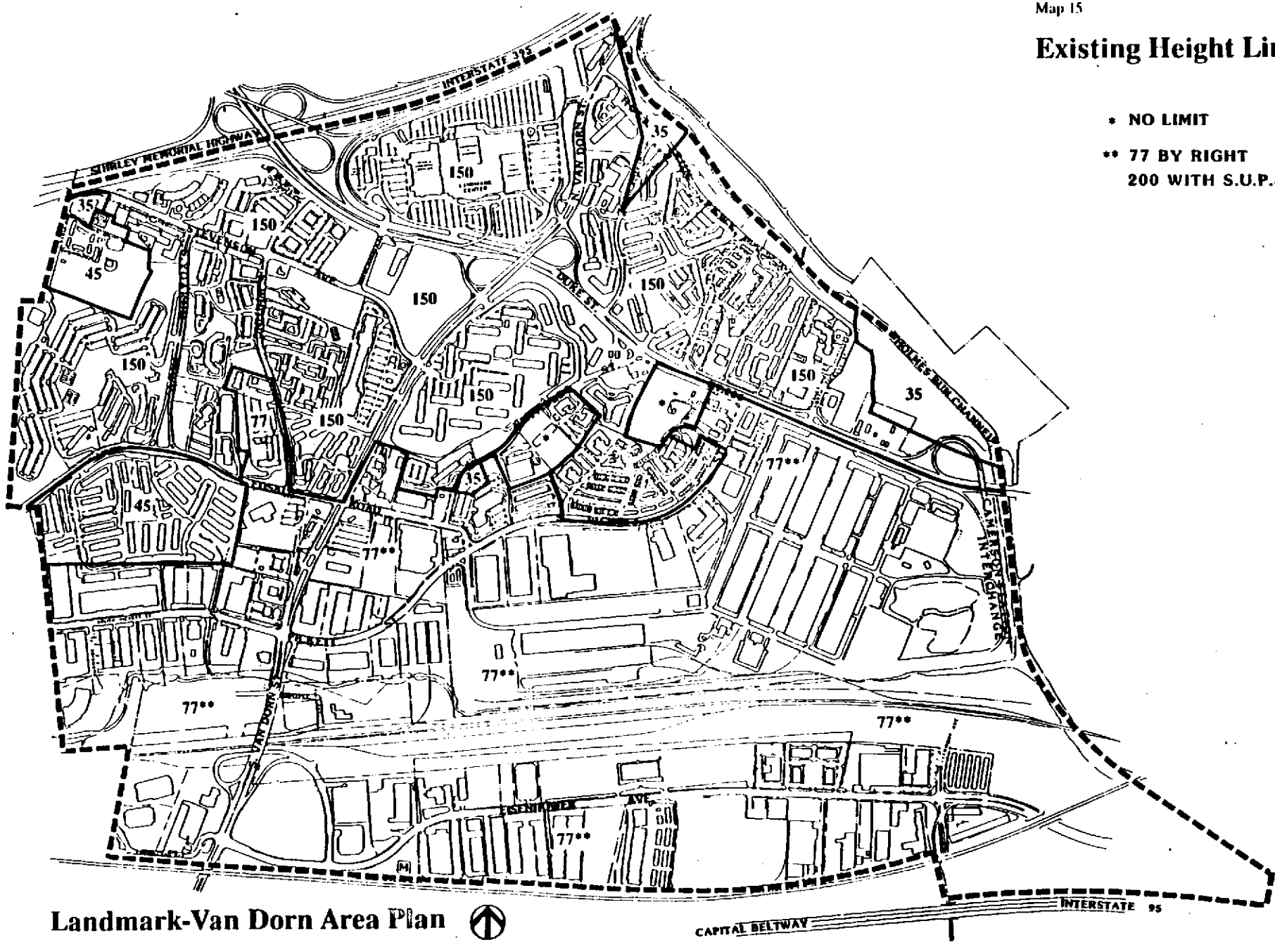
14. Heights are limited to 45 feet along Duke Street and First Street, to 55 feet at the center of the area, and to 77 feet along the railroad tracks, with a limited number of buildings to 120 feet along the railroad tracks.

