

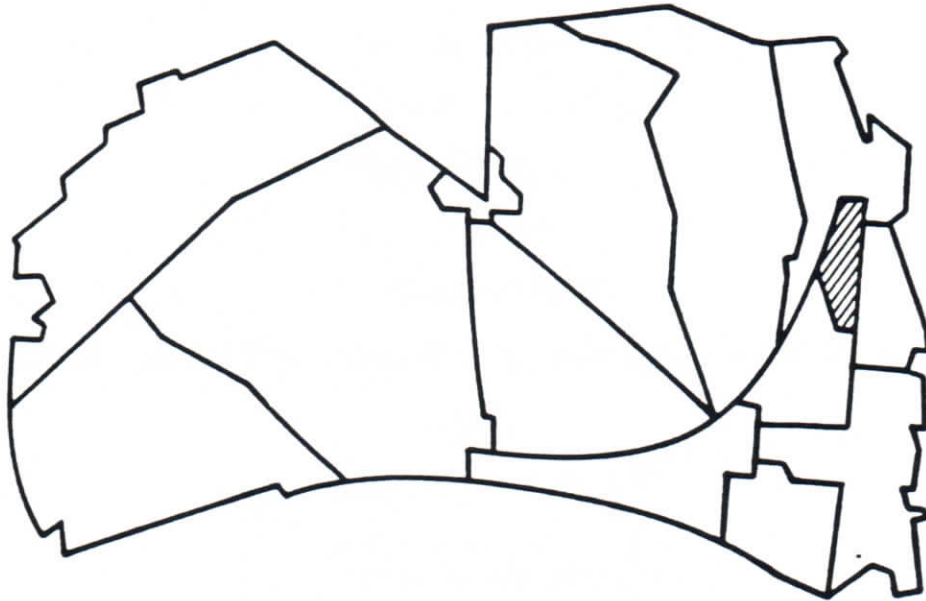
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NORTHEAST

SMALL AREA PLAN

ADOPTED MAY 20, 1989: ORDINANCE 3380

AMENDED JANUARY 25, 1992: ORDINANCE 3554



MASTER PLAN
ALEXANDRIA, VIRGINIA

NORTHEAST

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor James P. Moran

Vice Mayor Patricia S. Ticer

Kerry L. Donley

William C. Cleveland

Lionel R. Hope

T. Michael Jackson

Redella S. Pepper

CITY MANAGER

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MAY 1989

REVISED NORTHEAST

SMALL AREA PLAN

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Adopted by City Council

JANUARY 1992

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PURPOSE OF THE PLAN

The purpose of this document is to update the 1974 Master Plan for the Northeast Area. This plan will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and other programs in the Northeast Area.

ORGANIZATION AND CONTENTS

The Northeast Area Plan is organized into two sections: Background and Issues and Plan Recommendations. The first section reviews and analyzes existing conditions and trends in the study area including physical description, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies 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 the area.

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

PLANNING PROCESS

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

BOUNDARIES

The Northeast Area is defined by the following boundaries: the George Washington Memorial Parkway to the east; Montgomery Street to the south; Route 1 to the west; and northern property lines of the Potomac Crossing Apartments and RF&P piggyback yards to the north. The Potomac Yards are to the north, Old Town North is to the east, and the Braddock Road Metro Station area is to the west and south. (See Map 1.)

Although the Piggyback yards are within the Northeast area, they are not analyzed in this plan and no recommendations for the piggyback yards are made in this plan. The piggyback yards will be studied with the rest of the Potomac Yards in a separate plan.

DEMOGRAPHICS

Population

The population of the Northeast Area increased slightly from 1980 to 1985, and is expected to remain fairly stable. The 1985 estimated population of the area was 2,265, up 4.4 percent from the 1980 estimate of 2,170.

During the same 1980 to 1985 period, the number of households in the Northeast Area increased by 12.0 percent, from 955 to 1070. The larger increase in households versus population reflects a decrease in average household size during the same period, from 2.3 persons per household (pph) in 1980 to 2.12 pph in 1985.

Employment

In 1985, an estimated 560 persons worked at locations within the Northeast Area, not including Potomac Yards workers or self-employed persons. This reflects an increase of about 220 jobs since 1976.

EXISTING LAND USE

The Northeast area is a predominately medium density residential area, with commercial and light industrial activities along sections of Powhatan Street and to the north along Slaters Lane and the eastern section of Bernard Street. See Table 1 and Map 2.

Table 1

EXISTING LAND USE Northeast Area

<u>Land Use</u>	<u>Sq. Ft.</u>	<u>Acres</u>	<u>% of Total</u>
Industrial	232,973	5.3	9.0%
Commercial	138,625	3.2	5.3%
Residential	1,875,055	43.0	72.0%
Institutional	60,536	1.4	2.3%
Open Space/Recreation	71,753	1.6	2.8%
Vacant	<u>224,097</u>	<u>5.1</u>	<u>8.6%</u>
Total	2,603,039	59.8	100.0%

Residential Land Use

About 72 percent (43.0 acres) of the total land area is developed in residential uses. There are 1,163 dwelling units in the Northeast Area, split almost evenly between townhouse type units and garden apartments, all at medium densities.

Most of the dwelling units were built in the 1930s and 1940s; since that time the number of units in the area has stayed fairly constant. About 90 new townhouses were built during the 1970s. In the early 1980s, 169 garden apartments on the block bounded by W. Abingdon Drive, Bashford Lane and Portner Road, were demolished and replaced with 144 cluster townhouse units.

Of the 1163 dwelling units within Northeast, 89 (7.7 percent) are public housing units. The public housing is part of the Samuel Madden projects, located on the blocks south of First Street.

Industrial Land Use

Industrial land uses are the second most prevalent type of land use in the study area, with 9.0 percent (5.3 acres) of the Northeast land area in industrial uses. The industrial uses are located along Slaters Lane, the western end of Bernard Street, and the northern section of Powhatan. The industrial uses are generally light and include activities such as wholesaling, warehousing and distribution.

Commercial Land Use

Commercial uses cover only 5.3 percent (3.2 acres) of the Northeast land area. The focus of commercial activity is at the corner of Powhatan and Washington Street, where there is a small office building, a convenience store, and a vacant gas station. A few commercial uses are also located at the northern end of Powhatan Street, including a small office building and some retail activity. Other commercial uses in the Northeast area include a restaurant, two small grocery stores and two cleaners.

The Northeast Area has only two office buildings greater than 5,000 gross square feet (gsf), although there is additional office space located in office/warehouse type buildings. Tivoli Square, at 1423 Powhatan Street, has 24,000 gsf of space and the American Academy of Physicians Assistants building, at the corner of Washington and Powhatan Streets, has just been completed with 11,162 gsf.

Other Land Use

There are two institutional uses located within the Northeast Study area. Fire Station No. 4 is located at 900 Second Street. Also the City Shop, at the northeast corner of Powhatan Street and Bernard Street, is within the area. The City Shop facility is used primarily for sign painting and storage. It is expected that the Shop will relocate to another part of the City in the near future.

Northeast has two parks or open space areas; Powhatan Park, between Route 1 and Colonial Avenue, and Chetworth Park, on Chetworth Place.

Vacant Land

About 8.6 percent (5.1 acres) of the Northeast area is vacant land. Most of this vacant land is in two key parcels. The Kass parcel, south of Second Street along Washington Street has 88,688 square feet (2.0 acres). The Powhatan Gateway parcel, at the foot of the Monroe Avenue Bridge is the other key vacant parcel. The parcel is owned partly by the State and partly by the City and includes 96,412 square feet (2.2 acres).

Summary – Land Use

- o The Northeast Area is primarily a medium density residential area.
- o Light industrial activities are located adjacent to the residential area, to the north.
- o The key commercial area is along Washington Street, but a few other commercial uses are scattered throughout the area. There is very little office development within the area.
- o Vacant land is concentrated in two large commercial parcels at the northern and southern ends of the study area.

EXISTING ZONING

As with land use, zoning in the Northeast area is predominantly residential; 77.3 percent (46.2 acres) of the land area is zoned for residential uses. Zoning patterns resemble the patterns of existing land use, with commercial zoning along Washington Street, industrial zoning at the northern end of the study area and along the northern half of Powhatan Street, and residential zoning elsewhere. (See Table 2.)

Table 2

**EXISTING ZONING
Northeast Area**

		<u>Sq. Ft.</u>	<u>Acres</u>	<u>% of Total</u>
Industrial:	I-1	376,684	8.6	14.5%
Commercial:	C-2	215,487	4.9	8.3%
Residential:	RB	1,161,827	26.7	44.6%
	RC	543,613	12.5	20.9%
	RM	<u>305,428</u>	<u>7.0</u>	<u>11.7%</u>
Total:		2,603,039	59.8	100.0%

Development of some parcels in the Northeast Area is limited beyond zoning by their inclusion in the Old and Historic District and the Parker Gray District. (See Map 3.) Both Districts seek to preserve residential and non-residential buildings with a significant architectural and cultural history. Any building proposed for construction, reconstruction, alteration, restoration, moving, removing or demolition within these Districts must be approved by a board of Architectural Review. In addition, heights within both Districts are limited to 50 feet.

Residential Zoning

Over half of the residential zoning is RB-medium density residential, which permits single family and townhouse homes at densities up to 22 units per acre (and multifamily units and densities up to 27 units per acre if built prior to 1973). The two large apartment complexes in the area, Potomack Crossing and Mason Hall Apartments, are zoned RC which allows 54 units per acre. The newer townhouse development south of Bashford Lane west of Abingdon Drive is zoned RM, which allows 30 units per acre.

Map 3

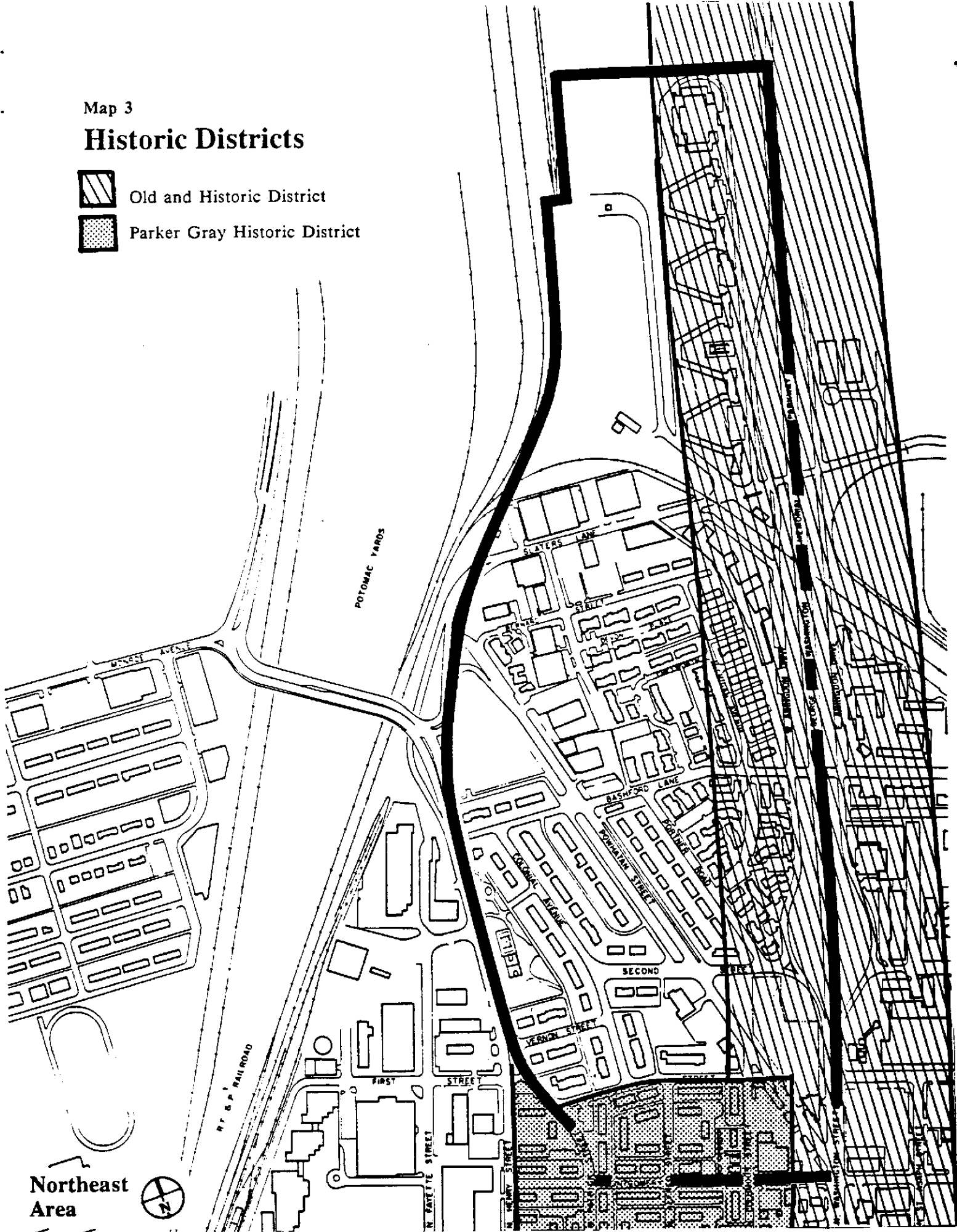
Historic Districts



Old and Historic District



Parker Gray Historic District



Northeast Area



Industrial Zoning

The I-1 Industrial zone covers 14.5 percent (8.6 acres) of the land area in the Northeast Area. The I-1 zone allows nonnoxious industrial activities including warehousing, storage, distribution, light manufacturing; and most commercial uses, including office, retail and service uses. A Planned Unit Development unit provision also permits residential development on very large parcels. Densities and heights permitted under I-1 zoning are a 2.5 floor area ratio (F.A.R.) and heights up to 77 feet by right, or a 5.0 F.A.R. and heights up to 150 feet with a P.U.D..

Commercial Zoning

The C-2 zone is the only type of commercial zone in the Northeast, and it covers 8.3 percent (4.9 acres) of the land area, including the key vacant Kass and Powhatan Gateway parcels. The C-2 zone allows office, service and retail uses at a 3.0 F.A.R. and heights up to 150 feet by right. With the exception of the Powhatan Gateway parcel, all C-2 zoned land is located within the Old and Historic District and is subject to a 50 foot height district.

Theoretical Development Potential

The theoretical maximum of commercial development that could occur by right in the Northeast area on industrially and commercially zoned parcels is about 1.58 million gross square feet. This number reflects development to the maximum densities allowed under zoning on all of the vacant land and redevelopment of the industrial and commercial parcels. It is extremely unlikely that the market would ever support these levels of development in the Northeast area, but this is the level that current zoning allows.

Non-Conforming Uses

There are two non-conforming commercial uses within the Northeast Area: the Dixie Pig restaurant and Lee's Market. These two commercial uses are located on land zoned RB- residential medium. When City Council adopted the Zoning Code in 1951, existing uses on land not zoned for that use were allowed to continue, but were limited to a forty year period of operation as non-conforming uses in a residential zone. By law, these uses will have to cease commercial operation in 1991, unless they are rezoned. (See Map 4.)

The four billboards located on the Kass parcel along the southern end of Powhatan Street are another kind of non-conforming use within the Northeast area. The billboards have been in place, it is believed, since the 1920s. In the early 1970s, the badly deteriorated wooden billboards were replaced with metal structures without a building permit, even though, as a non-conforming use, they should have been removed in the 1950s.

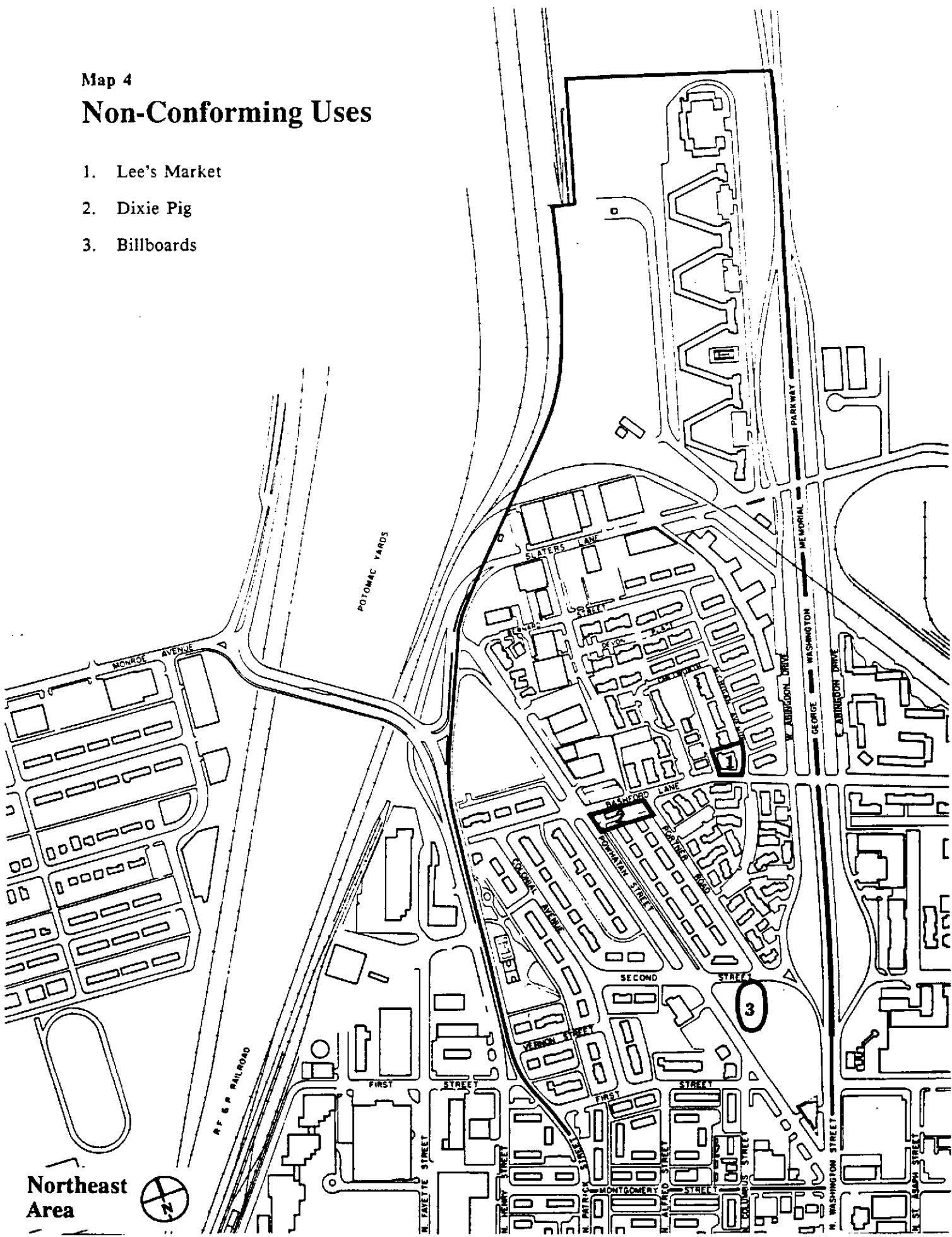
In 1976 the City began to bring suit against the parcel owner and the billboard owner to force removal of the billboards. An agreement was reached between the billboard owners and the City whereby the owner would apply for a special use permit to place the billboards at a more appropriate site in the City. The case was put on hold for four months to give the billboard owner the opportunity to file the special use permit for a new billboard site. Because the City never found an alternative site for the billboards, the billboard owner never filed for a special use permit for another site. Since that time, no action has been taken with regard to the billboards.

In October 1987, the property owner's representative made the City an offer to remove the billboards in return for upkeep of the property. The City Recreation Department determined that the yearly cost of mowing the grass on the parcel would be \$7,500. The City did not pursue the offer because of the high cost.

Map 4

Non-Conforming Uses

- 1. Lee's Market
- 2. Dixie Pig
- 3. Billboards



Northeast Area



Summary -- Zoning

- o Zoning in the Northeast Area is predominately medium density residential.
- o Most of the non-residential parcels are zoned I-1 industrial, which permits the existing light industrial activity but also allows intense commercial redevelopment.
- o The Kass parcel and Powhatan Gateway parcel are two large vacant parcels in the area; both have C- 2 zoning, but the 150 foot height limit of the C-2 zone is restricted by a historic district to 50 feet on the Kass parcel.
- o The theoretical maximum of development that could occur by right under existing zoning in the area is 1.58 million g.s.f.; this figure includes development of vacant parcels and redevelopment of existing commercial and industrial properties.
- o There are two non-conforming uses in the Northeast area: the Dixie Pig Restaurant on Powhatan Street and Lee's Market on Bashford Lane.

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

Recent Development

To date, there has been relatively little development or redevelopment activity occurring in the Northeast Area. The largest project was residential and involved the razing of 169 garden apartments at Virginia Village to make way for a 144 unit townhouse residential development in the early 1980s. This project, Nethergate, has been very successful and reflects the excellent location of the Northeast area, near Old Town and accessible to the George Washington Parkway. Recent commercial development consists of the construction of two small office buildings. Tivoli Square, at 1423 Powhatan Street, is a 24,000 gross square feet (gsf) building completed in 1983. A speculative office building, Tivoli Square was very slow to absorb. The 11,000 gsf American Academy of Physicians Assistants (AAPA) Building, at 950 North Washington Street, was completed in 1988. The AAPA building was built-to-suit and was partially funded with an Industrial Revenue Bond.

Potential Development Sites

There are three key parcels on which new commercial development will occur. It is likely that the two large vacant parcels in the study area will undergo development in the near future. The vacant Kass Property, with 88,688 sq. ft., has been placed on the market for sale. Its location along Washington Street at the gateway to the City makes it an attractive development site. The vacant Powhatan Gateway site, with 96,412, square feet, was acquired by the State in conjunction with the Monroe Avenue Bridge project. Now that the bridge is completed, it is possible for the site to be developed. The Powhatan Gateway site is owned mostly by the State, however the City owns part and would have some control over its development. The third key commercial development site is the City Shop parcel, at the northeast corner of Bernard and Powhatan Streets. The City Shop facility will probably be relocated to another part of the City, freeing that 38,000 sq. ft. site for redevelopment.

Several other smaller sites are likely to be developed or redeveloped. The site adjacent to the 7-11 store at the southwest corner of Powhatan and Washington Street was previously used as a gas station, but is currently unused. This parcel is also likely to redevelop; however, its development is linked to the adjoining 7-11 parcel, which is currently under a long-term lease. There are also two small vacant parcels along Slaters Lane which are likely to develop at some point. Finally, all of the industrially zoned land has redevelopment potential. Current market conditions make unlikely any major redevelopment of the industrial sites in the near future. Development at Potomac Greens to the north could affect the value of these

parcels, fostering redevelopment. However, this is a stable light industrial area; the industrial uses are generally not blighted and the value of the land does not far exceed the value of the improvements. The Northeast area is unlikely in the near future to be the locus for major commercial development.

The only vacant residential land left for development in the Northeast Area is located at the northern end of the study area on Bernard Street. Residential development would also be appropriate on the northern edge of the Kass parcel, along Second Street; however, this parcel is zoned C-2 and residential development is unlikely unless the zoning is changed.

Summary -- Economic Activity and Trends

- o Northeast is a stable residential community.
- o Very little commercial development has occurred in the Northeast area in the past decade.
- o Industrial uses in the Northeast are viable and are unlikely to undergo redevelopment in the near future.
- o Future development will focus on 3 key sites, two of which are under public control.

TRANSPORTATION

As a primarily residential area, Northeast has almost all local streets. However, it is bounded on both sides by two major north-south arterials, Route 1 to the west and the George Washington Parkway to the east; and by a primary collector, Montgomery Street, to the south. The major traffic movements within the area occur on Slaters Lane, Bashford Lane and Powhatan Street.

Major Thoroughfare Plan




The 1974 Major Thoroughfare Plan for the City designated expressways, arterials, primary collectors and residential collectors. Only two streets within the Northeast area were designated in the Plan. Powhatan Street, with two lanes in each direction, was designated as a primary collector and the small segment of Columbus Street within the study area, with one lane in each direction, was designated as a residential collector. (See Map 5.)

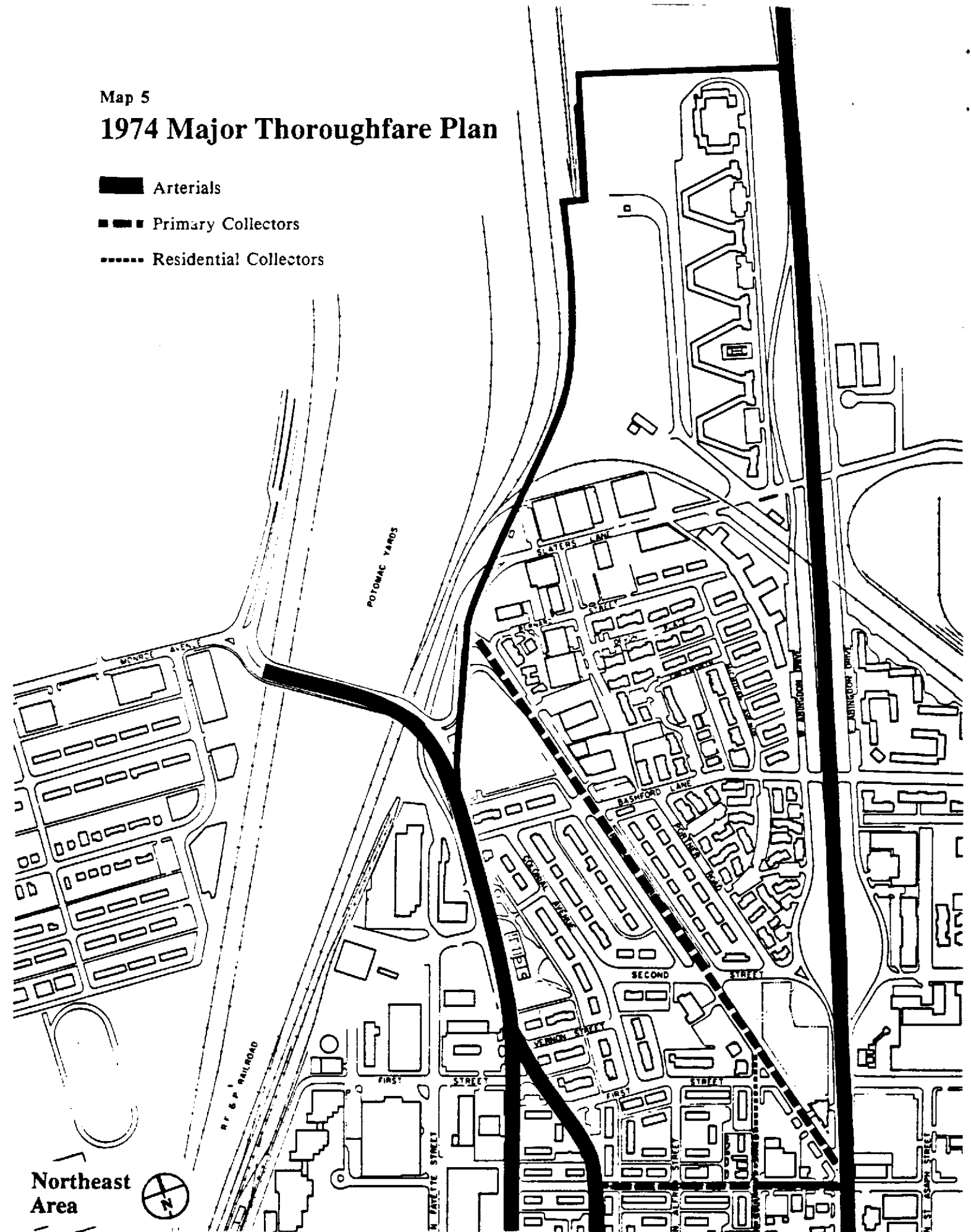
Recent Capital Improvements in the Street System

The most significant project in the Northeast area was the replacement of the Monroe Avenue bridge, at the western boundary of the study area, which was recently completed. The new bridge has the same number of lanes as the bridge it replaced, two lanes in each direction; however the alignment of the bridge with Route 1 and Powhatan Street was altered significantly in the new bridge design, changing the circulation patterns and improving traffic flow. The new alignment facilitates traffic movement from Slaters Lane on to Route 1, while discouraging the use of Powhatan Street. As part of the bridge project, the intersection of Bashford Lane and Route 1 was closed (Map 6).

Other capital improvements in the area since 1974 include the improvement of the intersections between the George Washington Parkway and Bashford and Slaters Lane and the widening of Slaters Lane.

Map 5
1974 Major Thoroughfare Plan

-  Arterials
-  Primary Collectors
-  Residential Collectors

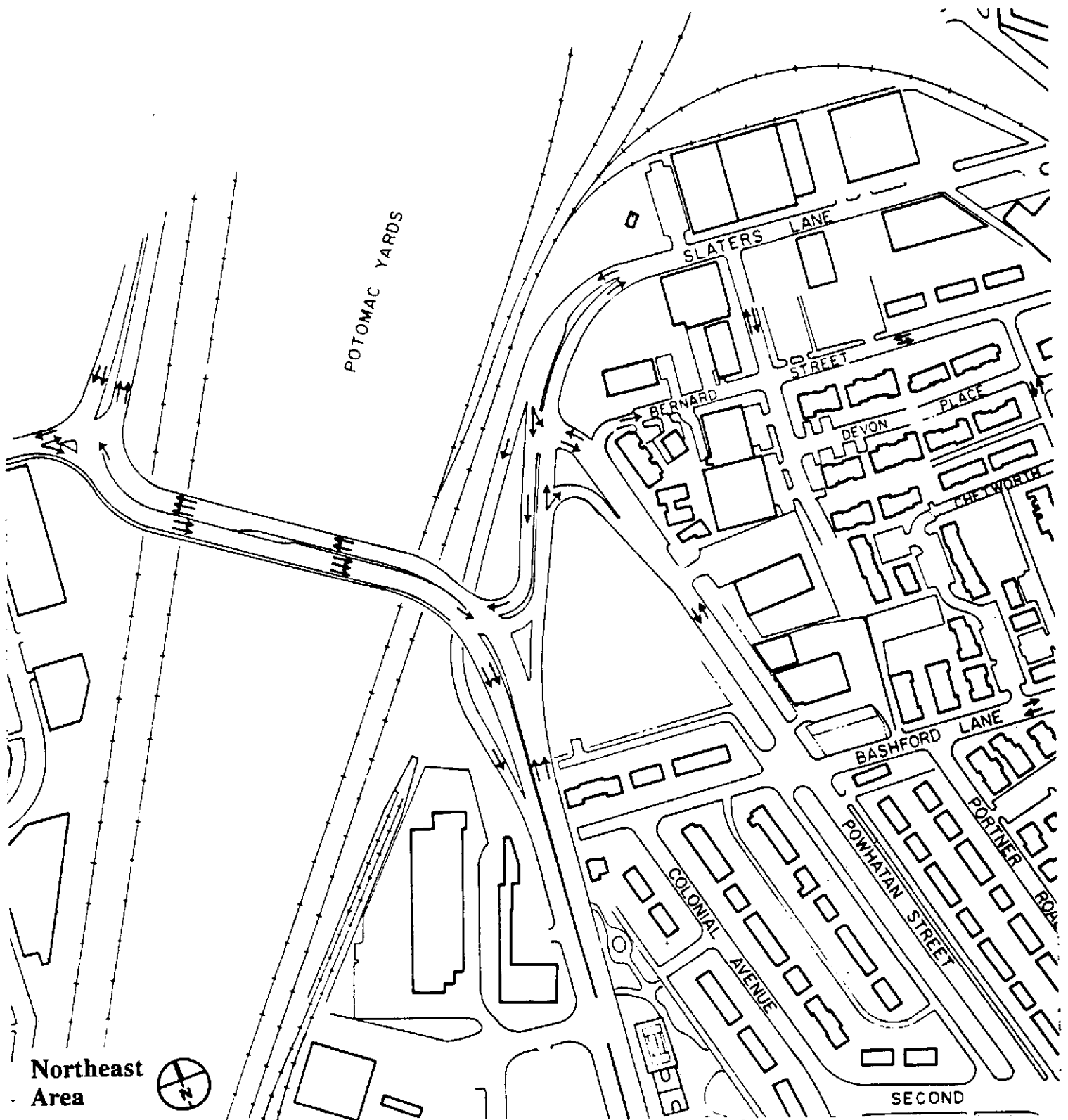


Northeast
Area



Map 6

New Monroe Avenue Bridge Design



Northeast Area



Existing Traffic Flow

The heaviest traffic flows within the area occur on Slaters Lane, at the northern end of the study area. Very little of the traffic on Slaters Lane is local traffic; most is traffic between Route 1 and the George Washington Parkway. Other than Slaters Lane, the heaviest traffic flows in the area occur on Bashford Lane and Powhatan Street. The new Monroe Avenue bridge alignment was designed to decrease traffic on Powhatan Street, and along with the closure of the Route 1 and Bashford Lane intersection, will also decrease traffic on Bashford Lane. Slaters Lane will continue to be heavily traveled. Montgomery Street which is one-way westbound, at the study area's southern boundary, also carries substantial traffic.

Future Traffic Flow

As noted above, traffic on Powhatan Street and Bashford Lane has already decreased with the new bridge alignment. Traffic on Slaters Lane is expected to increase along with traffic on the arterials it connects. New development to the north on the RF&P piggyback yards or Potomac Greens would substantially increase the amount of traffic through the northern end of the study area, on Slaters Lane and could also impact the residential streets in the Northeast area.

Redevelopment of the industrially zoned parcels would also increase traffic in the area. Although this is unlikely to occur, theoretically the zoning allows for the development of 1.58 million square feet of office development, which would add an estimated 2,550 a.m. peak hour trips to the streets in the study area, forcing traffic on the residential streets.

Public Transit

The Northeast Area is served by the Braddock Metro Station, which is a five to ten minute walk from most parts of the Northeast area. Bus service is provided by two metro lines and one DASH line within the study area, and two other DASH routes provide service along Montgomery Street at the Northeast Area's southern boundary.

Summary – Transportation

- o The Northeast area is surrounded by heavily trafficked streets: Route 1 and Washington Street arterials are to the west and east and are connected by Slaters Lane and Montgomery Street to the north and south.
- o The Monroe Avenue bridge was designed to decrease traffic on Powhatan Street.

URBAN DESIGN CHARACTER

Height and Density Character

The Northeast Area is comprised primarily of two to three story row housing. Two garden apartment complexes along Washington Street are also low in scale and relatively low in density. While some of the industrially and commercially used buildings at the northern end of the study area have large footprints (cover a large area), they are all generally low in scale with one to three stories.

Development along the eastern third and southern edge of the study area is limited to fifty feet by the two Historic Districts. Heights over the northern part of the study area are limited to 77 feet by right or 150 feet with a P.U.D. by the industrial zoning. The 77 feet and 150 feet heights allowed by the zoning are clearly out-of-scale with the existing low-scale character of the study area. The industrial zoning allows development with densities up to a 2.5 floor-area-ratio by right; this allowed density is considerably more than that which exists in the area and is inconsistent with the Northeast's existing character.

Pedestrian Circulation and Visual Character

The major arterials on both sides of the Northeast area, Washington Street and Route 1, form barriers for pedestrians. To the east, one of the key pedestrian paths across Washington Street is at First Street, which is signalized and has a pedestrian crosswalk. Northeast resident's access to this crosswalk is inhibited by the lack of sidewalks on the adjacent Kass parcel and along the Parkway/ Washington Street.

To the west, Route 1 is the major barrier for pedestrians traveling between the Northeast Area and points west, particularly the Monroe Avenue bridge and the Braddock Road metro station. A crosswalk and signal provide access across Route 1 at the Monroe Ave./Route 1/Slaters Lane intersection and the Montgomery St./ Route 1 intersection. A pedestrian crossing is part of the intersection design for the Route 1/Fayette St. intersection currently being completed. The Fayette St./Route 1 pedestrian crossing will provide needed access to the Braddock Rd. metro station and surrounding area.

There are two sites within the Northeast area where an excessive amount of pavement inhibits pedestrian movement and/or detracts considerably from the visual character of the area. These sites are the intersection of Powhatan St. and Bashford Lane, and the First St./Columbus St./Powhatan St. intersection and adjoining 7-11 site. These areas can be improved by extending islands, adding landscaping and street improvements, as appropriate.

Summary -- Urban Design

- o The Northeast Area has a low density, low scale character in both the residential and industrial areas.
- o Existing development rights would allow heights and densities which are clearly out of scale for this residential area.
- o Pedestrian access across Route 1 and Washington Street at key intersections needs improvement.

POLICY HISTORY

The 1974 Master Plan for the City designated most of the Northeast area for residential uses. Industrial uses were designated along the northern part of the study area, and a small commercial area was designated at the southeast corner of the study area along Washington Street. In the text of the Plan, however, relocation of industrial uses from Planning District 1 to more appropriate areas in the City was encouraged when one or more of the following conditions was present: 1) close proximity to single-family homes, 2) new uses being planned, 3) obsolescence of buildings, 4) environmental hazard. Another recommendation of the 1974 plan relating to the Northeast area was to protect the appearance of Washington Street as the gateway of Planning District I.

In April, 1979, at the request of City Council, a study of the Northeast Area was undertaken by the Department of Planning and Community Development. Although a draft small area plan for the Northeast Area was developed by staff, the plan was never sent to Council for adoption. Citizen resistance to the Plan resulted in its deferral and it was never completed. The resistance to the plan, as expressed by the Northeast Neighborhood Association, resulted from the residents' desire to see a more detailed and implementation oriented planning document for the neighborhood.

In 1978, the City approved a rezoning from RB to RM of the Virginia Village garden apartment located on the block bounded by Bashford, Abingdon Lane, Second Street and Portner Road. This rezoning allowed development at a density higher than that allowed under the old zoning, but still limited redevelopment to a density lower than that of the apartments being replaced. A Special Use Permit was approved on the Virginia Village site for Nethergate, a cluster townhouse project.

In 1986, the City denied a request to rezone the parcel at the corner of Bernard Street and Portner Road from RB medium density residential to I-1 industrial. This parcel is located at the edge of the residential area, directly adjacent to the industrial area. The City denied the rezoning request, with the Planning Commission deciding that the rezoning was out of character with the predominately residential character of the properties to the east and south.

Other City policies in the Northeast focused on improving the physical environment within the Northeast Area, primarily through the Potomac East Neighborhood Improvement Program. Program funding allocated to the Northeast Neighborhood was used to acquire and develop Powhatan Park, to landscape the park at Powhatan Gateway, and to improve streetscapes along First, Second and Powhatan Streets.

In 1987, the City began construction of the new Monroe Avenue bridge over the rail yards. The initial studies on the alignment of the new bridge were done in the late 1970s. Citizen concern about increased traffic impacts on local streets, depending on the final alignment of the bridge with regard to Route 1, resulted in long delays in the project. Finally, a bridge design with the same number of lanes as the old bridge, one span with four lanes, was agreed upon. Also the alignment of the bridge as it meets Route 1 was designed to discourage traffic from using Powhatan Street. Construction of the new bridge was completed in the Spring of 1988.

Other Capital Improvements within the Northeast area in the past decade include the widening of Bashford and Slaters Lane at the intersection with Washington Street. Bashford Lane was widened only at the intersection with Washington Street in recognition of the residential character of the rest of the Street.

One other notable capital improvement made by the City in recent years was the acquisition of land for Chetworth Park, located on Chetworth Place.

Summary -- Policy History

- o City policy in the Northeast Area focused on improving and protecting the residential neighborhoods by discouraging through traffic, commercial encroachment and providing open space.

ISSUES

The Northeast area is primarily a residential neighborhood, although it does have a number of long-established low intensity industrial uses as well as a small pocket of commercial land. One of the key issues in the area is protecting these residential uses from the negative impacts of intense adjacent commercial development. The area is an extremely viable residential area, with few sites remaining for additional residential development. However, industrial zoning on the industrial parcels allows for high density commercial redevelopment adjacent to the residential uses. The existing uses are compatible with each other in terms of uses, densities and heights and should be maintained by replacing the existing I-1 zoning with a true low-intensity industrial zone which does not also allow high commercial densities.

Development within the study area will focus on three key parcels, two of which are under public control. Although the zoning on the publicly controlled Powhatan Gateway and City Shop parcels allows high density and scale development, the City should provide only for lower scale development compatible with the adjacent residential area. The Kass parcel is the other key vacant parcel and it is not under public control. While part of this parcel has been designated for residential land use since the 1974 plan, the entire parcel is zoned C-2 for commercial development. While development heights are effectively restricted on this parcel by the Old and Historic District, commercial development could occur under the existing zoning along Second Street, a primarily residential street. A transition or buffer needs to be provided between the two uses.

Another major issue for the Northeast Area is its vulnerability to through traffic, because of its location, surrounded by areas of high and potentially high commercial development and bounded by two major arterials, Route 1 and the George Washington Parkway. Past policies, including the design of the Monroe Avenue bridge and the widening of intersections along Washington Street, have been sensitive to the residential nature of the Northeast Area's streets. The City should continue to discourage through traffic on the residential streets and should ensure that new development within the Northeast Area does not generate high volumes of traffic which will spill onto the residential streets.

The Northeast Area is bounded by heavily trafficked streets. Another issue is improving pedestrian access, particularly across Route 1 to the Monroe Avenue bridge and the Braddock Road metro station, and across Washington Street to the Giant grocery store and downtown.

Finally, there is the issue of the non-conforming uses within the Northeast Area. Two commercial uses: the Dixie Pig Restaurant and Lee's Market, are non-conforming uses and will have to cease operation in 1991. The community has expressed support for the Market, asserting that it provides a needed service. A policy must be formulated by the City for dealing with these non-conforming uses in the Northeast area, as well as the other non-conforming uses in other parts of the City.

GOALS AND OBJECTIVES FOR THE AREA

The goal of this plan is to preserve the primarily residential Northeast area, including ensuring protection of the residential neighborhoods from incompatible redevelopment of the adjacent commercial and industrial parcels and protection from non-local traffic. More specifically, this plan pursues the objectives listed below.

- o Preserve and protect existing neighborhoods.
- o Ensure that commercial development and redevelopment is compatible with the residential areas in both use and scale.
- o Encourage commercial development that is at a scale compatible with the adjacent residential uses.
- o Buffer residential development from commercial areas and major arterials.
- o Discourage non-local traffic through the area, making the local street system more residential in nature.
- o Improve the quality of residential life by providing adequate parking, improving pedestrian circulation, providing adequate open space and improving the visual appearance of the area.
- o Encourage quality of design befitting the strategic, historic and gateway role of the area, including trees.

LAND USE RECOMMENDATIONS

The exiting land use plan for the Northeast area is shown on Map 7. Map 8 shows proposed changes to the land use plan and Map 9 shows the proposed land use.

The 1974 Master Plan designated most of the Northeast area as residential, with industrial uses designated along the northern edge and commercial uses designated at the southeast corner along Washington Street. This plan provides for similar land use designations, while refining the definitions of the industrial and commercial land use designations. The major land use in the Northeast is clearly residential, and this plan retains the residential designation over most of the Northeast area. At the northern end of the study area toward the railroad yards, along Slaters Lane and the northern end of Powhatan Street, land use is designated for Commercial Service Low (CSL), which would maintain the existing uses at low scales and low densities compatible with the adjacent residential. The area along Washington Street is suitable for commercial development and is designated Office Commercial Medium, which provides for medium density and medium scale office and retail development. A residential transition area is designated on the Kass parcel south of Second Street west of Abingdon in order to complete Second Street as a residential street and buffer the existing residential on the northern side of Second Street.

Recommendations:

1. Change the parcels south of Slaters Lane and along Northern Powhatan Street from Industrial and Residential Medium to Commercial Service Low, with open space toward the south of the Powhatan Gateway parcel.

Existing use in this area, now designated as medium density residential and industrial, is predominately very light industrial along with wholesaling, distribution and limited commercial uses; and is not suited for either residential or heavier industrial uses. Many of the current uses are appropriate for a transitional area such as this one. The scale and density of development is low and the uses do not impact the residential area by creating excessive traffic, noise, light and fumes.

This area is recommended for Commercial Service Low (CSL), to provide a transition between residential areas to the south and east and the railroad and possible future intense development to the north. CSL allows low intensity service and commercial uses, including low-scale office and very light industrial activities compatible with medium density residential areas, at heights generally no greater than four stories. The CSL designation generally allows for the continuation of the current uses in the area.

It is recommended that part of the parcel at the foot of the Monroe Avenue Bridge be set aside for open space. The open space should be toward the southeast corner of the parcel, away from the major traffic flows and sheltered from the traffic by the development on the rest of the parcel. The exact layout can best be determined in the context of development on the rest of the parcel, which is currently unknown. The open space would also provide a buffer between future development on the Powhatan Gateway parcel and the residences to the south.

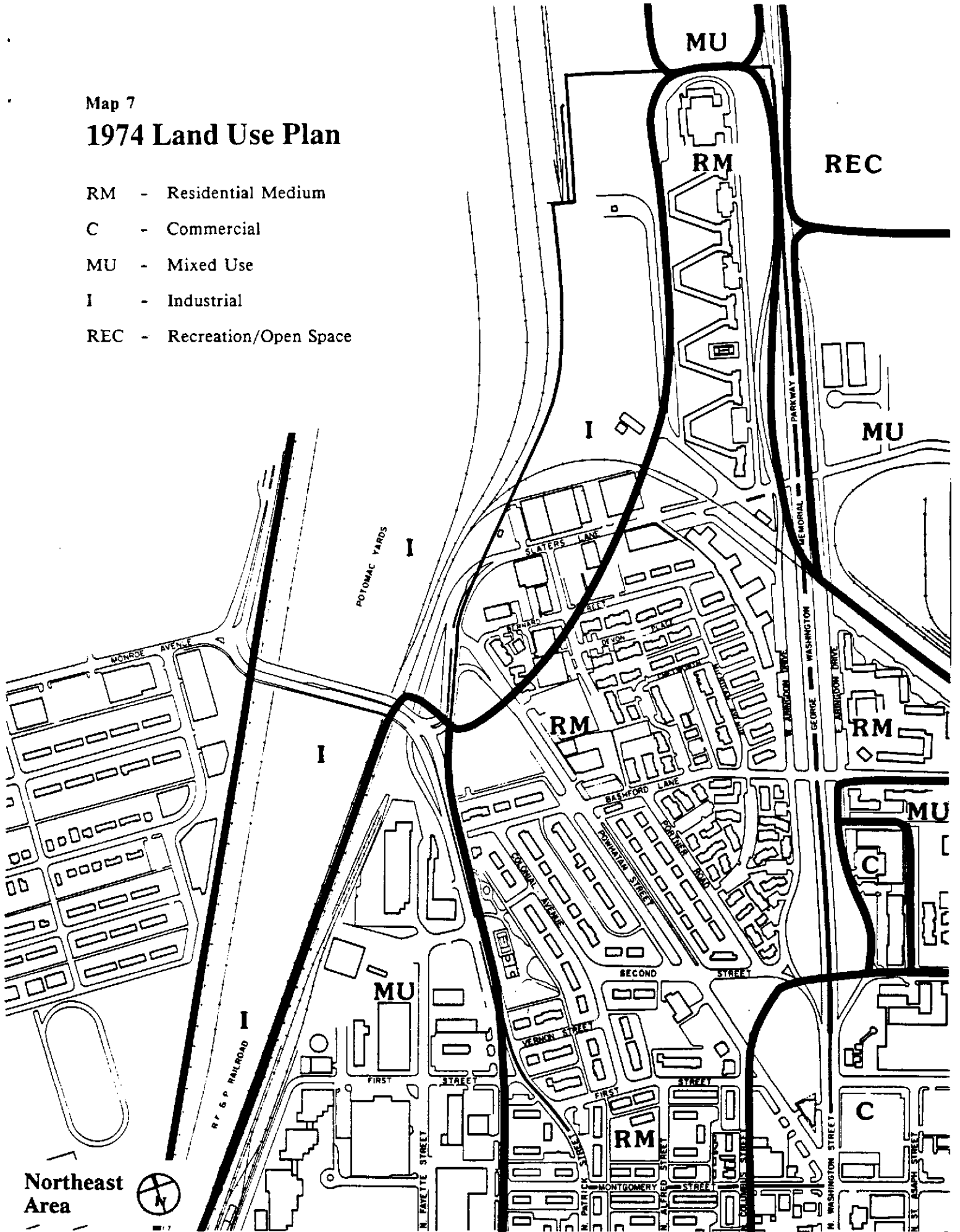
- 1a. Change the parcels at the southeast corner of Slater's Lane and Portner Road from Industrial and residential medium to Office Commercial Medium (OCM).