Map 15

Existing Height Limits

* NO LIMIT

** 77 BY RIGHT
200 WITH S.U.P.



Landmark-Van Dorn Area Plan

Map 16

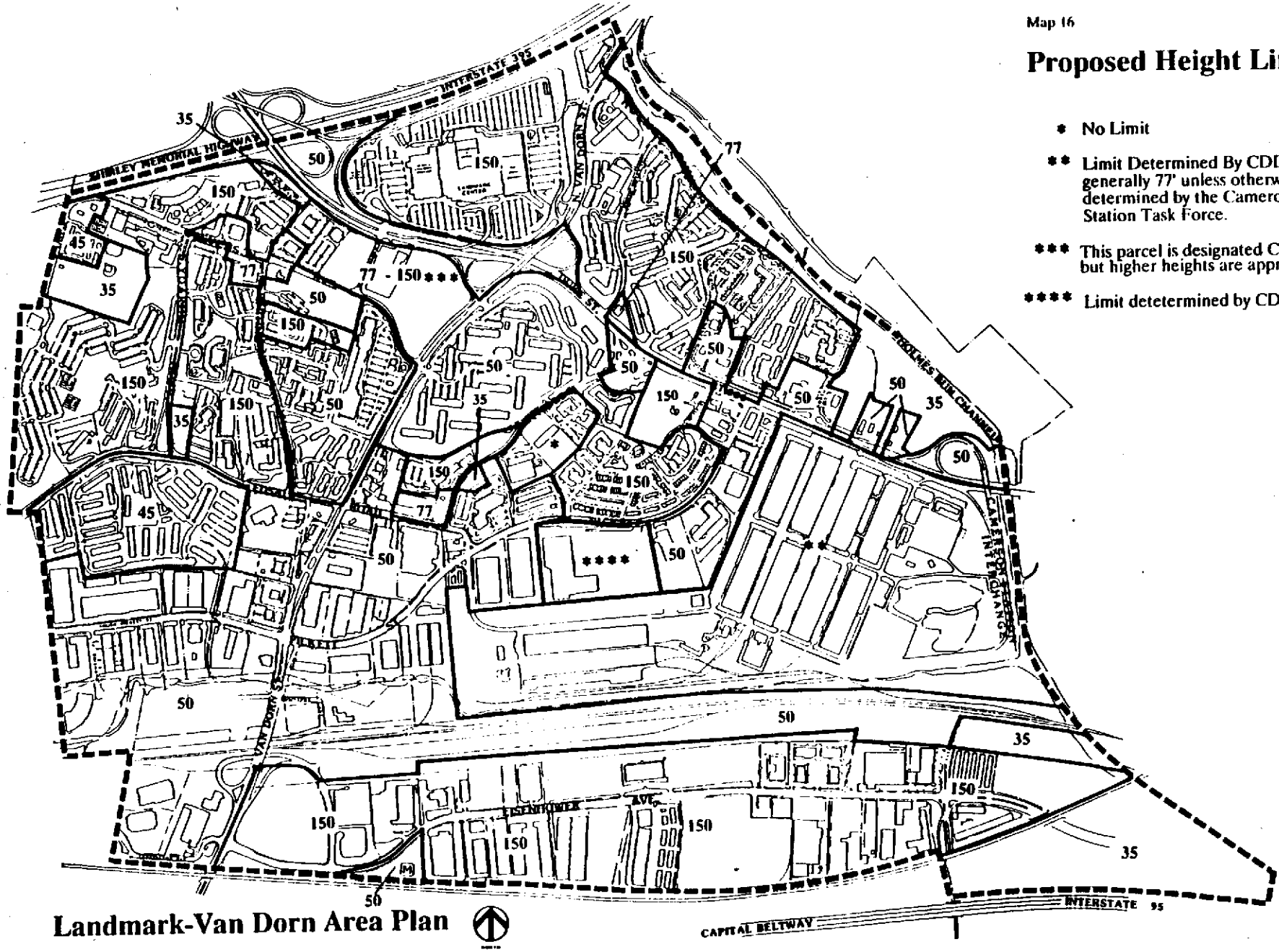
Proposed Height Limits

* No Limit

** Limit Determined By CDD, but generally 77' unless otherwise determined by the Cameron Station Task Force.

*** This parcel is designated CRMU-M (77 feet), but higher heights are appropriate

**** Limit detetermined by CDD

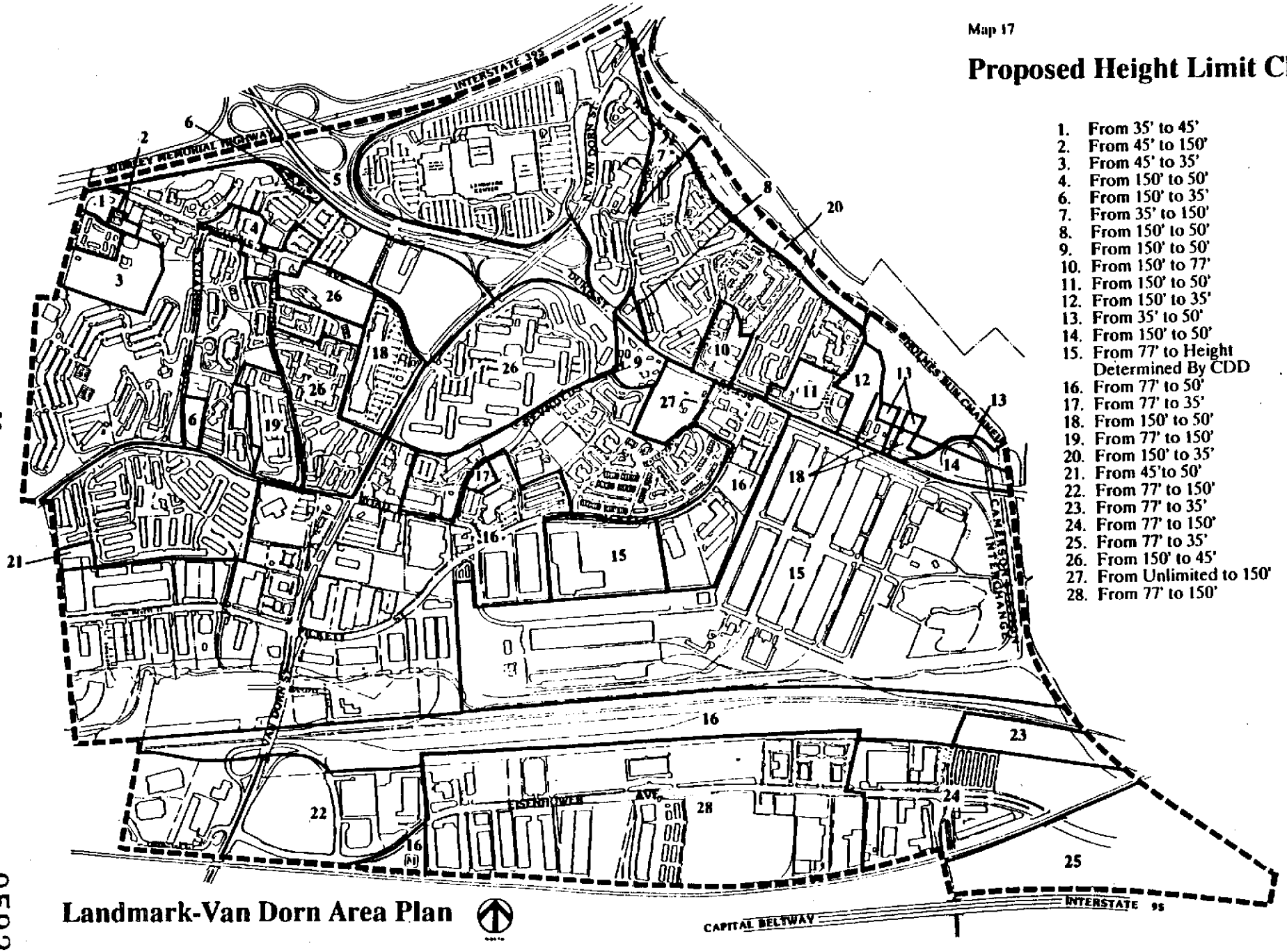


Landmark-Van Dorn Area Plan

Map 17

Proposed Height Limit Changes

1. From 35' to 45'
2. From 45' to 150'
3. From 45' to 35'
4. From 150' to 50'
6. From 150' to 35'
7. From 35' to 150'
8. From 150' to 50'
9. From 150' to 50'
10. From 150' to 77'
11. From 150' to 50'
12. From 150' to 35'
13. From 35' to 50'
14. From 150' to 50'
15. From 77' to Height Determined By CDD
16. From 77' to 50'
17. From 77' to 35'
18. From 150' to 50'
19. From 77' to 150'
20. From 150' to 35'
21. From 45'to 50'
22. From 77' to 150'
23. From 77' to 35'
24. From 77' to 150'
25. From 77' to 35'
26. From 150' to 45'
27. From Unlimited to 150'
28. From 77' to 150'