Council thought that this location was appropriate for this level of development.

Map 7

1974 Land Use Plan

- RM - Residential Medium
- C - Commercial
- MU - Mixed Use
- I - Industrial
- REC - Recreation/Open Space

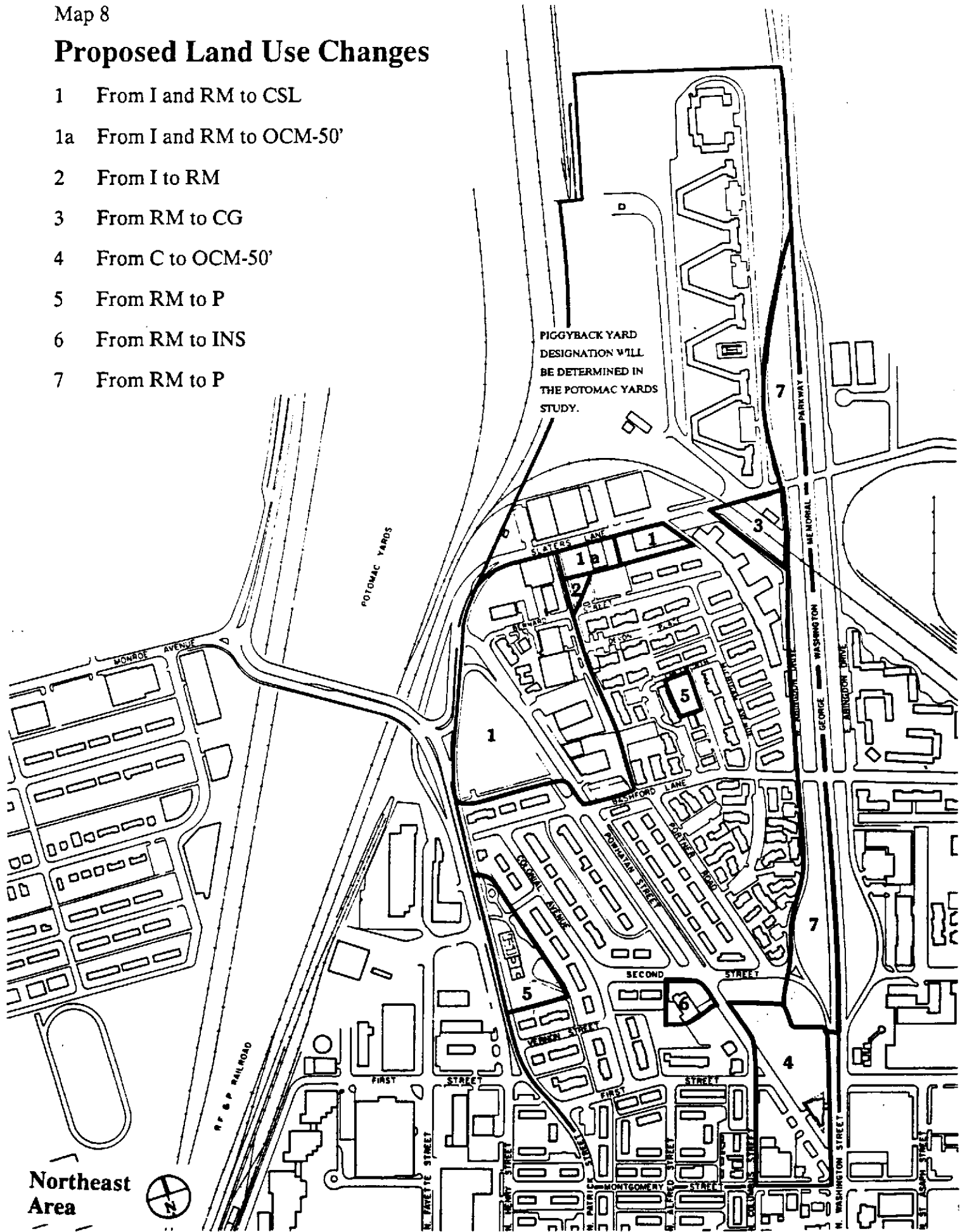


Northeast Area



Proposed Land Use Changes

- 1 From I and RM to CSL
- 1a From I and RM to OCM-50'
- 2 From I to RM
- 3 From RM to CG
- 4 From C to OCM-50'
- 5 From RM to P
- 6 From RM to INS
- 7 From RM to P

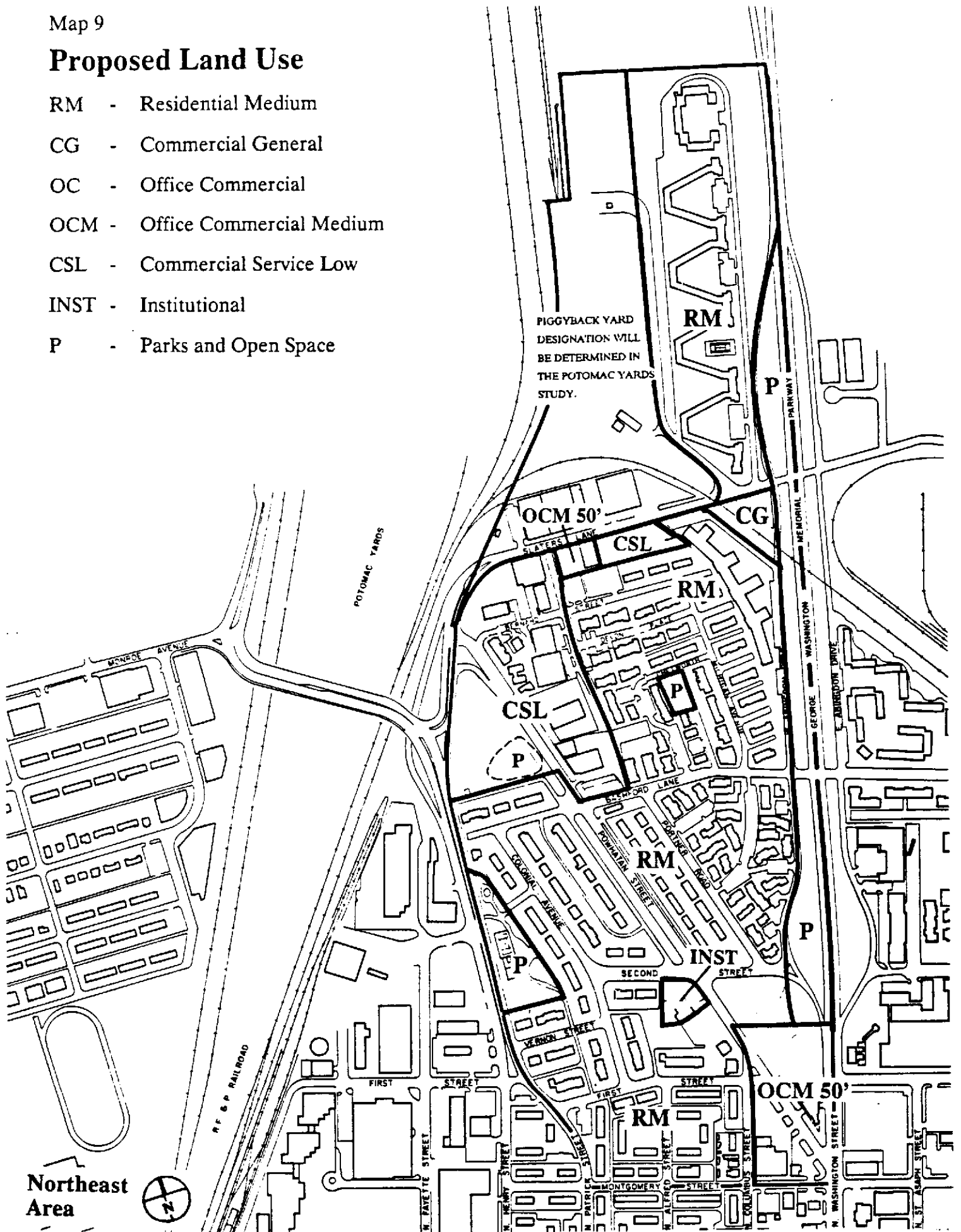


Northeast Area



Proposed Land Use

- RM - Residential Medium
- CG - Commercial General
- OC - Office Commercial
- OCM - Office Commercial Medium
- CSL - Commercial Service Low
- INST - Institutional
- P - Parks and Open Space



2. Change the Parking Lot on Portner Road and Bernard Street from Industrial to Residential Medium.

The rest of this block, fronting Bernard Street west of Portner, is already designated Residential Medium. Designation of this area from Industrial to Residential Medium makes the plan consistent with the existing residential zoning, which is desired. In 1987, the City rejected a proposal to rezone this parcel to commercial.

3. Change the parcel at the southwest corner of Slaters Lane and the George Washington Parkway from Residential Medium to General Commercial.

This parcel's small size and location along railroad tracks and a major arterial make it an undesirable site for residential development. The parcel is designated general commercial, which allows for use similar to its current use, a cleaners, or for some other auto-oriented use.

4. Change the Kass property and the Powhatan/Montgomery/ Columbus block from Commercial and Residential Medium to Office Commercial Medium and Residential Medium.

It is likely that these blocks will be used for retail and/or office uses, consistent with retail and office uses along the rest of Washington Street. These blocks are proposed for a land use designation of Office Commercial Medium (OCM), which provides for medium scale office, retail and service activity. This designation reduces the intensity of development from the very high levels allowed by the old commercial category. Scale of development is already limited to heights of 50 feet over most of the parcels because they are in the Old and Historic District.

The large vacant Kass parcel, zoned C-2, is one of the key development sites in the Northeast Area. In order to ensure maintenance of a transition zone between the residential development to the north and likely commercial development on the Kass block, this plan calls for retaining the residential land use designation on the northern edge of the block below Second Street; however, the area of the Kass parcel designated for residential is decreased slightly from the 1974 Master Plan.

5. Change Chetworth and Powhatan Parks from Residential Medium to Parks and Open Space.

These two sites are existing City parks.

6. Change the fire station from Residential Medium to Institutional.

The existing fire station is shown as institutional.

7. Change the Parkway and Park Service property along the Parkway from RM to Parks and Open Space.

This reflects the nature of the existing use.

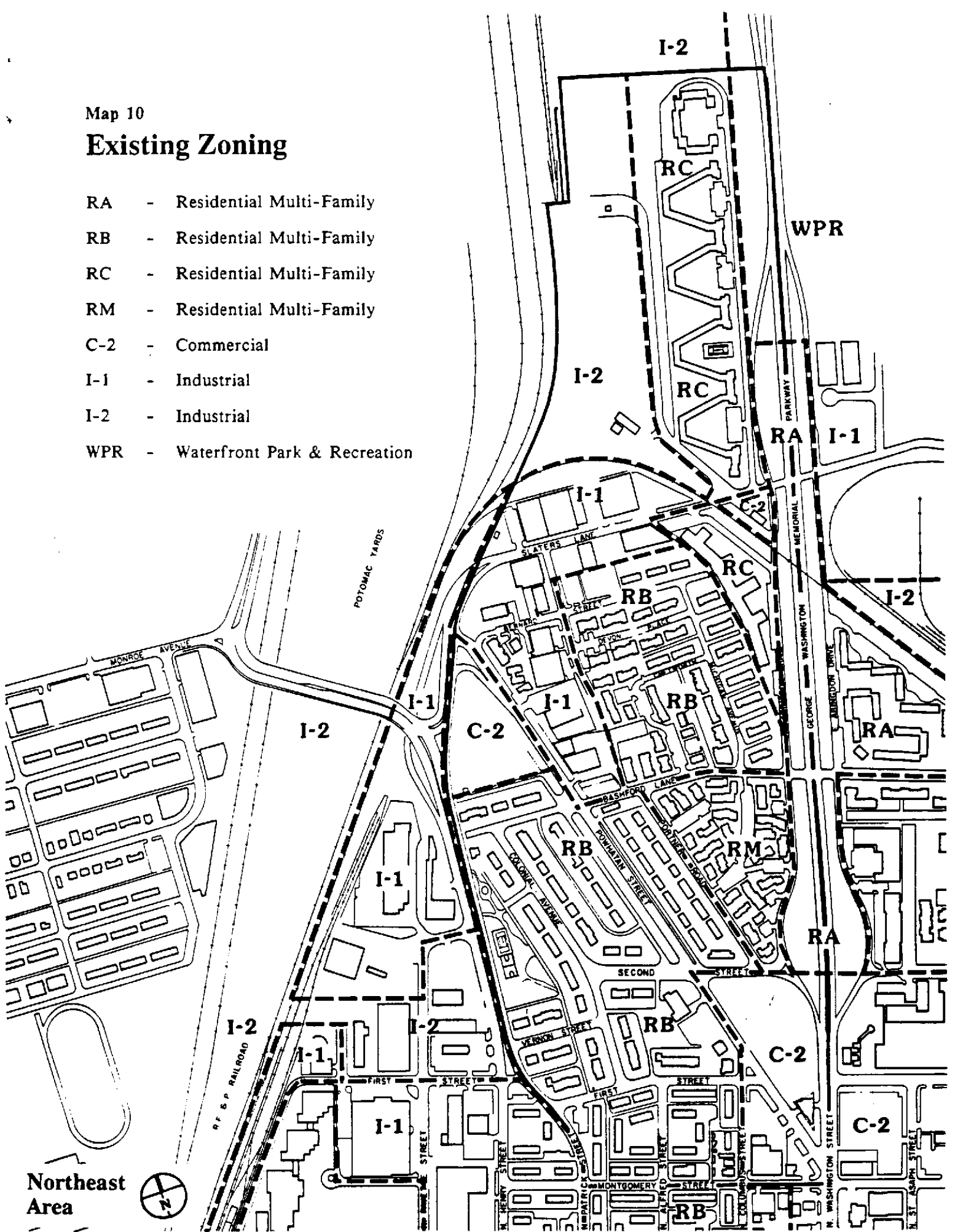
ZONING RECOMMENDATIONS

Map 10 shows existing zoning, Map 11 shows the proposed zoning changes and Map 12 shows the proposed Zoning. These zoning recommendations seek to preserve the residential character of the Northeast Area by rezoning C-2 and I-1 areas where intense commercial and industrial development is now allowed by right to zones permitting less intense, more appropriate development.

Map 10

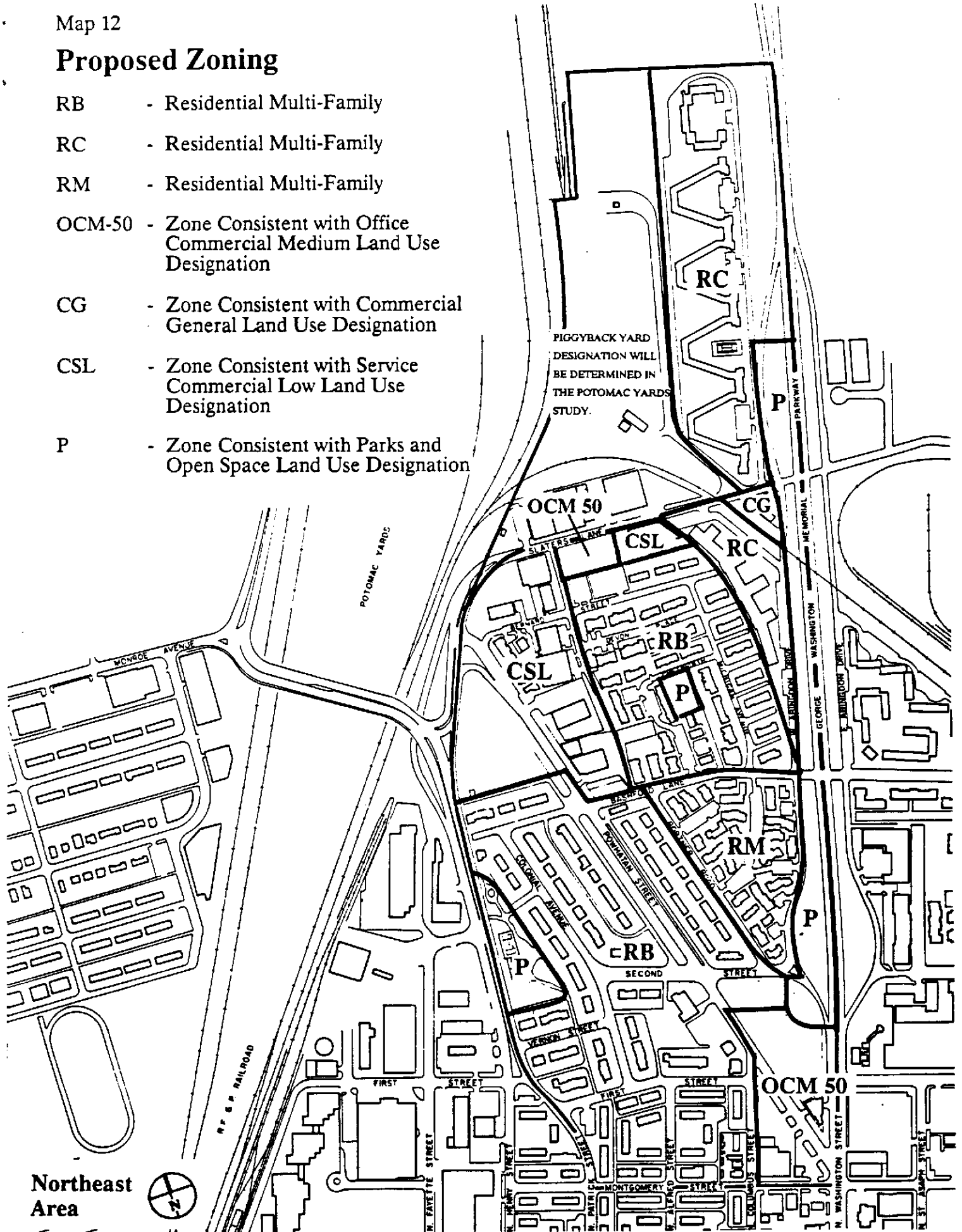
Existing Zoning

- RA - Residential Multi-Family
- RB - Residential Multi-Family
- RC - Residential Multi-Family
- RM - Residential Multi-Family
- C-2 - Commercial
- I-1 - Industrial
- I-2 - Industrial
- WPR - Waterfront Park & Recreation



Proposed Zoning

- RB - Residential Multi-Family
- RC - Residential Multi-Family
- RM - Residential Multi-Family
- OCM-50 - Zone Consistent with Office Commercial Medium Land Use Designation
- CG - Zone Consistent with Commercial General Land Use Designation
- CSL - Zone Consistent with Service Commercial Low Land Use Designation
- P - Zone Consistent with Parks and Open Space Land Use Designation



Northeast Area



Non-Conforming Uses

The non-conforming commercial use issue cannot be dealt with on a case-by-case basis; an overall policy decision regarding non-conforming uses must be made by City Council. City Council has already referred this matter for study to the Planning Commission on a city-wide basis. Therefore, no specific recommendation is made concerning the Northeast non-conforming uses in this plan.

The billboards on the Kass parcel are a non-conforming use in a commercial zone, which should have been removed by law in the 1950's and are inappropriate in this residential area. This plan recommends that the City pursue their removal.

Recommendations (See Map 6):

1. Rezone the northern 120 feet south of Second Street between Washington and Powhatan Street from C-2 to R-B.

This allows the development of townhouses to serve as a buffer between the residential area to the north and the commercial area to the south.

2. Rezone the commercial and industrial parcels along Powhatan, Bernard and Slaters Lane to a new zone compatible with the Commercial Service Low (CSL) land use designation.

The CSL land use category is designed for non-growth areas near medium density residential and calls for a low scale of development, low heights (probably not more than four stories) and low intensity service and commercial; low scale office and clean industrial uses. Zoning which provides for this type of development is needed on these parcels.

- 2a. Rezone the parcels at the southeast corner of Slater's Lane and Portner Road from I-1 to a zone consistent with the Office Commercial Medium-50 (OCM) land use designation.

Council designated this parcel for OCM land use and zoning which allows up to a 1.5 F.A.R.

3. Rezone the parcel on the southwest corner of Slaters Lane at the George Washington Parkway from C-2 to a new zone compatible with the Commercial General land use designation.

This will allow for the existing use, a cleaners, or some other small scale auto-oriented use.

4. Rezone the parcels at the Southern end of Powhatan Street along Washington Street from C-2 to a zone consistent with the Office Commercial Medium-50 (OCM) land use designation.

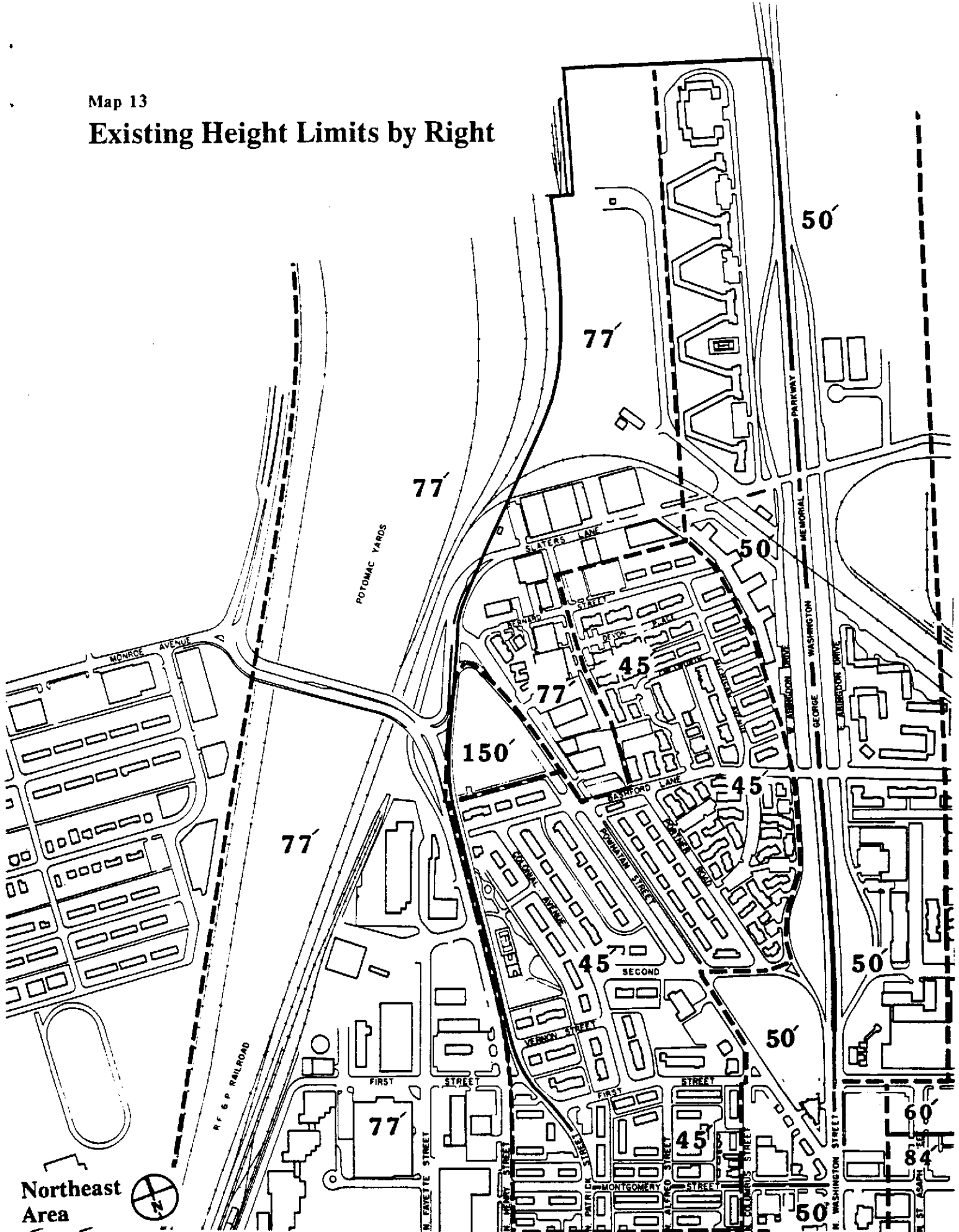
The existing C-2 zone allows development at a very high density. A moderate density zone, consistent with OCM is more appropriate in this primarily residential area, and would allow for office and/or retail uses similar to those currently existing along Washington Street.

5. Rezone Chetworth and Powhatan Parks from RB to a zone consistent with the Park and Open Space land use designation.

This rezoning is consistent with the existing park use.

6. Direct the City Attorney to pursue removal of the billboards on Powhatan St.

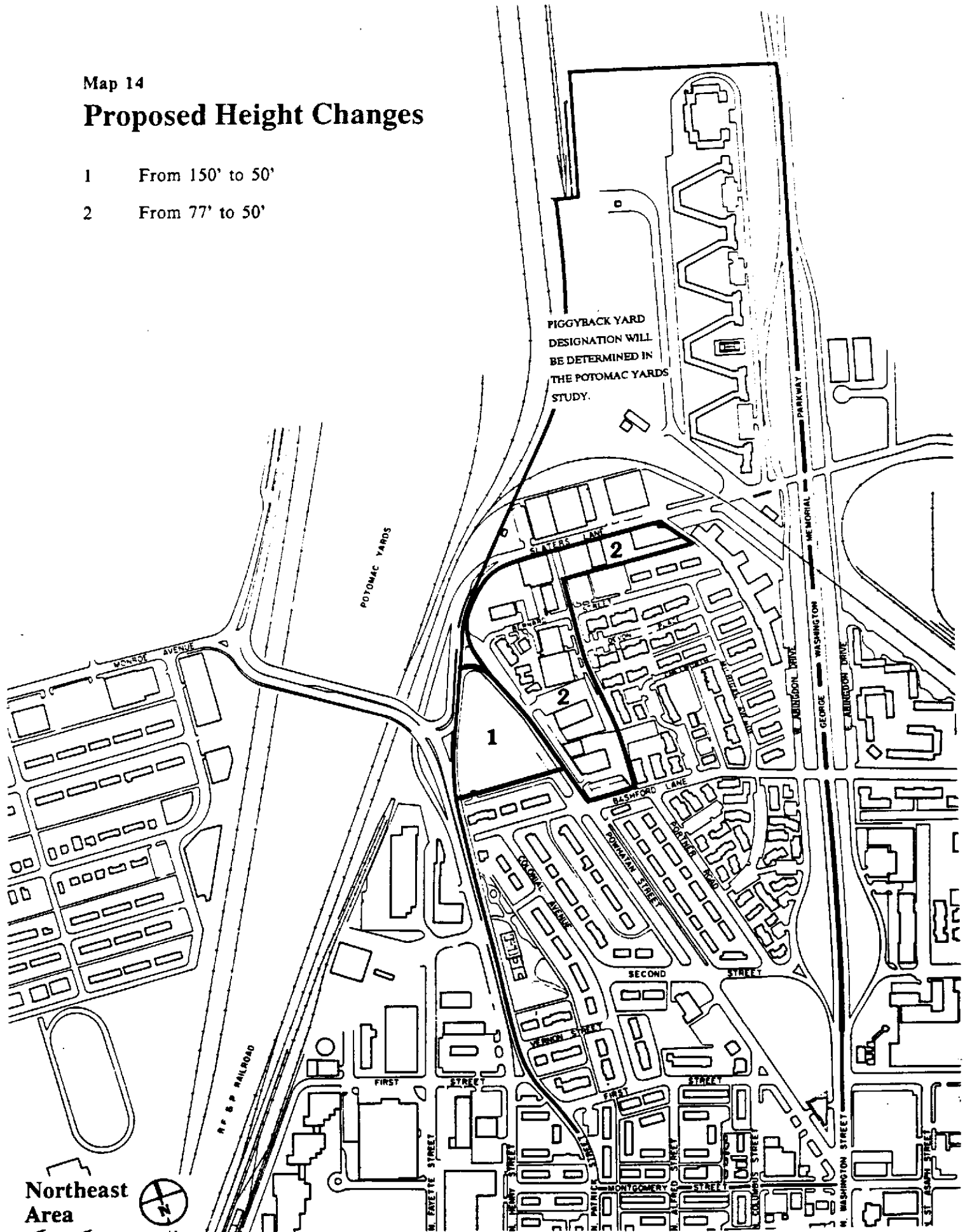
Existing Height Limits by Right



Map 14

Proposed Height Changes

- 1 From 150' to 50'
- 2 From 77' to 50'



7. Rezone the Parkway and Park Service property along the Parkway from RA and C-2 to a zone consistent with the Park and Open Space land use designation.

This rezoning is consistent with the nature of the existing use.

HEIGHTS

Map 13 shows existing height limits in the Northeast Area. Map 14 shows proposed height changes, and Map 15 shows proposed heights.

Most of the heights in the Northeast Area are limited by right to 45-50 feet. Greater heights are currently allowed in the non-residential areas at the northwest corner of the study area. I-1 and I-2 zoning limit heights to 77 feet; the parcel at the foot of the Monroe Avenue bridge allows heights of 150 feet because of its C-2 zoning.

Development to heights of 150 feet is not appropriate in this neighborhood, where townhouse residences are the primary structures. Even 77 feet is slightly out of scale for much of the area. Restricting development to heights of about 50 feet (or four stories) will ensure appropriate scales of development. This limit can be accomplished by height restrictions in the new zoning category, in which case a new height district will not be necessary.

Recommendation:

1. Change the height limits as shown on Map 14 through zoning.

TRANSPORTATION RECOMMENDATIONS

The transportation recommendations for the Northeast Area are summarized on Map 16.


It is recommended that Powhatan Street be redesignated from a primary collector to a residential collector on the Major Thoroughfare Plan and that parking be allowed between Bashford Lane and Second Street, on one side of the street. Now that the Monroe Avenue bridge is completed, allowing parking along Powhatan will alleviate the residential parking problem and help discourage Powhatan's use by non-neighborhood traffic. Parking should only be allowed during non-rush hours so that the number of traffic lanes is not technically reduced for the purpose of allocating state funds for roads to the City. Powhatan's identity as a residential street should be strengthened by its redesignation as a residential collector on the Major Thoroughfare Plan.


Residents have expressed concern over the safety of the intersection at Powhatan and Columbus Streets. A request by residents to make N. Columbus Street one-way south from Powhatan Street to First Street was deferred by the Traffic and Parking Board in December 1980 pending a plan for the Northeast Area. This proposal would eliminate the northbound movement from Columbus Street to Powhatan Street, detouring northbound traffic to a right turn at First Street and then to Powhatan Street at a safer angle. (See Map 17.)


Finally, it is recommended that the traffic island at the northwest corner of Powhatan Street and Bashford Lane be extended south to the point where it is even with Bashford Lane, if Transportation and Environmental Services determines the island's extension will not impede the access of City garbage trucks into the alley. (See Map 18.) The excessive amount of asphalt at this intersection makes crossing the street more hazardous than necessary and also detracts from the visual appearance of the area.


Map 16

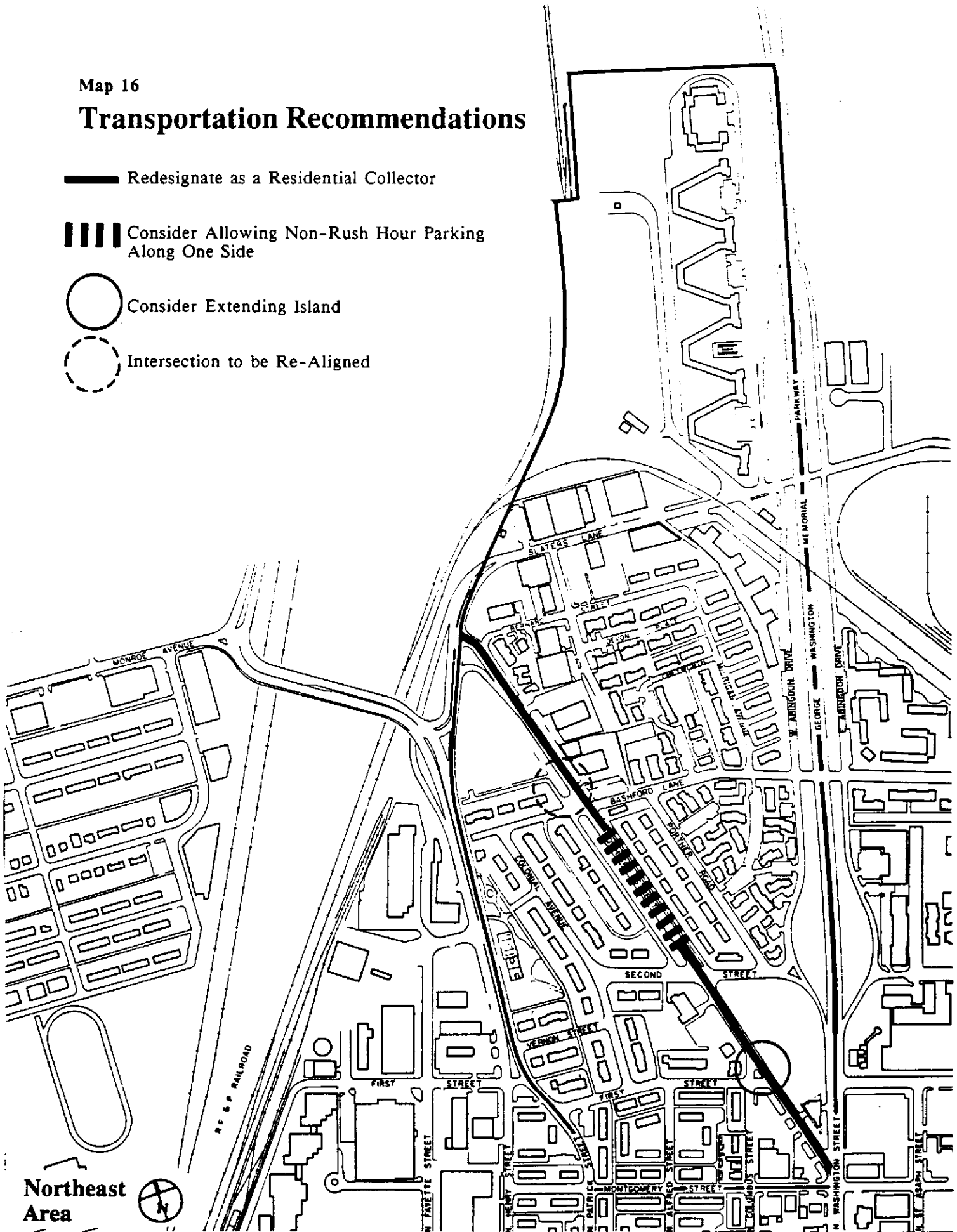
Transportation Recommendations

 Redesignate as a Residential Collector

 Consider Allowing Non-Rush Hour Parking Along One Side

 Consider Extending Island

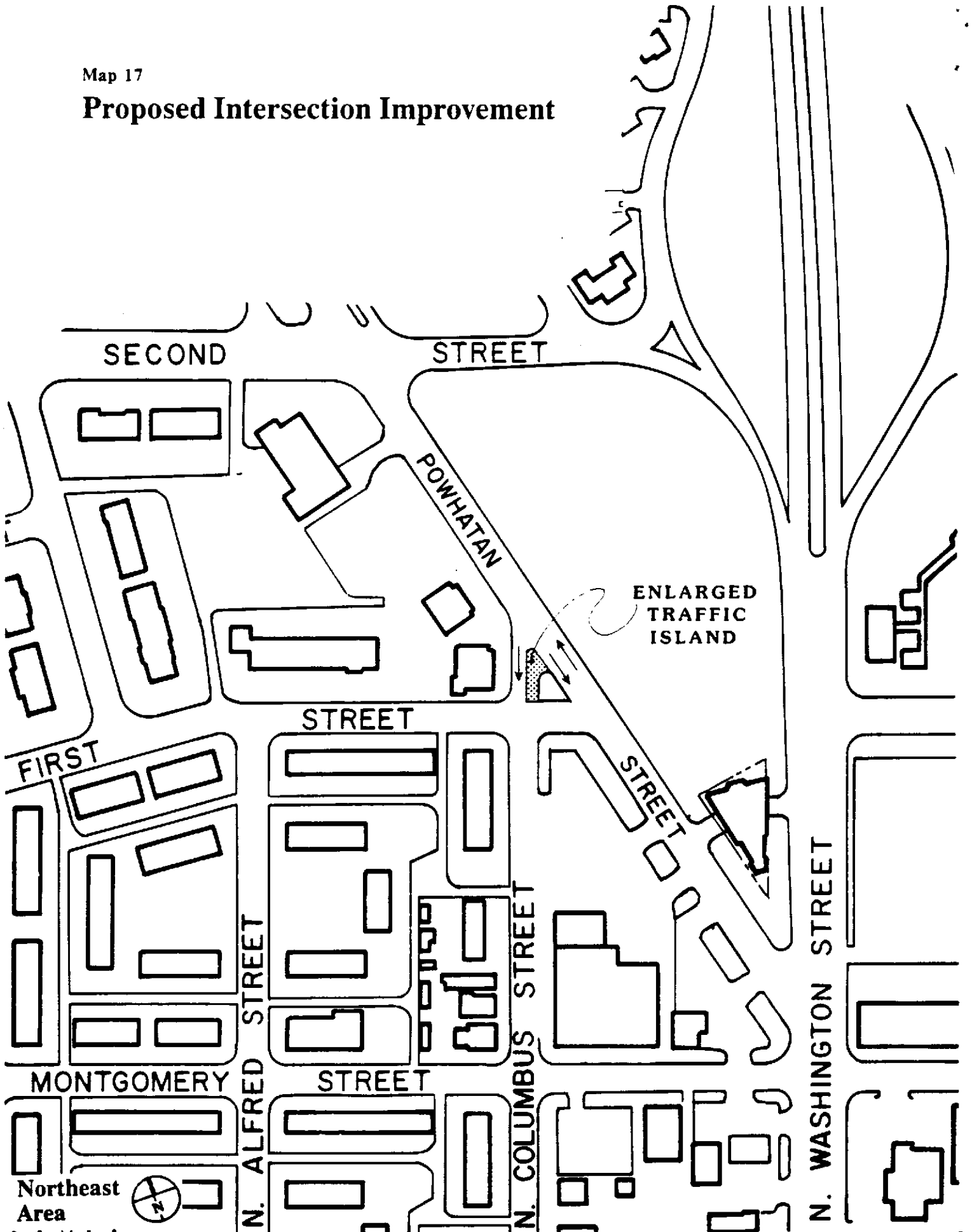
 Intersection to be Re-Aligned



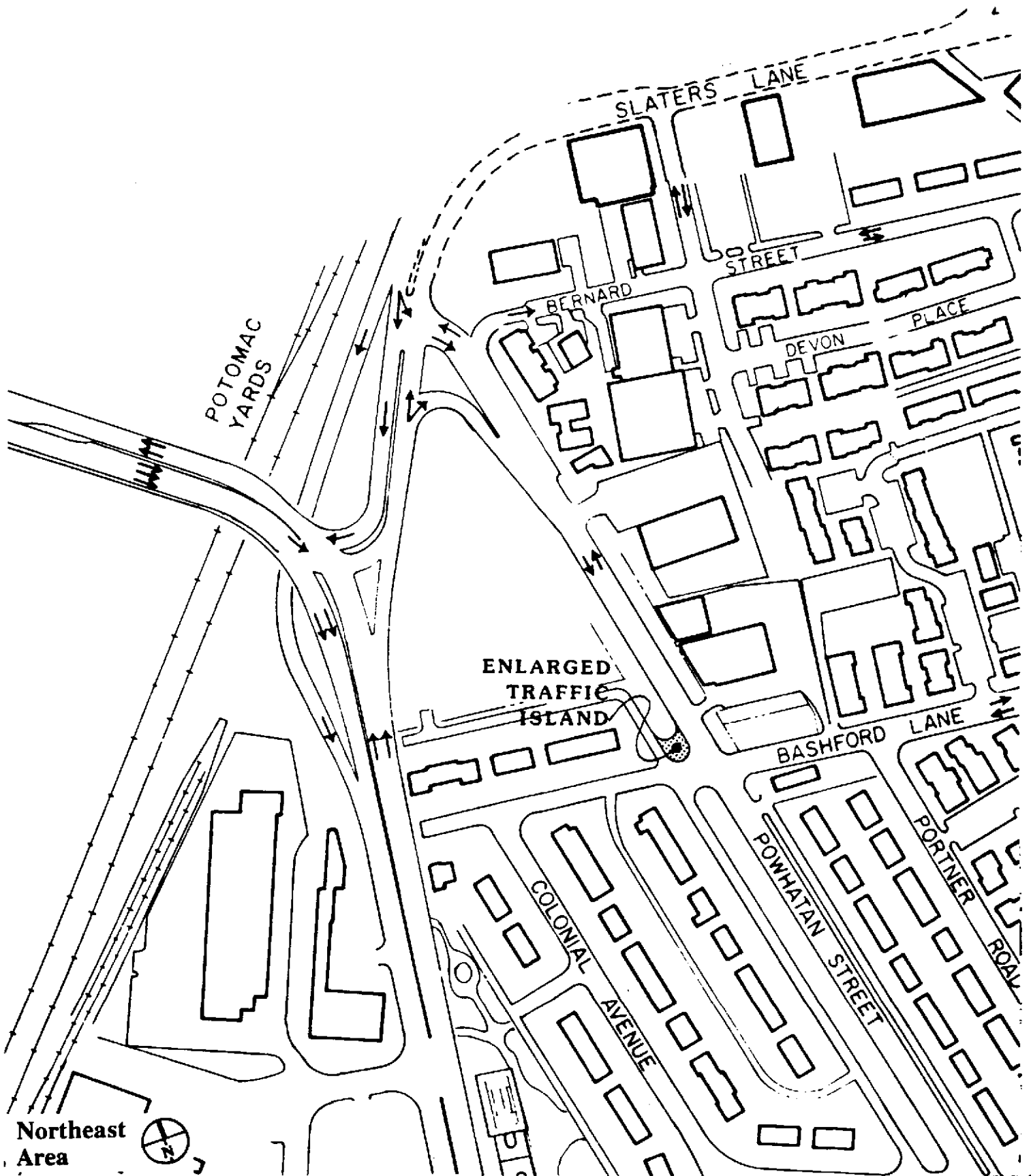
Northeast Area



Proposed Intersection Improvement



Proposed Traffic Island Extension



Recommendations:

1. Refer to the Traffic and Parking Board consideration of parking along one side of Powhatan between Bashford and Second Streets during non-rush hours.
2. Redesignate Powhatan Street from a primary collector to a residential collector on the Major Thoroughfare Plan.
3. Refer to the Traffic and Parking Board the proposal to make N. Columbus Street one-way south-bound from Powhatan Street to First Street.
4. Refer to Transportation and Environmental Services the proposal to extend the island at the northwest corner of Powhatan Street and Bashford Lane.

URBAN DESIGN/PUBLIC IMPROVEMENTS RECOMMENDATIONS

The urban design recommendations in this section address the need for improving pedestrian circulation, visual appearance and quality of life in the Northeast Area. The issues and concerns raised by the neighborhood, as well as staff observation, suggest several improvements to enhance and protect the character of the Northeast Area community.

The neighborhood identified the lack of sidewalks on the predominately vacant parcel bounded by Powhatan, Second and Washington Streets as a major problem for pedestrians using the crosswalk at First Street on Washington Street. Many of these pedestrians are neighborhood residents walking to the Giant Food Store across Washington Street or to the bus-stop on Powhatan Street.

There was also a consensus that the visual appearance of the 7-11 site at the southeast corner of Powhatan and Columbus could be improved. The residents requested staff to develop a sketch plan for the site (Map 19). The plan calls for the City to add sidewalk, curb and gutter with two curb cuts along North Columbus Street. On the property itself, staff has proposed that the amount of asphalt be reduced and that tree planters be added.

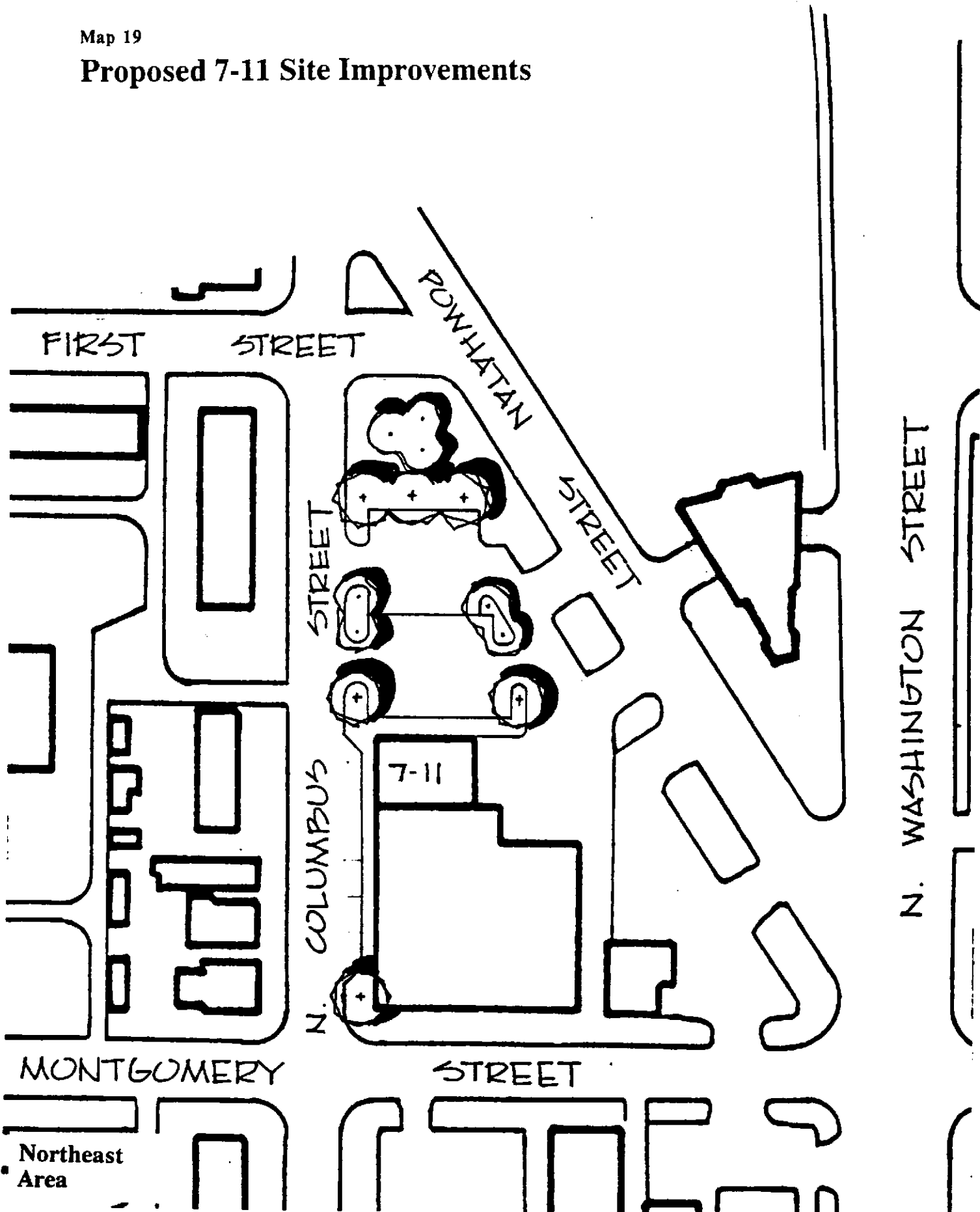
Recommendations:

1. Direct the City Manager to program funds for the construction of sidewalks from a point at the bus stop on Powhatan Street around to Second Street to proceed on National Park Service right-of-way around to North Washington Street and connect up to the sidewalk of the AAPA building at North Washington Street and Powhatan Street Map 20.
2. Direct the City Manager to program funds for sidewalk, curb and gutter on the 7-11 site at the corner of Powhatan and Columbus Streets, in conjunction with recommendation 3.
3. Direct the City Manager to negotiate with the property owner of the 7-11 site and the Southland Corporation for resident requested improvements that will enhance the visual appearance of the 7-Eleven grounds.