Landmark-Van Dorn Area Plan

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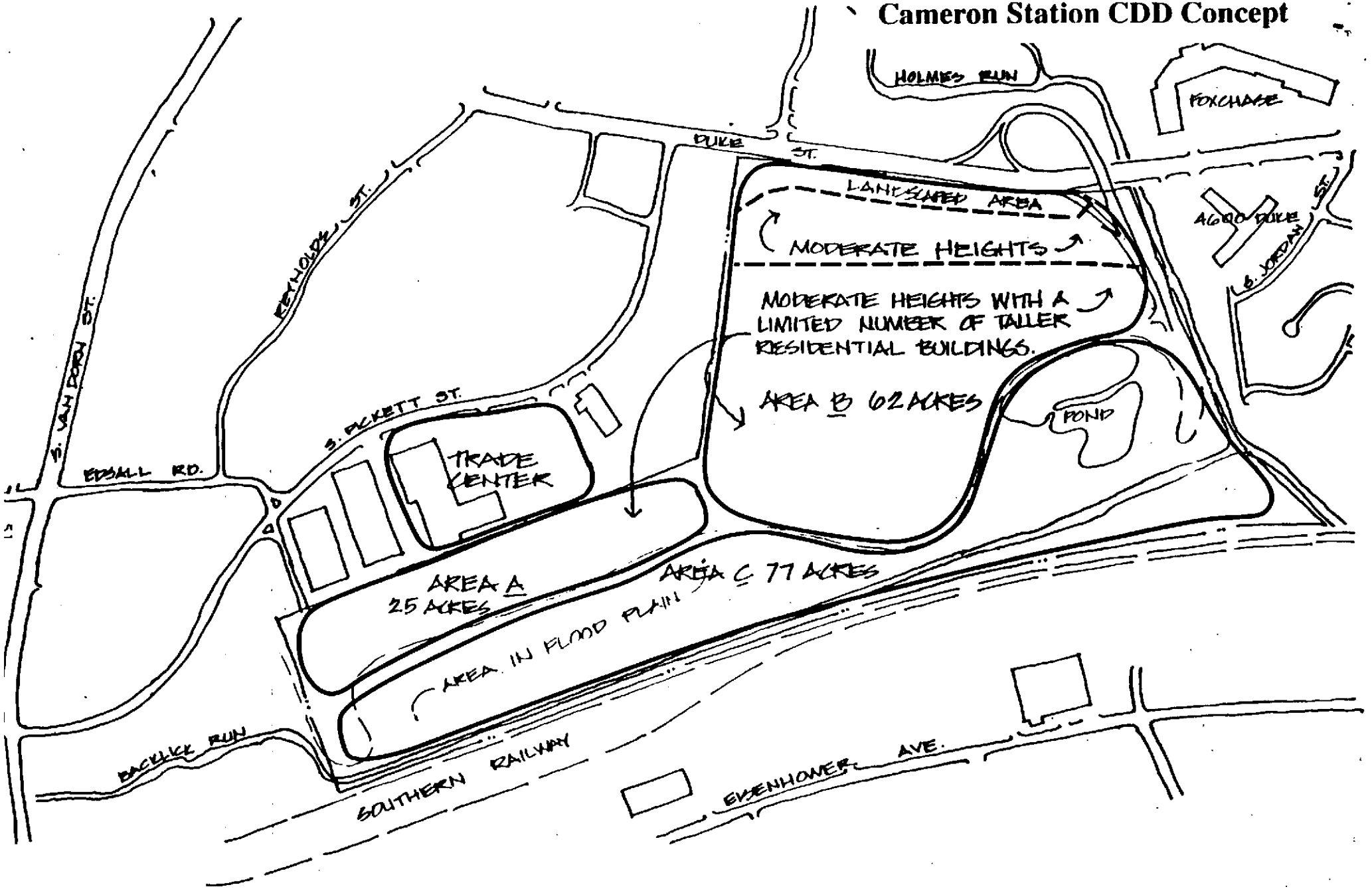
Cameron Station CDD Concept



Landmark-Van Dorn Area Plan

CDD Guidelines for the Trade Center Site

Development without a CDD Special Use Permit.

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

Development with a CDD Special Use Permit.

1. The site should be redeveloped for mixed use development with a mix of residential and retail uses with a limited amount of office development. This site should not be an office center as there is sufficient and more accessible land for office development in the west end of the Cameron Run Valley and near the Van Dorn Metro station.

2. Insofar as possible, the development of this site should be coordinated with the development of the Cameron Station site.

3. The possibility of the need for alternate access over the site to Cameron Station should be considered in the development plan.

TRANSPORTATION RECOMMENDATIONS

1. Refer to Transportation and Environmental Services a study of the Van Dorn Corridor to determine how to improve traffic flow along Van Dorn Street, particularly the intersection with Edsall Road.