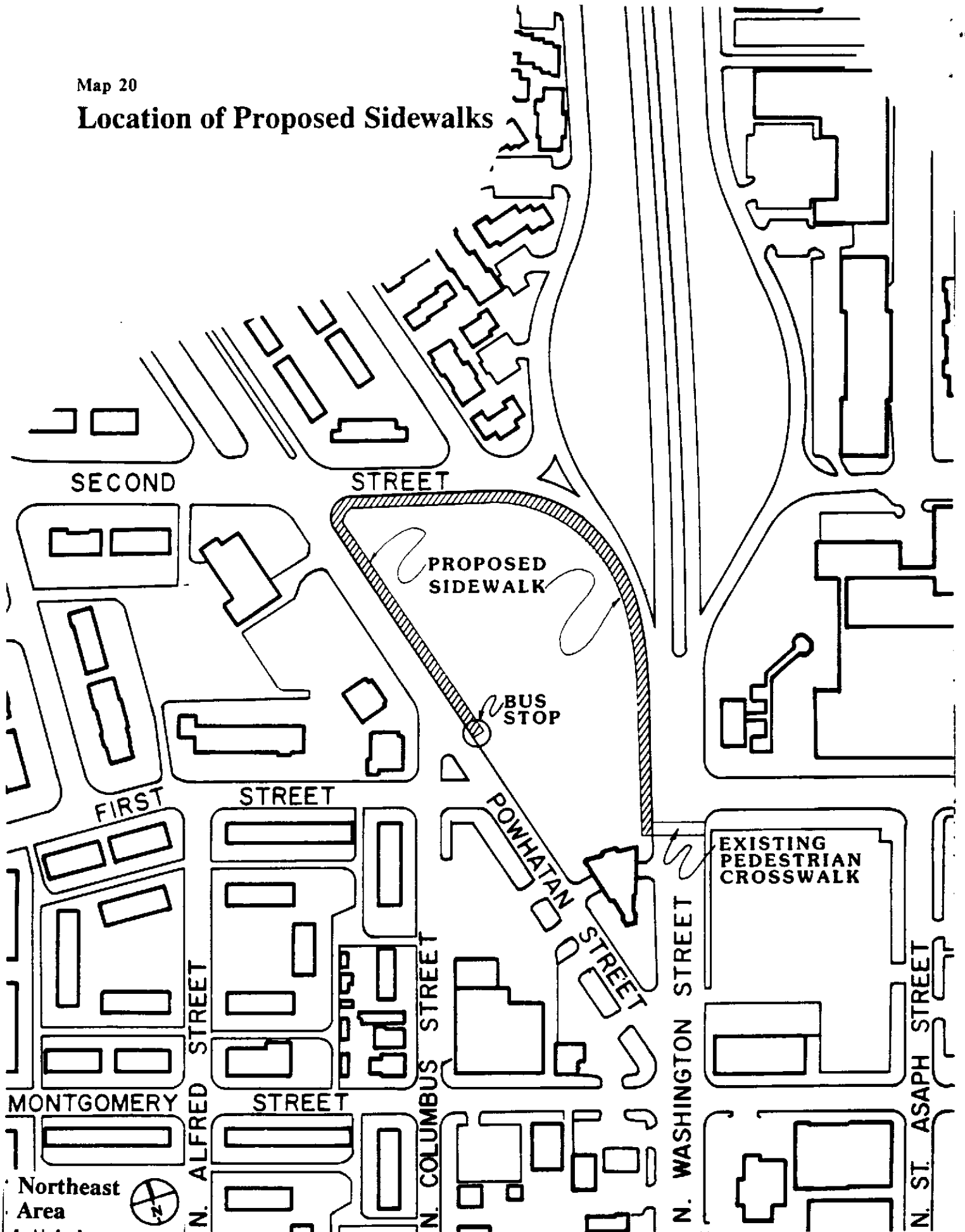
OTHER RECOMMENDATIONS

The State-owned Powhatan Gateway site, at the foot of the Monroe Street Bridge, should not be developed at the scale allowed under its current C-2 zoning (150 feet height limit and 3.0 F.A.R.). Also, staff has determined that this site was the most feasible one in the plan area for additional open space, a need stressed by residents. If the City acquires the parcel from the State it can set aside a portion for open

Proposed 7-11 Site Improvements



Location of Proposed Sidewalks



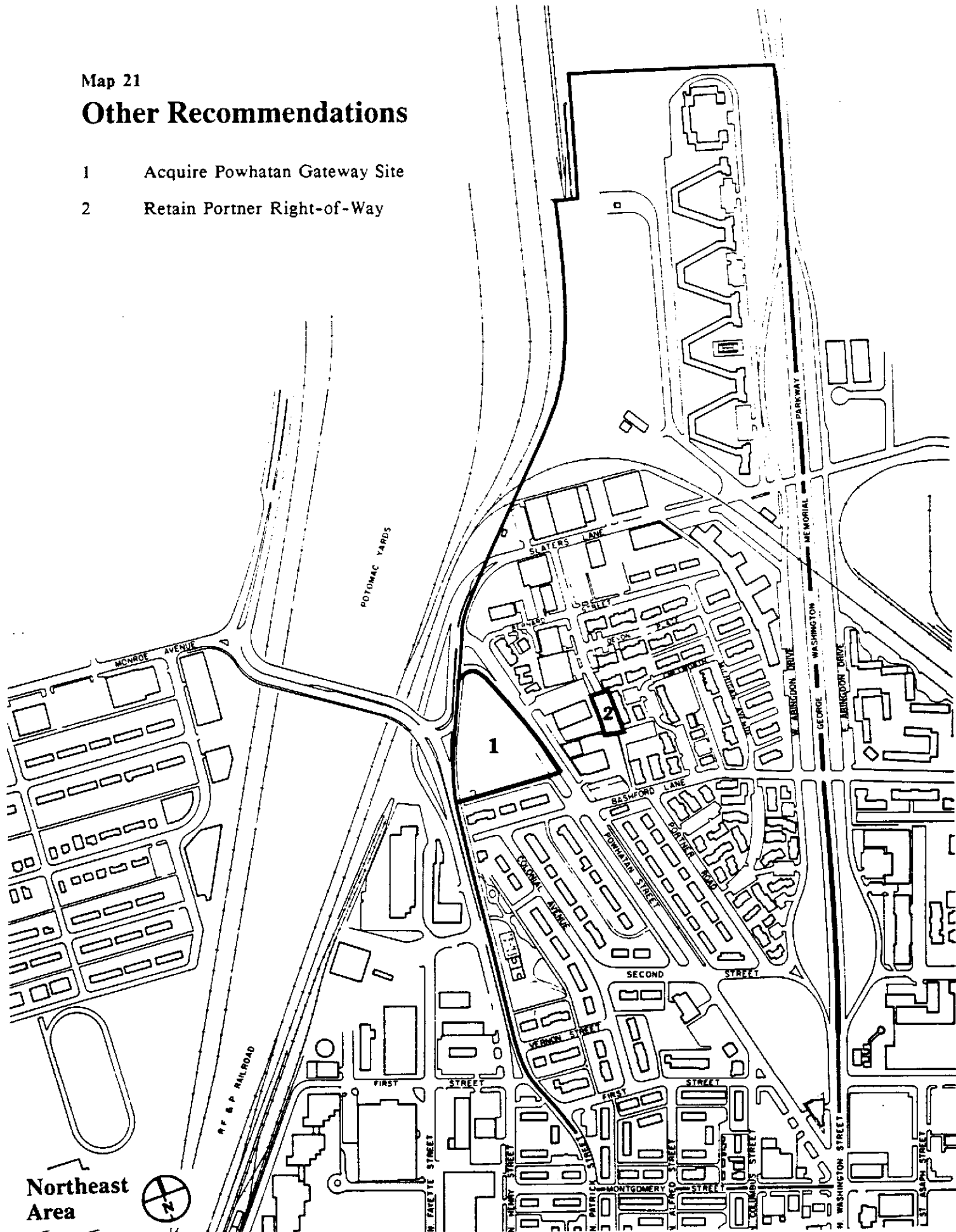
Northeast Area



Map 21

Other Recommendations

- 1 Acquire Powhatan Gateway Site
- 2 Retain Portner Right-of-Way



Northeast Area



space and can place conditions on the development of the rest of the parcel before selling it to a developer. These restrictions will ensure development at a scale and intensity that is compatible with the residential areas to the east (Map 21).

Staff cannot recommend that the entire parcel be maintained as open space. The parcel's location at the foot of the Monroe Avenue bridge and beside a major arterial make it an extremely poor location for a park. A building along the western edge of the parcel would shelter a small park to the east. Although the resulting open space would be somewhat smaller in size, it would also be much more usable by the community than would be the large space created by maintaining the entire parcel as open space.

Residents expressed concern over the future of the State- owned Portner right-of-way (Map 16). This right-of-way was acquired by the State as part of the plan to extend Portner road through to Bashford Lane. The R.O.W. is between townhouse backyards to the east and commercial buildings to the west. If the ROW was sold back to the original owners, commercial uses such as parking could conceivably move closer to the residences on the East. Maintenance of this R.O.W. as open space will ensure at least a small transition area.

The state owned parcel at the corner of Powhatan Street and Bashford lane is not recommended for acquisition. Staff recommends that this parcel be sold by the State.

The residents expressed the need for some type of community facility in the area for meeting use.

Recommendations:

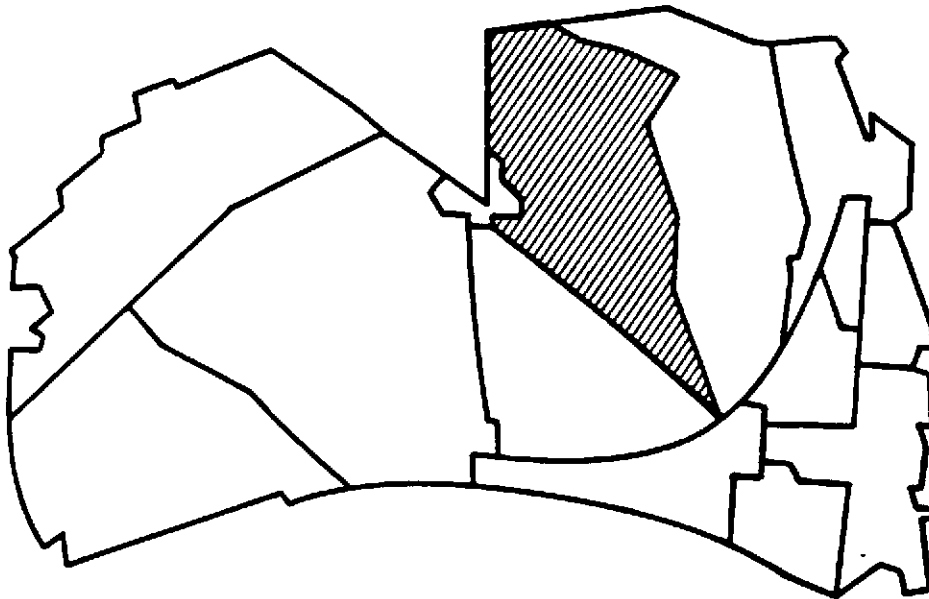
1. Direct staff to try to acquire the Powhatan Gateway site at the foot of the Monroe Avenue bridge from the State, maintain part of the parcel as open space, and sell the remainder for commercial development with height and F.A.R. restrictions attached.
2. Direct staff to try to acquire the State-owned Portner Road right-of-way to ensure it remains an open space buffer between the residences to the east and the commercial development to the west.
3. Study the need for a community facility or center in the Northeast Area.

PLEASE RETAIN

NORTHRIDGE/ROSEMONT

SMALL AREA PLAN

ADOPTED SEPTEMBER 26, 1989: ORDINANCE 3408



**MASTER PLAN
ALEXANDRIA, VIRGINIA**

NORTHRIDGE / ROSEMONT

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

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Vice Mayor Patricia S. Ticer

Kerry J. Donley

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T. Michael Jackson

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SEPTEMBER 1989

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PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1974 Consolidate Master Plan for the North Ridge/Rosemont area and to adopt a 1989 Plan as part of the City's new Master Plan. Once adopted, the Small Area Plan will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the North Ridge/Rosemont area.

ORGANIZATION AND CONTENTS

The Small Area Plan is organized into two sections: Background and Issues and Plan Recommendations. The first section reviews and analyzes existing conditions and trends in the study area including physical description, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies in the area, including the 1974 Master Plan, rezoning, 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

The final draft of this Plan will be sent to the Master Plan Task Force for review and to the Planning Commission and to 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.

DESCRIPTION OF THE AREA

The North Ridge/Rosemont study area occupies an 847.5 acre pentagon of land in the eastern half of Alexandria. The study area is delineated by Four Mile Run, Glebe Road, Russell Road, King Street and Quaker Lane. (See Map 1, Study Area.)

The Fairlington/Bradlee commercial area is not included in the study area. Instead, Fairlington/Bradlee is the subject of a separate study.

From the corner formed by the intersection of King Street and Russell Road the topography of the North Ridge/Rosemont area rises in a series of rolling hills. At 200 feet above sea level, Beverly Hills is the apogee of the rise and from there the topography falls away to Four Mile Run's flood plain.

The hilly topography lends itself well to the suburban detached housing that is now so characteristic of the North Ridge/Rosemont Area. Although streets of detached, single family houses surrounded by mature trees are typical of much of the area, the Northwest corner of North Ridge/Rosemont is the site of garden apartments and townhouses. These apartments and townhouses comprise the attractively landscaped Parkfairfax Condominium and Lloyd apartments.

HISTORY OF THE STUDY AREA

Indians lived in the North Ridge/Rosemont area as long as 12,000 years ago, but it was only in the early 19th century that many permanent homes, were built in the area. Until 1847 North Ridge/Rosemont was part of the District of Columbia; thereafter, the area was retroceded to Virginia.

During the nineteenth century North Ridge/Rosemont was the site of farms and some large houses such as Mount Ida, Lloyd House and Oaklands. As the nineteenth century waned the farms became summer residences. Later Mount Ida and the Lloyd House would become private girls schools. These houses are now part of the St. Mary's Academy and St. Agnes Episcopal School.

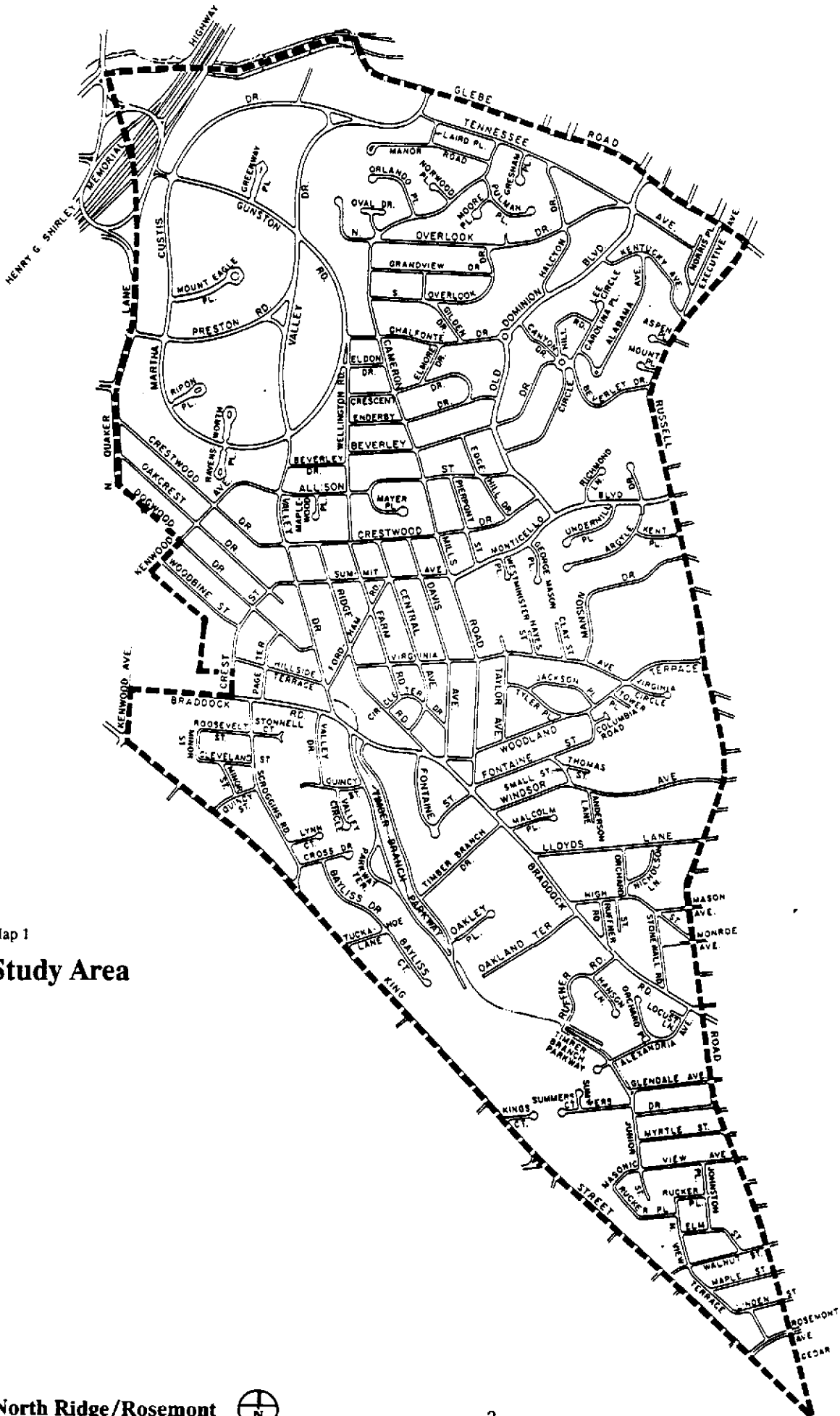
The North Ridge/ Rosemont neighborhoods were transformed into so called "street car suburbs" with the advent of an electric streetcar system along Commonwealth Avenue. Constructed at the turn of the century, the streetcar system linked North Ridge/ Rosemont with Old Town and with Washington D.C..

In 1905 the electric streetcar was joined by the railroad. The railroad moved its tracks to their present location and constructed Union Station at the intersection of King Street and Russell Road.

Rosemont has the distinctive plan of a streetcar suburb. City blocks have their short side facing the railway and their long face at right angles to the rails. This layout was meant to reduce the length of a commuters walk to the street car.

Houses began appearing in Rosemont after 1900 and in the early 1920's there was a second period of growth in Rosemont. Braddock Heights and Beverly Hills also began to be developed in the 1920's. It was also in this decade that bus service was introduced and the ownership of autos became common. Both of these innovations gave further impetus to suburban growth.

All of North Ridge/Rosemont was not incorporated into the City of Alexandria until 1930 and it was after the incorporation that the construction of housing in North Ridge began in earnest. The Permanesque Homes company offered all electric houses for \$5,850 in Beverly Hills during the latter half of the 1930's. This company was responsible for most of the development in Beverly Hills.



Map 1
Study Area



The last large development to occur in North Ridge/Rosemont was Parkfairfax. Parkfairfax's 1684 apartments and townhouses were built by the Metropolitan Life Insurance Company between 1940 and 1943. The housing here ceased to be rental in 1977 when Parkfairfax was converted to condominium ownership.

The history of North Ridge/Rosemont is that of twentieth century suburban growth. It is the intent of this plan to maintain the suburban and residential nature of the area into the twenty first century.

DEMOGRAPHICS

Population

Between 1970 and 1980 the population of North Ridge/Rosemont declined by 18%, falling from 13,320 to 10,933 people. The decline was due to a trend toward smaller average household sizes. This is a long term national trend that in North Ridge/Rosemont meant the average household size was half a person smaller in 1980 than 1970 (Table 1).

TABLE 1

**Population Characteristics
North Ridge/Rosemont Area**

	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Population	13,320	10,933	10,865	10,753	10,602
Housing Units	5,068	5,049	5,084	5,148	5,196
Households	4,819	4,896	4,939	5,002	5,048
Housing Vacancy Rate	4.9%	3.0%	2.8%	2.8%	2.8%
Average Household Size	2.74	2.23	2.20	2.15	2.10

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

A contributing cause of the decline in average household size was the aging of the area's population. The form this aging took was the loss of children. North Ridge/Rosemont had only half the number of children in 1980 as it had in 1970.

The trend towards smaller households is expected to continue but at a slower rate. By the year 2010 the average household size may fall to 2.05 people. The decline will slow because children are now a smaller portion of the population so there are fewer children to grow up and leave the area.

In other parts of Alexandria the loss of population will be offset in the future by new housing construction. This is not possible in North Ridge/Rosemont, where the opportunities for new housing are few. Most of the vacant land that is available for new housing is in lots of less than a half acre. These lots are not conducive to large new housing developments.

Housing

The potential for new housing is limited to infill projects. These projects will yield only a few hundred units during the next two decades or average of ten units a year.

Household ownership has increased since 1970. This increase is due to the conversion of Parkfairfax and Parc East to condominium ownership.

Even with the conversion to condominium ownership, Parkfairfax and Parc East are still major sources of rental housing in North Ridge/Rosemont. Approximately 43% of all of the rental housing in the area are in these condominiums.

Employment

North Ridge/Rosemont is primarily a residential area and not the site of commerce or industry. Taking this into consideration, the Metropolitan Washington Council of Governments' "Regional Employment Census was still able to locate 944 jobs in the area in 1985 (Table 2). This, however, was little more than 1 % of all employment in Alexandria.

TABLE 2

**Employment
North Ridge/Rosemont Area**

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>% Change</u>
Industrial	4	0	0	--
Wholesale/Retail	16	0	37	+131.3
F.I.R.E.	168	96	62	-63.1
Services	302	397	428	+41.7
Federal/State/Local	177	172	182	+2.8
Self Employed	<u>119</u>	<u>167</u>	<u>235</u>	<u>+97.5</u>
Total	786	832	944	+20.1

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

Half of the employment in the area are service jobs. These range from the professions such as doctors and lawyers to barbers and janitors.

Between 1976, the date of the first Regional Employment Census, and 1985 employment in the area rose by 20%. Three quarters of the 156 jobs created in North Ridge/Rosemont between the two employment censuses were the result of increased self employment.

By 1990 it is estimated that there will be 1658 employees in the study area. This 75% increase in employment will result from businesses moving into Shirlington Gateway, an office building constructed in 1986. This building has 198,280 gross square feet of space.

Employment in the area is not likely to change significantly after 1990. There are no new office buildings under construction or proposed for North Ridge/Rosemont nor are there any sites for the development of large commercial buildings.

Summary - Demographics

- o Over the last fifteen years the population of North Ridge/Rosemont has declined because of a national trend towards smaller average households.
- o Over the last fifteen years the number of people employed in North Ridge/Rosemont grew because of the increase in self employment and the construction of a large office building.

EXISTING LAND USE

The North Ridge/Rosemont study area encompasses 847.5 acres of land. This land is used for residential, commercial, industrial, institutional and recreational purposes. By far, the major use of land is for residential purposes (Table 3 and Map 2) with the other uses scattered through the residential land.

TABLE 3

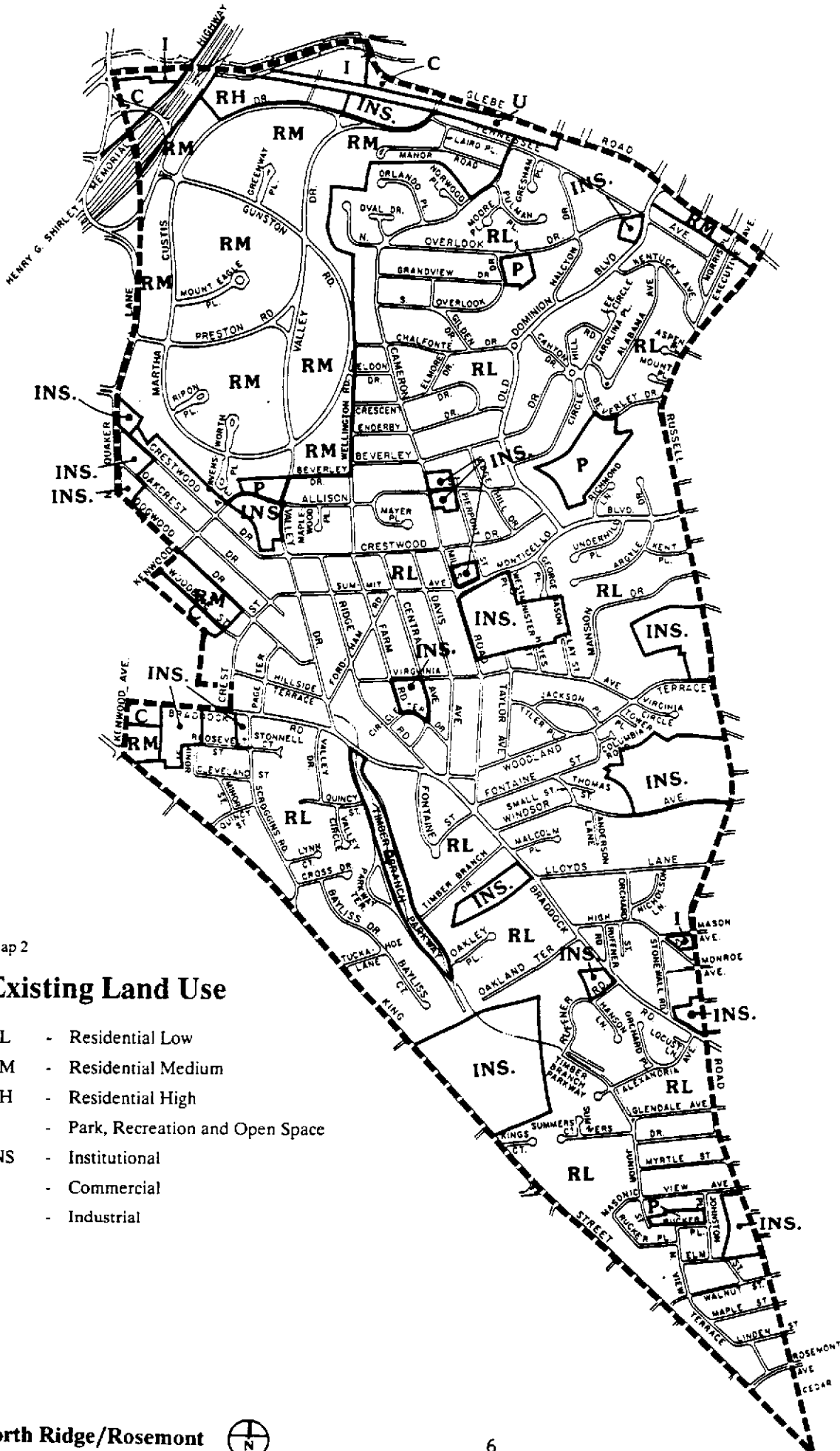
Existing Land Use North Ridge/Rosemont Area

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>
Residential	718.3	84.8
Commercial	6.1	0.7
Utility	2.6	0.3
Industrial	4.2	0.5
Institutional	83.4	9.8
Parks	16.8	2.0
Vacant-Residential	12.3	1.5
Vacant-Commercial	1.7	0.2
Common Areas	<u>2.1</u>	<u>0.2</u>
Total	847.5	100.0

Residential Land Use

Approximately 85% of the land (718 acres) is used for residential purposes. With the notable exceptions of Parkfairfax, Lloyd apartments, and Parc East almost all of the residential land is occupied by single family detached housing.

Parkfairfax and the Lloyd apartments which are in the north west of the study area are townhouses and garden apartments. The only high rise apartment building in the North Ridge/Rosemont area is the 283 unit Parc East. These apartments are located north of Parkfairfax between Martha Custis Drive and Four Mile Run.



Map 2

Existing Land Use

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



Inclusive of all types of housing in the study area there were an estimated 5,084 housing units in North Ridge/Rosemont. With only 12.3 acres of vacant residential land available, the number of housing units in the area is forecasted to rise by only 160 units in the next twenty years. A few acres of land now zoned for industrial use are recommended for rezoning to residential. If this land is redeveloped, the number of new houses in the study area would be slightly higher.

Commercial Land Use

Commercial land use is very limited in North Ridge/Rosemont. Only 6.1 acres are used for commercial purposes. The study area's commercial needs are served by the adjacent Fairlington/Bradlee area, an area of shops and offices.

Almost all of the land used for office uses is located in the triangle of land north of I-395. This is the location of Shirlington Gateway, a new high-rise office building.

There are few opportunities to expand commercial land use in the study area. There are only 1.7 acres of vacant commercial land in North Ridge/Rosemont area and it is unlikely that much more land will become available for commercial use.

Other Land Use

There are 4.2 acres of land used for industrial purposes in North Ridge/Rosemont. All of this acreage is adjacent to Parkfairfax and is used by this condominium for maintenance activities.

There is a small amount of land in the study area used by a utility. Virginia Power Company has a 2.6 acre parking lot on the south side of West Glebe Road which serves its office building on the north side of Glebe Road.

Institutional land use accounts for 10.3% of the land in North Ridge/Rosemont. These uses include schools, cemeteries, hospitals, churches and government uses. Much of the institutional land in the study area is occupied by schools, both public and private schools. The public schools include George Mason, Maury and Charles Barrett Schools. The private schools in the area are St. Marys Academy and St. Agnes Episcopal School. Together the schools account for over 42 acres of land in North Ridge/Rosemont.

Ivy Hill Cemetery on King Street also accounts for a large portion of the study area's institutional land. This cemetery covers 22.7 acres and is the largest single open space in the study area.

Circle Terrace hospital, the only hospital in the North Ridge/Rosemont, area has been closed. The 1.6 acres occupied by the hospital will remain in institutional use and may become a nursing home. There is an existing nursing home in the area, Woodbine, which occupies a four acre site on King Street.

Parks occupy 16.8 acres of North Ridge/Rosemont. The two largest parks are Timber Branch Parkway with 5.6 acres and Monticello Park with approximately 5 acres located on Beverly Drive.

Other parks in the study area include Beverly park on Overlook Drive - 1.9 acres, Leidner Park on Kenwood Avenue - 1.3 acres, and Beach Park on Junior Street - 1.3 acres. These parks are augmented by recreational facilities located on the area's three public school sites.

Summary - Land Use

- o Residential land accounts for 84.8% of all of the land in North Ridge/Rosemont.
- o There is little commercial land in the study area and most of that is confined to the area north of I-395.
- o There are few parks in the area accounting for 16.8 acres.
- o There is little vacant land whether for residential or commercial uses and most of the vacant land is in lots of less than a half acre.

ZONING

Almost all of the North Ridge/Rosemont area is zoned for residential development. Only 12.3 acres or less than 2% of the acreage in the study area is zoned for commercial or industrial purposes (Table 4). The non-residentially zoned land is located adjacent to I-395 and next to Fairlington/Bradlee.

TABLE 4

**Existing Zoning
North Ridge/Rosemont Area**

	<u>Acres</u>	<u>% of Total</u>
RA	2.1	0.2
RB	162.8	19.2
R-5	61.0	7.2
R-8	551.4	65.1
R-12	57.9	6.8
C-2	2.8	0.3
C-1	0.9	0.1
I-1	<u>8.6</u>	<u>1.1</u>
Total	847.5	100.0

Residential Zoning

R-8 is the most common residential zoning in the study area. Almost 65% of the land in North Ridge/Rosemont has this zoning. This zoning allows as many as five single family dwellings per acre, a density not uncommon in older suburbs.

One hundred and sixty-three acres in the northwest part of North Ridge/Rosemont are zoned R-B. R-B zoning allows multi-family dwellings and townhouses. It is used exclusively in the study area to zone Parkfairfax, Parc East, the Lloyd Apartments townhouses on West Glebe Road between Old Dominion Boulevard and Executive Avenue and townhouses near Fairlington/Bradlee.

The rest of the residential zoning in the study area is R5, R12 or RA. The first two zones are for areas of single family housing. R-12 zoning permits houses on lots 12,000 square feet or more while R-5 zoning is for more modest houses on lots as small as 5,000 square feet. Mansion Drive is an example of R-12 zoning while the higher density found in R-5 is characteristic of streetcar suburbs such as Rosemont.

A small area of North Ridge/Rosemont along Glebe Road is zoned RA. Although this zoning allows multi-family housing, the land in this case is used for townhouses, as well as small apartment buildings.

Non-Residential Zoning

There are small amounts of C-1, C-2 and I-1 zoning in North Ridge/Rosemont. Collectively these zones account for 12.3 acres much of which is near I-395.

In North Ridge/Rosemont, land used for commercial purposes is zoned either C-1 or C-2. Property zoned C-1 can be used for a wide variety of purposes including professional and business offices, banks, drug stores, laundries, child care homes and schools. C-2 zoning permits all of the uses allowed under C-1 zoning as well as a wider variety of retail uses, caterers, contractors, repair shops and radio and television stations. Both C-1 and C-2 allow residential uses. Uses not mentioned may be allowed in these commercial zones with a Special Use Permit.

C-2 zoning permits office buildings with up to a 3.0 Floor Area Ratio (FAR) and up to a 150 foot building height. The Shirlington Gateway building is an example of an office project developed under the C-2 zone. The FAR for this 13 story project is 1.74.

There are also over eight acres of industrially zoned property in the study area. I-1 zoning allows all of the commercial uses allowed under C-1 and C-2 and allows warehousing and manufacturing. Other uses are allowed with a Special Use Permit. Residential uses are not permitted by right. The I-I zone allows development of up to 2.5 FAR by right and buildings up to 77 feet by right.

Theoretical Development Envelope

Although there is a relatively small amount of commercial and industrial zoning in the North Ridge/Rosemont neighborhood, theoretically, under current zoning, there could be developed some 1.3 million square feet of office space in the area.

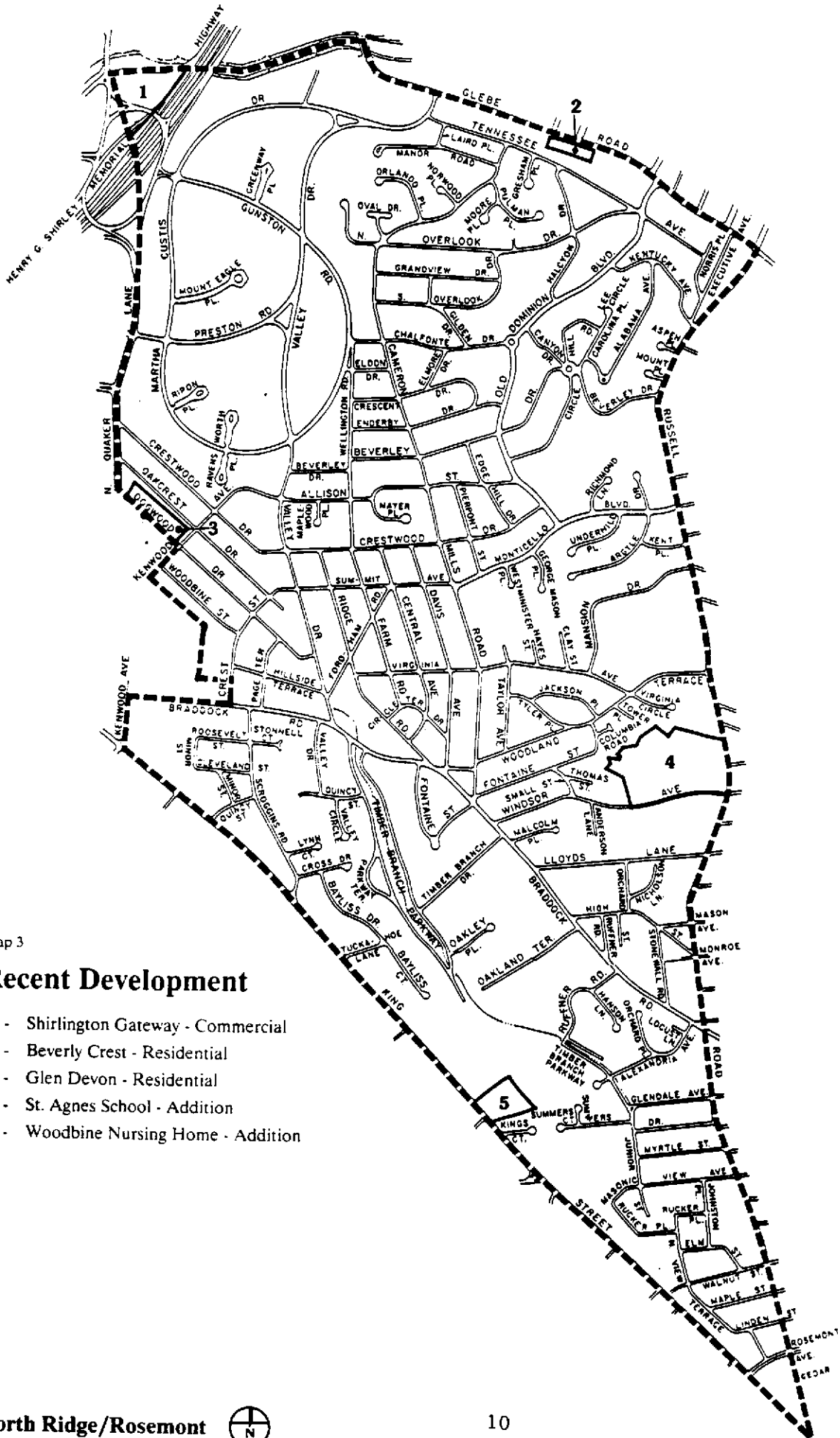
Summary - Zoning

- o Over 98% of the land in North Ridge/Rosemont is zoned residential.
- o Over 79% of the land in North Ridge/Rosemont is zoned for detached single family housing.
- o Although less than 2% of the land in North Ridge/Rosemont is zoned for commercial or industrial use, if this land was redeveloped to its maximum F.A.R, approximately 1.3 million square feet of commercial space could be built.

DEVELOPMENT ACTIVITY AND TRENDS

The study area has only one major commercial building, Shirlington Gateway, located north of I-395. There are no commercial buildings under construction or currently proposed for the North Ridge/Rosemont area. This situation is unlikely to change drastically in the future because the area only has 1.7 acres of land that are vacant and zoned for commercial purposes.

There are two new small town house developments in the study area. These are Beverly Crest on West Glebe Road and Glen Devon on the north side of Dogwood Drive (Map 3). These two developments add thirty townhouses to the approximately 5,000 dwellings already in North Ridge/Rosemont. Small increases in housing such as those created at Glen Devon and Beverly Crest are typical of possible housing development in the study area.



Map 3

Recent Development

- 1 - Shirlington Gateway - Commercial
- 2 - Beverly Crest - Residential
- 3 - Glen Devon - Residential
- 4 - St. Agnes School - Addition
- 5 - Woodbine Nursing Home - Addition



Large increases in the number of housing units in the area are unlikely because there are only 12.3 acres of vacant residential land in the study area. Not all of this limited amount of vacant residential land can be used because some of the land is divided into substandard lots. These lots are too small to be used for housing construction under the current zoning. A small amount of additional residential acreage could be added by rezoning industrially zoned land and this land could be redeveloped for housing in the future.

Summary - Development Activity

- o Shirlington Gateway, an office commercial building of 198,280 square feet, was constructed in 1986. This is the only commercial building erected in the study area in recent years.
- o Beverly Crest and Glen Devon are two small townhouse developments in North Ridge/Rosemont. These recent developments are typical of the kind of housing that might be built in the area in the future.

TRANSPORTATION

The street system in North Ridge/Rosemont is designed for local residential traffic and not through traffic. The arterial roads servicing the study area are Quaker Lane and King Street, both of which primarily run along the edge of the study area.

In Rosemont the streets form a grid pattern that is common to street car suburbs. The grid has the narrow face of the blocks facing the tram line to reduce the walk of a commuter.

In North Ridge the streets are not a strict grid but are modified to follow the area's topography. Later suburbs such as North Ridge also had curving streets because such streets had desired connotations of the countryside.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare classified streets throughout the City into five categories: expressway, arterials, primary collectors, residential collectors and local streets. (See Map 4)

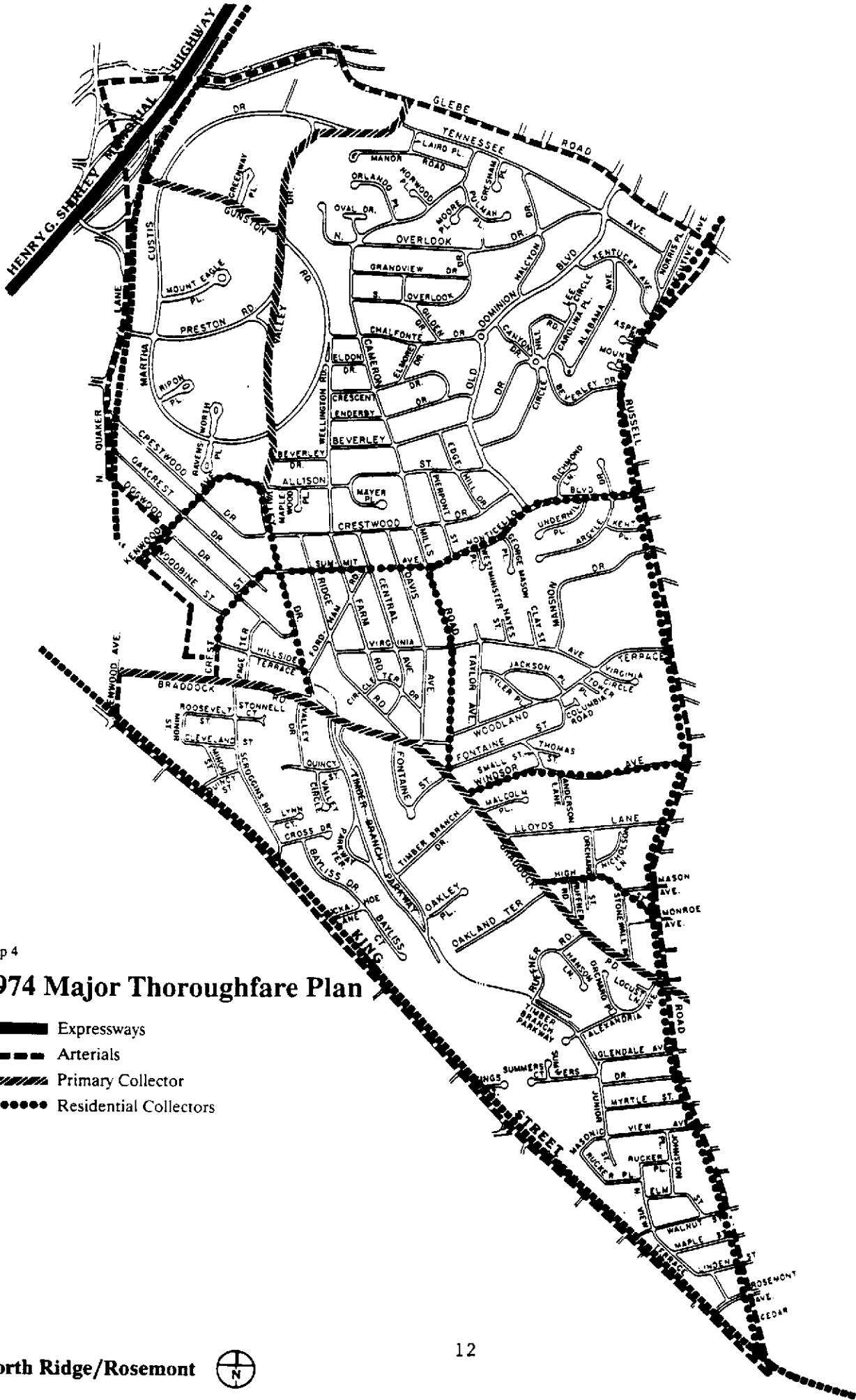
There is a small portion, less than 1,500 feet, of I-395 in the northwest corner of North Ridge/Rosemont. This is the only expressway or regional highway in the study area. I-395 does separate a small triangle of land used for commercial purposes from the rest of the study area.

Arterial streets connect the principal traffic generators within the City and handle large volumes of traffic. King Street and Quaker Lane are the only two arterial streets in the study area.

With the exception of a short length of Quaker Lane that parallels I-395, the arterials servicing North Ridge/Rosemont run along the southern and western edges of the study area. The traffic on King Street and Quaker Lane, therefore, has a limited impact on the area.

Collector streets are secondary streets that serve the City's internal traffic. Collectors move traffic between local roads and arterials or connect other collectors to arterials.

Primary collectors connect two arterials or other collectors to arterials. They serve traffic that usually is making a longer trip than the traffic on residential collectors. Primary collectors can also be alternatives to arterial roads and often provide direct links to shopping areas. In North Ridge/Rosemont, Braddock Road, Glebe Road, part of Valley Drive and a small portion of Gunston Road are primary collectors.



Map 4
1974 Major Thoroughfare Plan

- Expressways
- - - -** Arterials
- ////** Primary Collector
-** Residential Collectors

Residential collectors basically serve to connect residential areas with arterials or other collectors. Russell Road, part of Cameron Mills Road, part of Valley Drive, Kenwood Avenue, Crest Street, Summit Avenue, Monticello Boulevard, Old Dominion Boulevard, High Street and Windsor Avenue are the residential collectors in North Ridge/Rosemont.

Existing Traffic Flow

North Ridge/Rosemont's street system is adequate to serve its existing and future land uses. Traffic is mainly carried around the study area rather than through it.

Most of the roads within the study area that are not local streets function as primary and residential collectors. These streets are designed to link residential areas with other collectors or arterials. In North Ridge/Rosemont, Braddock Road and Glebe Road are primary collectors. Residential collectors are roads such as Crest Street, Valley Drive and Summit Avenue.

The majority of the streets in the study area are local streets. These streets are not continuous connecting streets like those in the Major Thoroughfare Plan System. Argyle Street, Enderby Drive, Sanford Street and Timber Branch Parkway are examples of local streets.

With the exception of I-395 none of the roads in the study area are near capacity. Even with the heavy traffic on I-395 there is rarely a backup on the Gunston Road ramps to this highway.

Traffic is increasing on King Street, but this is due to through traffic generated by development outside of North Ridge/Rosemont. Traffic on King Street is limited by two congested intersections, one at each end of the study area. There is the possibility of improving the flow at each of these intersections by altering turning movements or by changing traffic light cycles.

The traffic light cycle at King Street and Russell Road has been changed. The cycle facilitates King Street movement and provides less green time to Russell Road.

Planned Capital Improvements

There are no planned capital improvements in North Ridge/Rosemont. There are proposals for capital improvements in the areas adjacent to the study area and these improvements could smooth the flow of traffic on streets in the study area.

The Fairlington/Bradlee Plan recommends that the Quaker Lane, King Street and Braddock Road intersection be studied to determine possible improvements. Improvement to King Street near the railroad underpass will also be studied.

Bike and Pedestrian Paths

There are four designated bike trails in North Ridge/Rosemont. All of these are on street trails. One trail connects bike trails in Arlington by crossing over I-395 and running along Martha Custis Drive and Glebe Road. A second bike trail runs along Braddock Road. A third trail runs along Timberbranch Parkway and Masonic Avenue. A small part of a fourth trail runs south along Radford to King Street and from King to Chinquapin Park.

Public Transit Facilities

The North Ridge/Rosemont area is served by Metrobus and DASH. There are two DASH routes serving the study area. The A.T.4. route joins the Pentagon and Hunting Towers by running along Martha Custis Drive, Cameron Mills Road and Braddock Road. The A.T.3. route runs along Martha Custis Drive, Glebe Road, Russell Road and Braddock Road and joins the Pentagon with Old Town.

Metrobus runs a number of routes through North Ridge/Rosemont. Some of these routes originate in Fairfax County and terminate at the Pentagon. One route, the 28 AB, travels down King Street or Braddock Road and ultimately connects Tysons Corner with Old Town.

Future Traffic Flow

The opportunities for development in the North Ridge/Rosemont area are few, therefore little additional traffic will be generated internally. Future growth outside of the study area will increase the traffic on I-395 and the arterials on the periphery of the study area.

Summary - Transportation

- o The capacity of the area's streets is adequate for the traffic currently generated.
- o Delays along King Street could be alleviated by improvements at the King, Braddock, Quaker intersection and at the underpass east of the King and Russell intersection.

POLICY HISTORY

The adopted land use plan map for North Ridge/Rosemont is based on the 1974 Master Plan and is shown on Map 5. Most of the land in the study area is designated for residential uses with institutional uses the second most common category.

The 1974 Plan does not show any uses for the triangle north of I-395 although in 1974 the land in the triangle was used for industrial purposes.

The 1974 Master Plan expected that Planning District II, the district in which North Ridge/Rosemont is located, would remain residential with single-family homes predominating. The following recommendations are from the 1974 Master Plan:

1. Maintain the residential character of most of Planning District II.
2. Encourage the protection and upgrading of Parkfairfax as a residential community for middle income families.

Rezoning

Since 1974, rezonings have been rare in North Ridge/Rosemont. The major rezoning involved all of the W.O. & D. railway right of way which parallels West Glebe Road. The right of way was rezoned from R-8 to R-B. This rezoning allowed the construction to townhouses or multi-family housing in an area that had previously been zoned for single family housing.

The change from single family to townhouse and multi-family zoning is typical of the rezonings which have occurred in the study area. Rezonings were needed for the construction of Glen Devon and Beverly Crest. Both of these townhouse projects are located on the edge of North Ridge/Rosemont. Glen Devon is adjacent to the Parkfairfax Beverly Shopping area and Beverly Crest is on West Glebe Road opposite apartment building. These rezonings do not indicate a general policy towards higher density housing but were appropriate because of the density of development near the rezoned site.

Summary - Policy History

- o The 1974 Master Plan goals for North Ridge/Rosemont emphasized the protection of the residential character of the study area.
- o A limited number of rezonings that allowed townhouse development on land previously zoned for single family houses have occurred. These rezonings do not represent a general policy to introduce higher density development in the area.

ISSUES

The North Ridge/Rosemont area is almost completely developed. There has been very little additional development in the study area in recent years.

The major issues facing the North Ridge/Rosemont area are the following:

1. The need to preserve existing neighborhoods in the North Ridge/ Rosemont area.
2. The need to rezone property now zoned for high density commercial development to zones which are more compatible in uses and scale with adjacent residential areas.
3. The need to discourage through traffic in residential areas.
4. The need to deal with substandard lots.

Substandard Lots

The single family development located in the North Ridge area is part of the Jefferson Park, Braddock Heights and Beverly Hills subdivisions. The original plats for these developments were prepared between 1924, when the area was part of Arlington County, and the early 1940's, after annexation by the City of Alexandria. The lots range in area from 2300 square feet to 40,000 square feet and have lot frontages which start at as little as 50 feet. A large number of the lots in the subject area are in the 5,000, 6,000 and 7,000 square foot range.

When the current zoning code was adopted in 1951, the R-8 single family residential zone was applied to most of the single family land in the North Ridge area. This zone required a minimum lot area of 8,000 square feet of land, a minimum lot frontage of 65 feet and a minimum width of 65 feet at the front building line. Because many of the lots in North Ridge did not conform to these minimums, the lots became substandard.

The main consequence of substandard platted lots is that, by virtue of a later City Council action, a substandard lot which is in the same ownership as an adjacent lot cannot be developed. Recently, City Council voted to revise that provision to allow those substandard lots to be developed with a special use permit if they meet one of two tests which assures that the substandard lot is substantially the same size and width as most of the lots in the same block face.

A second consequence of substandard lots is that under the current zoning code, buildings located on these substandard lots may not conform to the yard restrictions of the zone in which they are located. Consequently, these homeowners have not been permitted to make improvements such as adding a porch, making an addition, or adding a patio or deck as a matter of right. Instead, they have been forced to apply to the Board of Zoning Appeals for a variance, and to make a case for hardship.

GOALS AND OBJECTIVES

The goals of this plan are to protect and preserve existing residential areas and to protect the residential neighborhoods from non-local traffic. These goals translate into the following objectives:

- o Protect the residential nature of the study area by changing commercial and industrially zoned sites to zones more appropriate adjacent to residential areas and by controlling professional home occupations in residential zones.
- o Protect the density and scale of existing residential areas by allowing the development of substandard vacant lots with a SUP only when the size and dimensions of the lots are essentially identical to existing developed lots.
- o Ensure preservation of existing open space and, if opportunities occur, expand the amount of recreational or open space in the area.
- o Discourage improvements to local streets when such improvements will bring through traffic into the study area.

LAND USE RECOMMENDATIONS

Map 5 shows the existing (1974) land use plan for the area. The proposed land use concept is shown on Map 6, and the specific proposed land use is shown on Map 7. The land use reflects the existing primarily residential character of the area. There are significant institutional land uses throughout the study area and several parks.

There are four areas of commercial use in North Ridge/Rosemont. These include the triangle north of I-395, the west end of Dogwood Drive, a funeral home at Braddock and Kenwood Roads, and an auto repair shop at Four Mile Run and West Glebe Road.

The land north of Charles Barrett School and along the south side of West Glebe Road, previously designated for industrial use, has been proposed for redesignation to commercial, residential and park uses.

Each of the proposed changes to the land use plan is shown on Map 8 and described below.

Recommendations:

1. From Undesignated on the 1974 Land Use Plan to Office Commercial High

The existing use is primarily the Shirlington Gateway office building. The change reflects this use.

2. From Commercial to Residential Medium

The existing use is the Parkfairfax maintenance yard and buildings, an accessory use to the Parkfairfax residential condominium.

3. From Commercial to Commercial General

The existing use of this site is an auto repair garage. Commercial General is appropriate for auto-related commercial uses.

4. From Commercial to Utility/Transportation

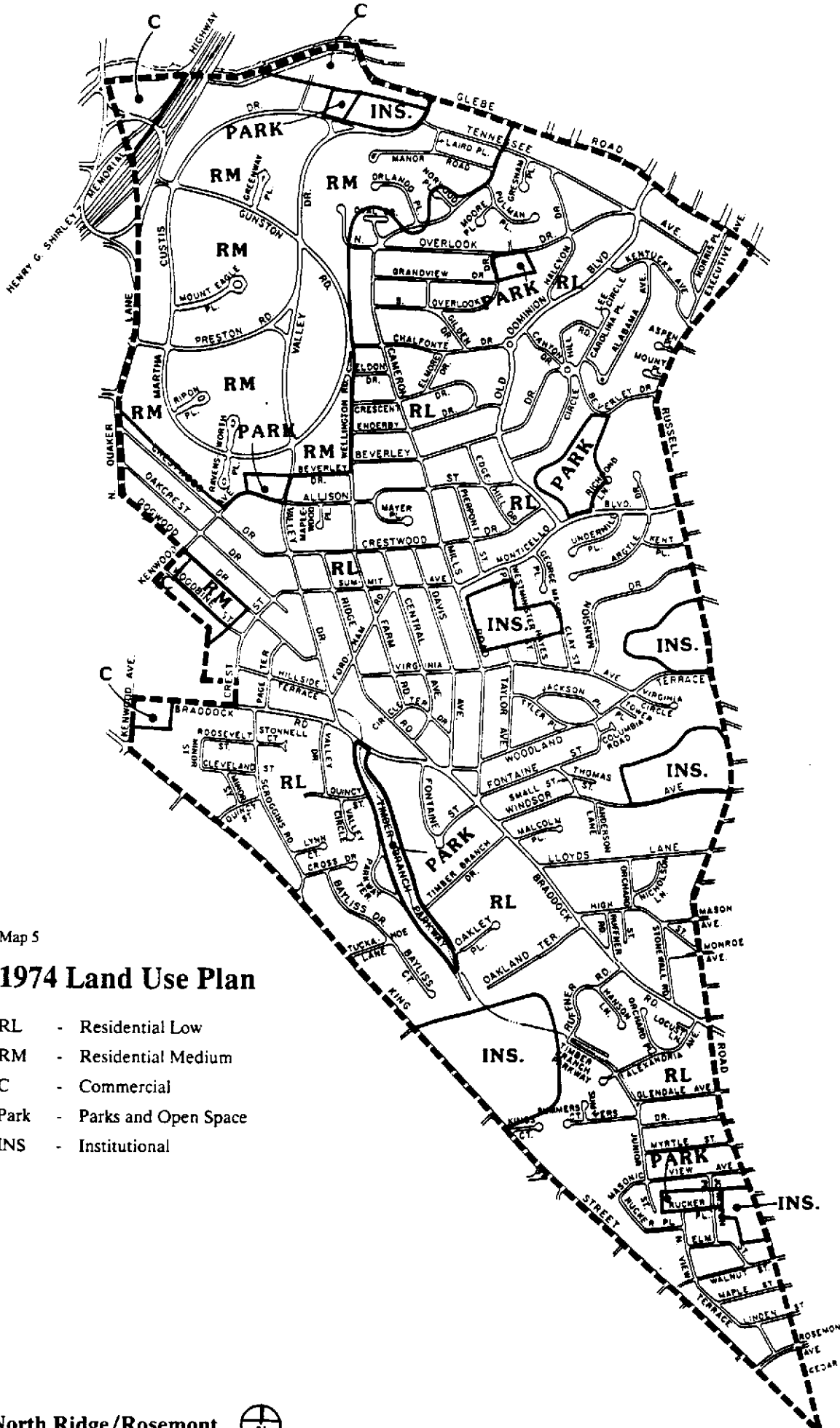
The property is former railroad right-of-way that runs along the south side of West Glebe Road just north of the Charles Barrett school. This strip of land is owned by VEPCO but has easements that allow it to be used by the school for recreational purposes.

5. From Residential Low and Residential Medium to Utility/Transportation

This change reflects the current use of the site as a parking lot for VEPCO.

6. Residential Low and Residential Medium to Institutional

The existing uses on these sites are the Fair Park Baptist Church and the Church of St. Clement. The change would reflect the current use and be in keeping with the townhouses that share the block.

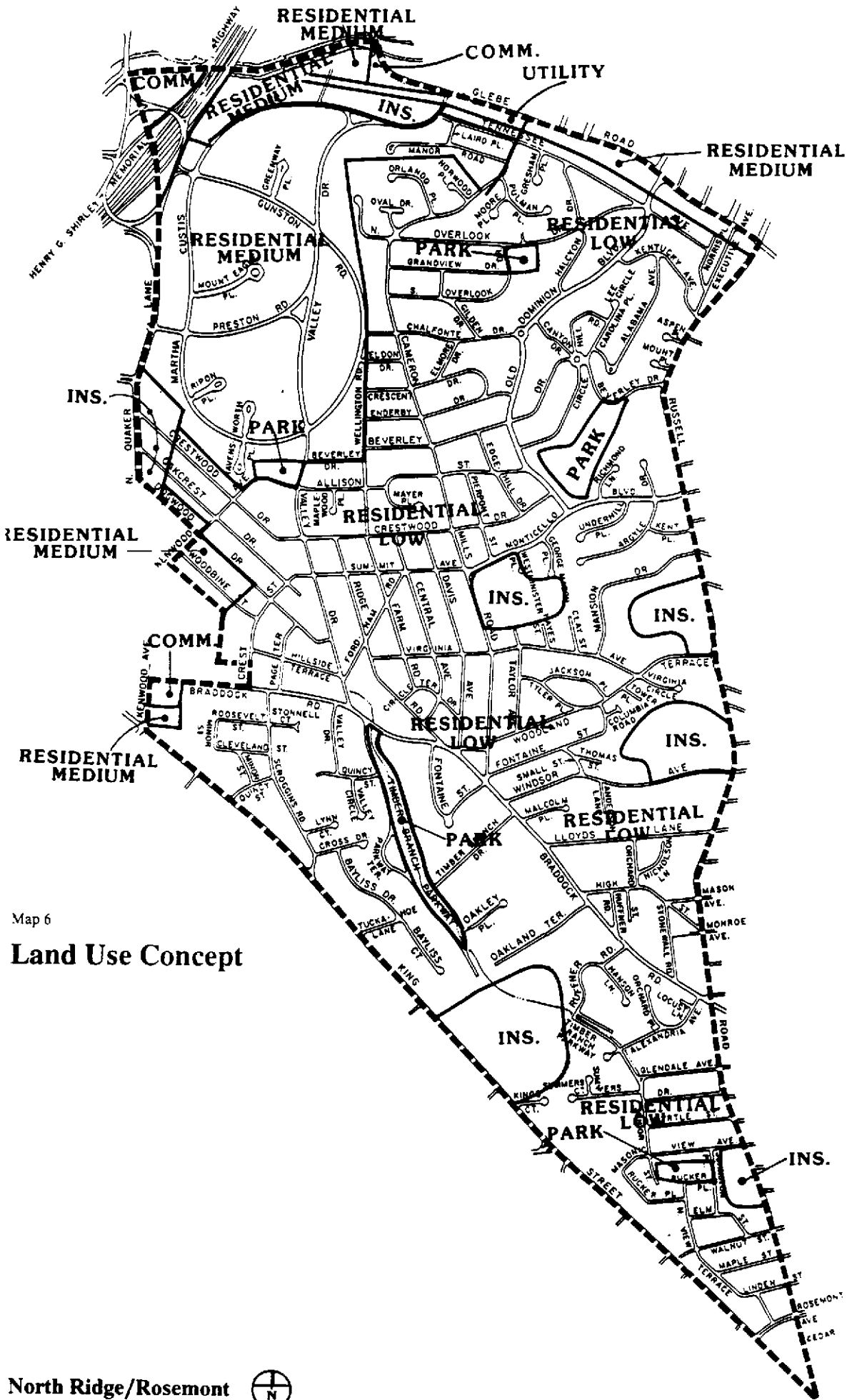


Map 5

1974 Land Use Plan

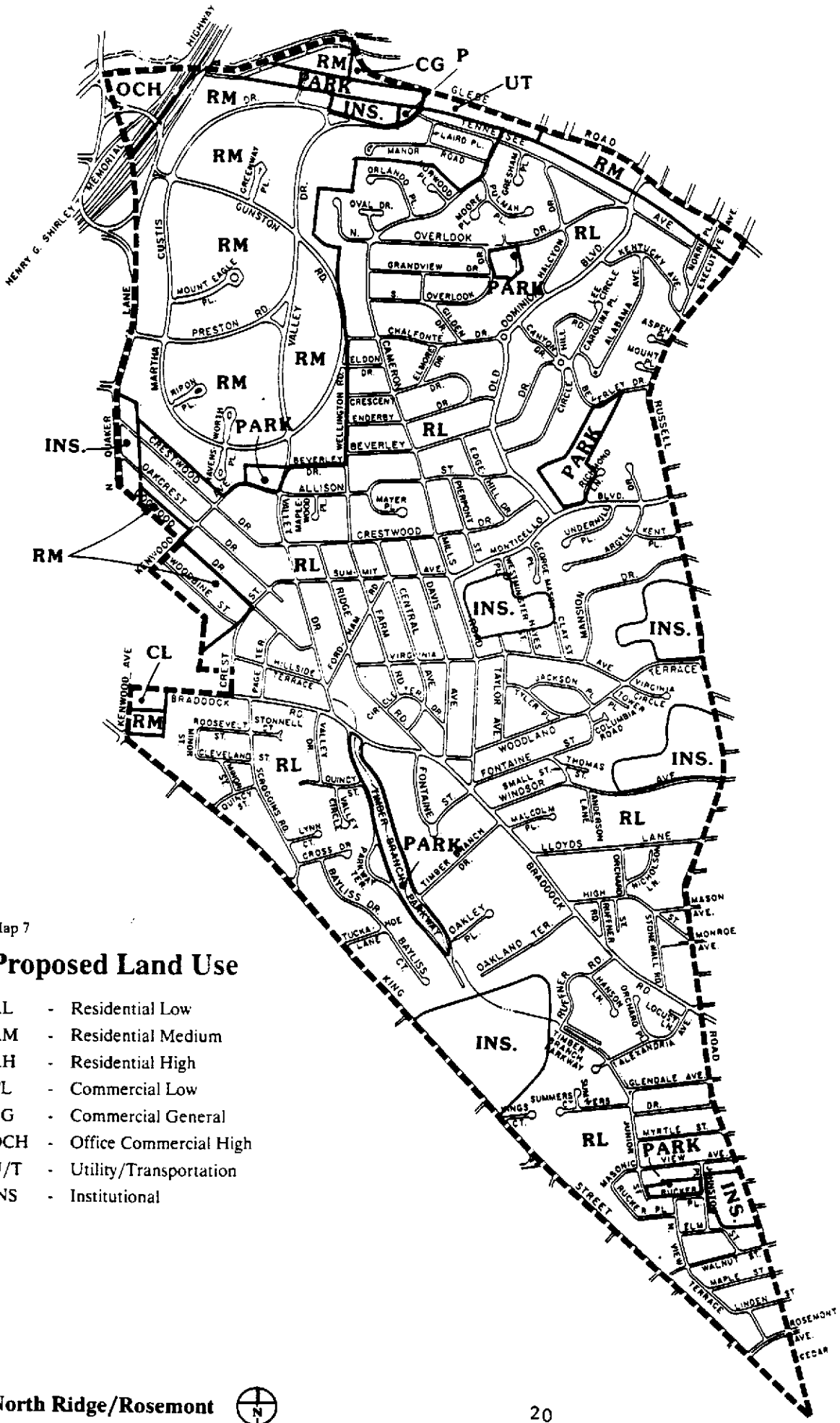
- RL - Residential Low
- RM - Residential Medium
- C - Commercial
- Park - Parks and Open Space
- INS - Institutional





Map 6
Land Use Concept





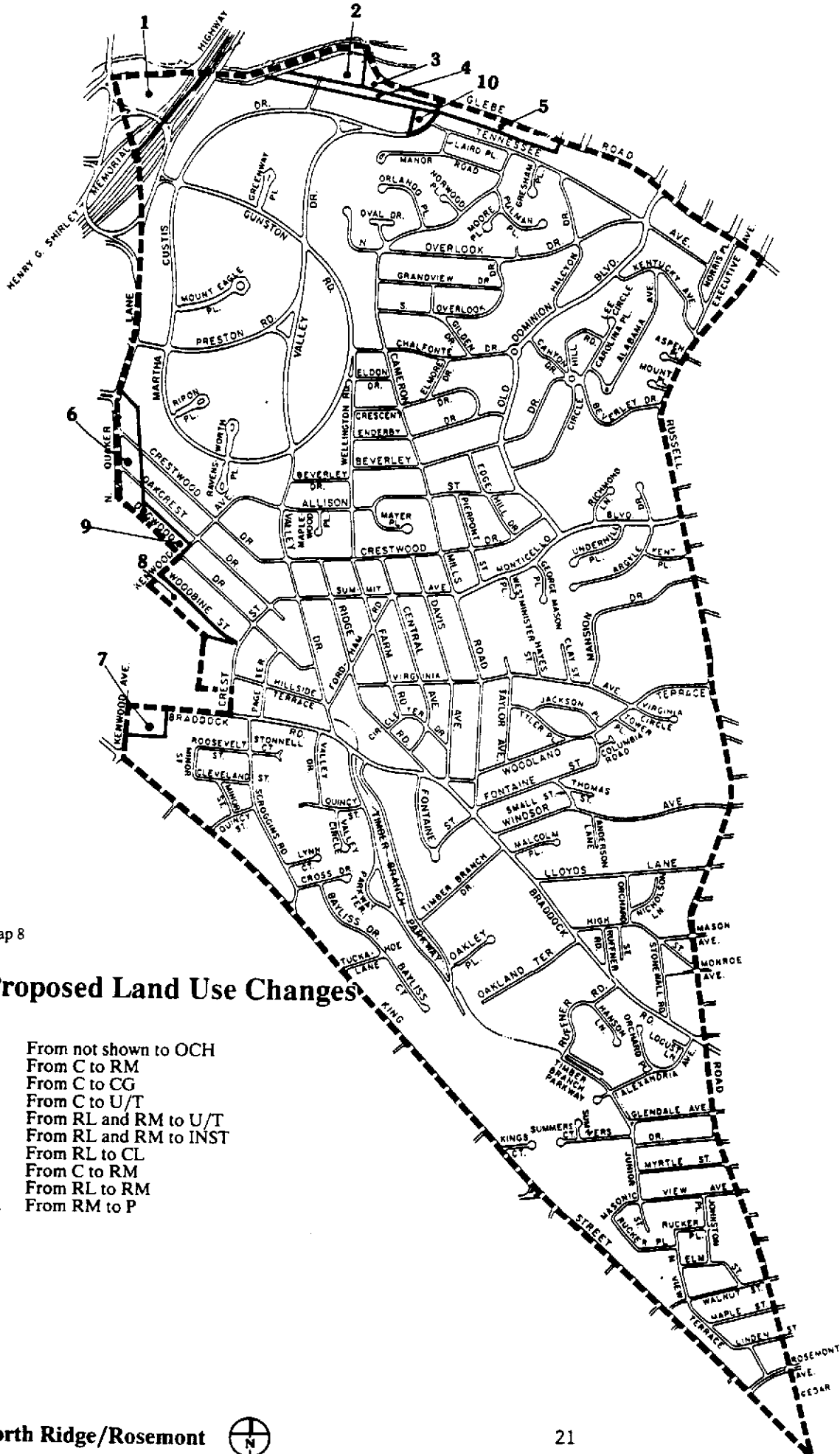
Map 7

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- UCH - Office Commercial High
- U/T - Utility/Transportation
- INS - Institutional

North Ridge/Rosemont





Map 8

Proposed Land Use Changes

1. From not shown to OCH
2. From C to RM
3. From C to CG
4. From C to U/T
5. From RL and RM to U/T
6. From RL and RM to INST
7. From RL to CL
8. From C to RM
9. From RL to RM
10. From RM to P



7. From Residential Low to Commercial Low

This is Everly Wheatley funeral home, a use which is most appropriately located in a commercial area. The Commercial Low land use designation allows very low density commercial development, which would be compatible with the adjoining medium density residential. More intense commercial activity is not appropriate for this site.

8. From Commercial to Residential Medium

This change reflects the existing residential use of the site.

9. From Residential Low to Residential Medium

This reflects the construction of the Devon Place townhouses.

10. From Residential Medium to Parks and Open Space

This reflects the existing use of the space.

ZONING RECOMMENDATIONS

The existing zoning for the area is shown on Map 9, and the proposed zoning is shown on Map 10. The proposed zoning is based on the Proposed Land Use Map. The Plan recommends no changes to residential zones. All of the commercial and industrial designations are changed.

Each of the proposed changes to zoning is shown on Map 11 and detailed below.

1. Rezone from I-1 and C-2 to a zone consistent with Office Commercial High

The property is along the northern half of the triangle north of I-395. The change reflects current use of this site for the Shirlington Gateway office building.

2. Rezone I-1 to R-B

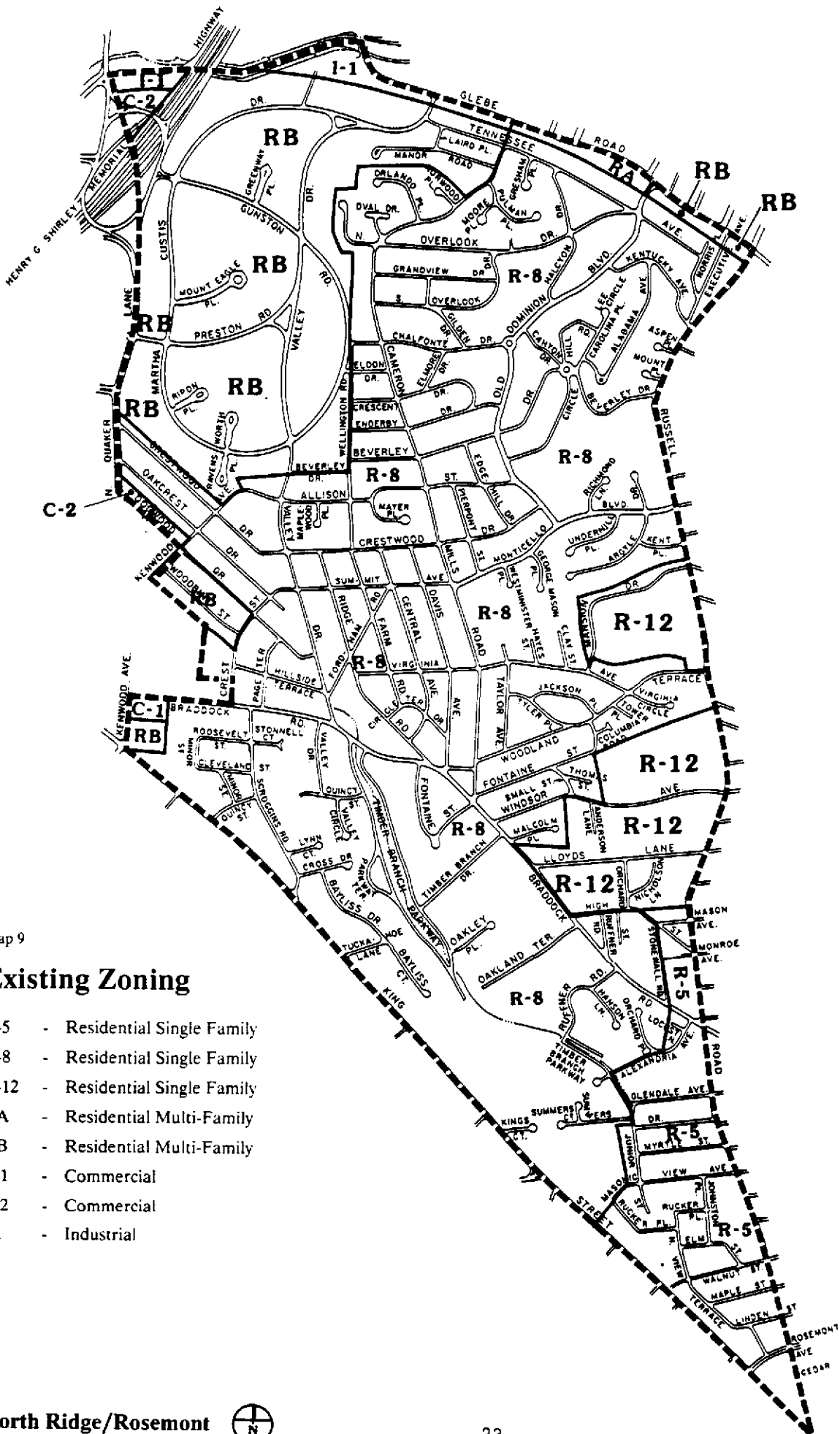
The property is north of Charles Barrett School and is owned by Parkfairfax. The condominium uses this property for maintenance and repair work. RB zoning will continue to allow accessory uses as a function of the Parkfairfax condominium.

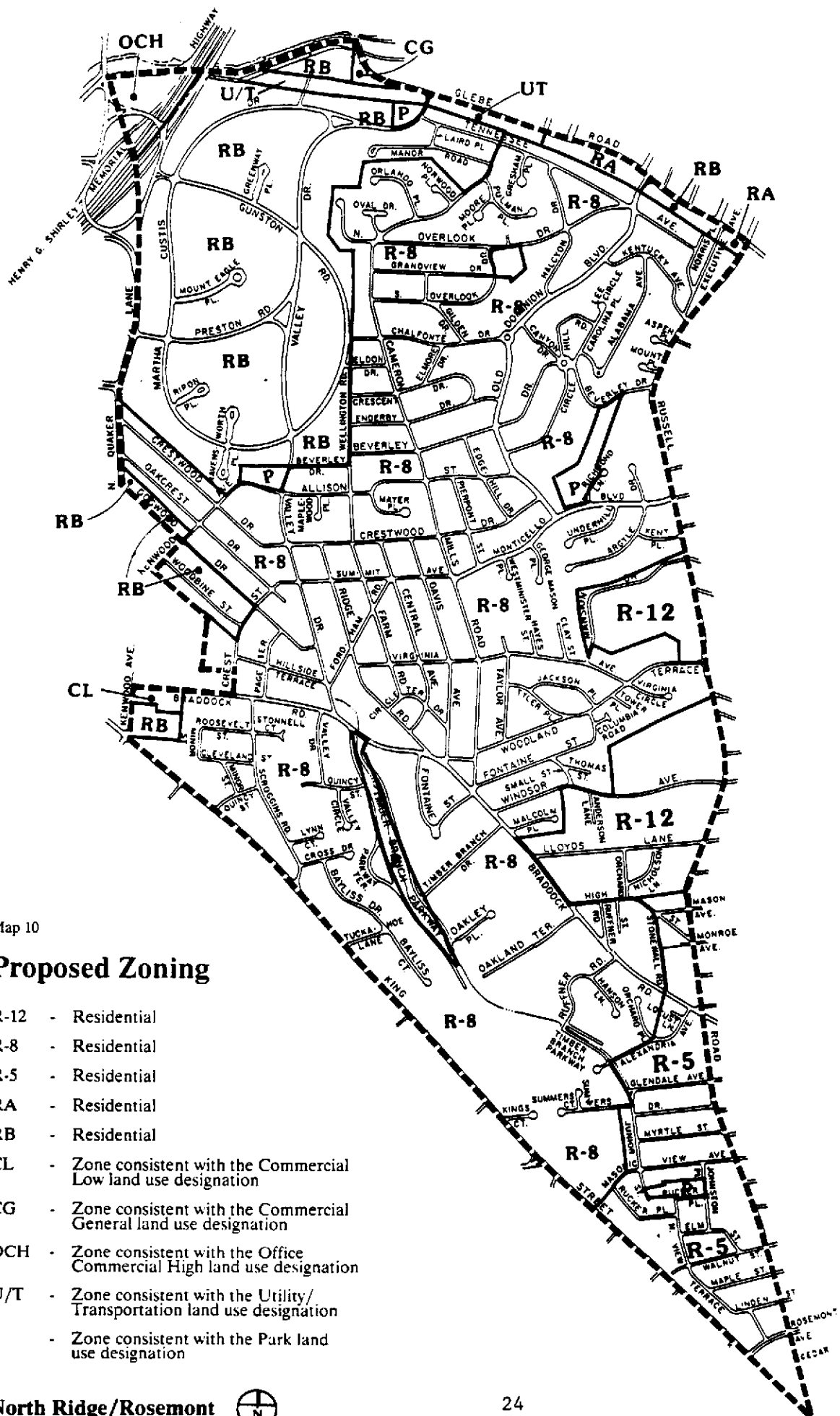
3. From I-1 to a zone consistent with the Commercial General land use designation

This is an auto-repair garage. Designated for Commercial General on the proposed land use, the site should be zoned accordingly. The CG zoning should allow for the existing use and similar auto-oriented commercial activity, but should not allow for redevelopment in high density commercial uses.

4. From I-1 to a zone consistent with the Utility/Transportation land use designation

The property is former railroad right of way that runs along the south side of West Glebe Road just north of the Charles Barrett school. This strip of land is owned by VEPCO but has easements that allow it to be used by the school for recreational purposes.



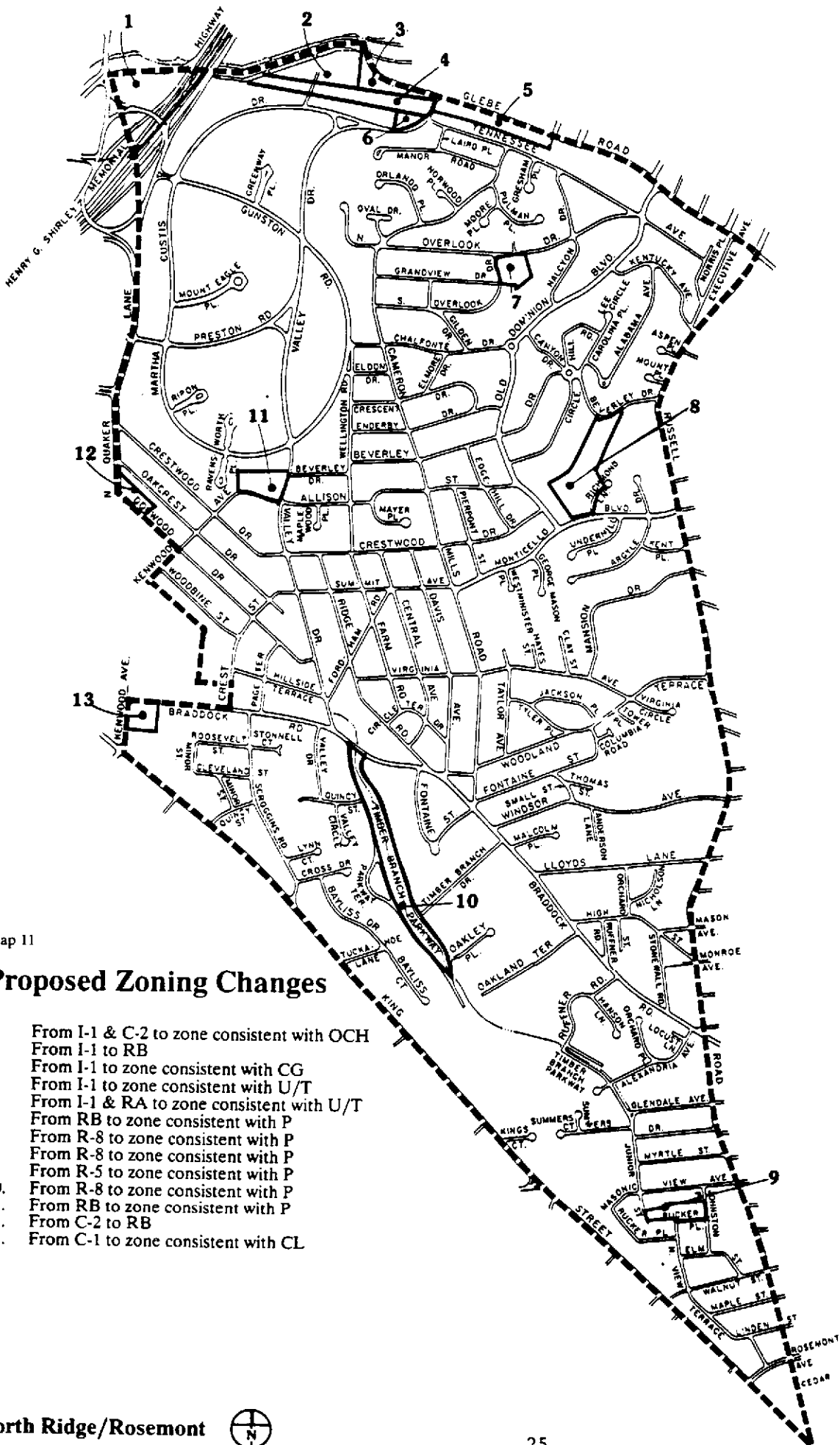


Map 10

Proposed Zoning

- R-12 - Residential
- R-8 - Residential
- R-5 - Residential
- RA - Residential
- RB - Residential
- CL - Zone consistent with the Commercial Low land use designation
- CG - Zone consistent with the Commercial General land use designation
- OCH - Zone consistent with the Office Commercial High land use designation
- U/T - Zone consistent with the Utility/Transportation land use designation
- P - Zone consistent with the Park land use designation





Map 11

Proposed Zoning Changes

1. From I-1 & C-2 to zone consistent with OCH
2. From I-1 to RB
3. From I-1 to zone consistent with CG
4. From I-1 to zone consistent with U/T
5. From I-1 & RA to zone consistent with U/T
6. From RB to zone consistent with P
7. From R-8 to zone consistent with P
8. From R-8 to zone consistent with P
9. From R-5 to zone consistent with P
10. From R-8 to zone consistent with P
11. From RB to zone consistent with P
12. From C-2 to RB
13. From C-1 to zone consistent with CL



5. From I-1 and RA to a zone consistent with the Utility/Transportation land use designation

This is a VEPCO parking lot. The proposed Utility/Transportation zone would allow the existing use or some other VEPCO related use. The Utility zone would be designed to restrict use of the site to utility related functions whereas the existing industrial zone allows a wide variety of uses including high density office which is not appropriate near lower density residential areas.

6-11. From RB, R-8 and R-5 to a zone consistent with the Park and Open Space land use designation.

These are all public parks within the North Ridge/Rosemont Area.

12. From C-2 to RB

This is the St. Clemens Church. Although designated Institutional on the land use plan to reflect the church use, an Institutional zone is not envisioned for the City. The site is recommended for rezoning to the RB zone which is located on all of the surrounding parcels. If the church was ever to leave, this would ensure residential redevelopment.

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

The Everly Wheatley Funeral Home was designated Commercial Low in the land use plan. The CL zoning should allow for this existing use and only very low intensity commercial uses which would not impact the surrounding medium density residential areas. Residential uses would also be appropriate for this site.

Other Zoning Recommendations

14. Study the desirability of changing the R-8 zone

Any change in the existing R-8 zoning would have two purposes. First, to make it easier to improve existing property and second, to protect residential areas from redevelopment at excessive densities.

15. Promote Affordable Housing

A study of alternatives will be developed with the consultation of residents in order to promote the area's "fair share" of affordable housing, while preserving the current housing stock and the value thereof for current residents.

HEIGHT RECOMMENDATIONS

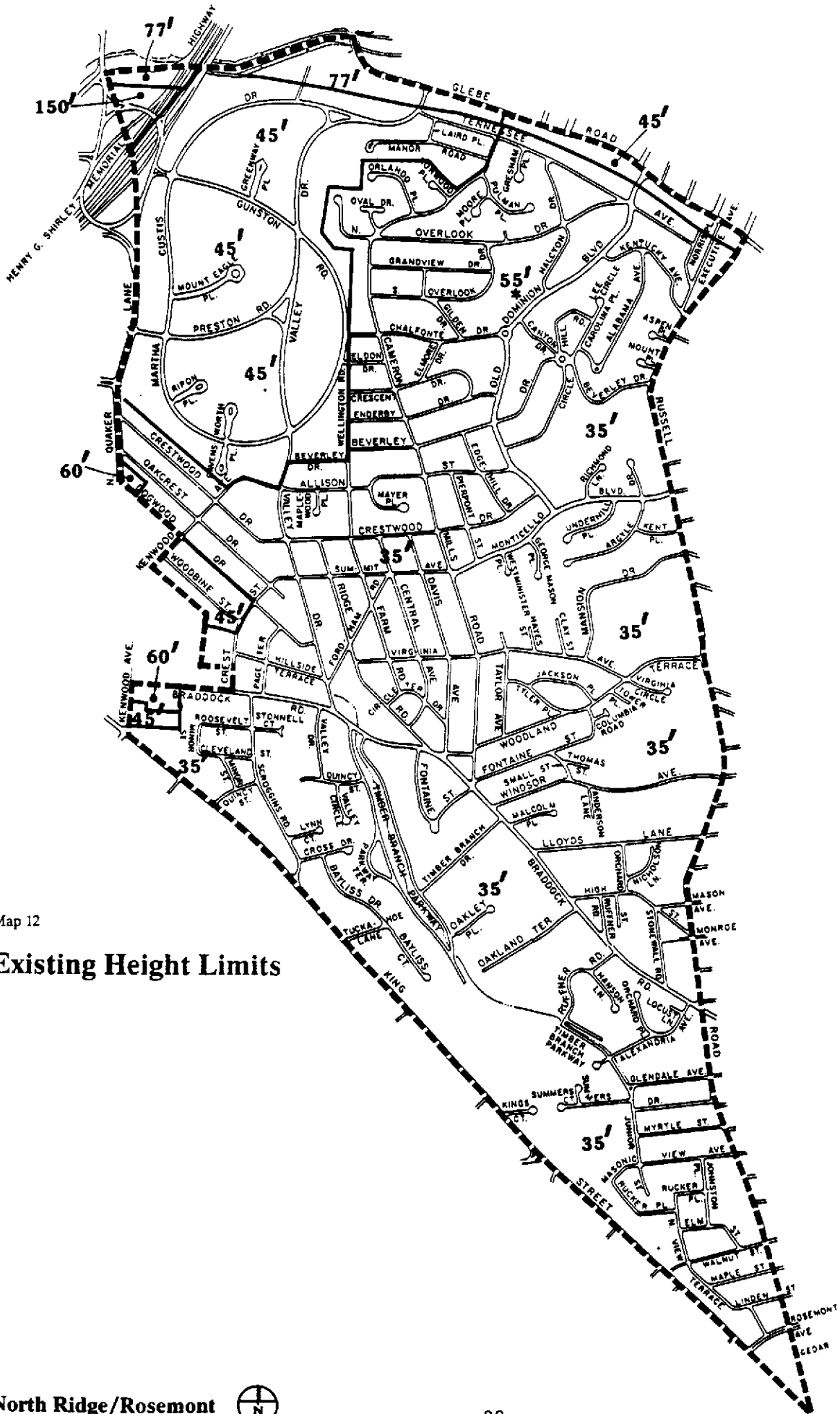
Map 12 shows the existing height limits, and Map 13 shows the proposed height limits for the area. Map 14 details the differences between the existing and proposed height limits. The height limits are those dictated by the proposed zoning.

TRANSPORTATION RECOMMENDATIONS

Delays along King Street could be alleviated by improvements at the King, Braddock, Quaker intersection and at the underpass east of the King and Russell intersection. However, these improvements will increase the amount of traffic flow, and mitigating alternatives such as those addressed in Plan Recommendations will need to be pursued.

Valley Drive from West Glebe Road to Allison Street and Gunston Road from Quaker Lane to Valley Drive should be designated residential collectors instead of primary collectors.

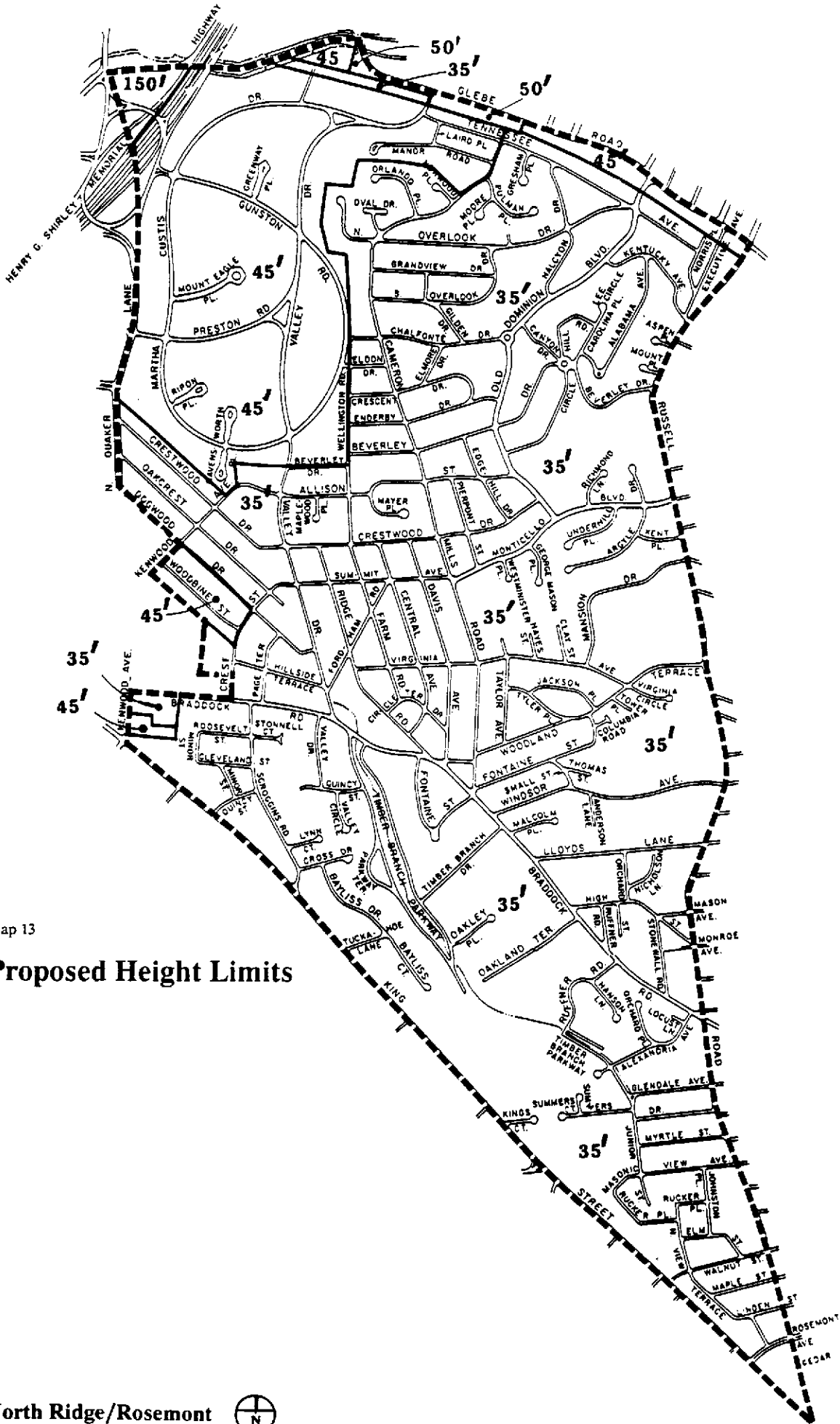
The City should undertake a comprehensive transportation study and identify the transportation systems management actions needed for efficient traffic flow.



Map 12

Existing Height Limits



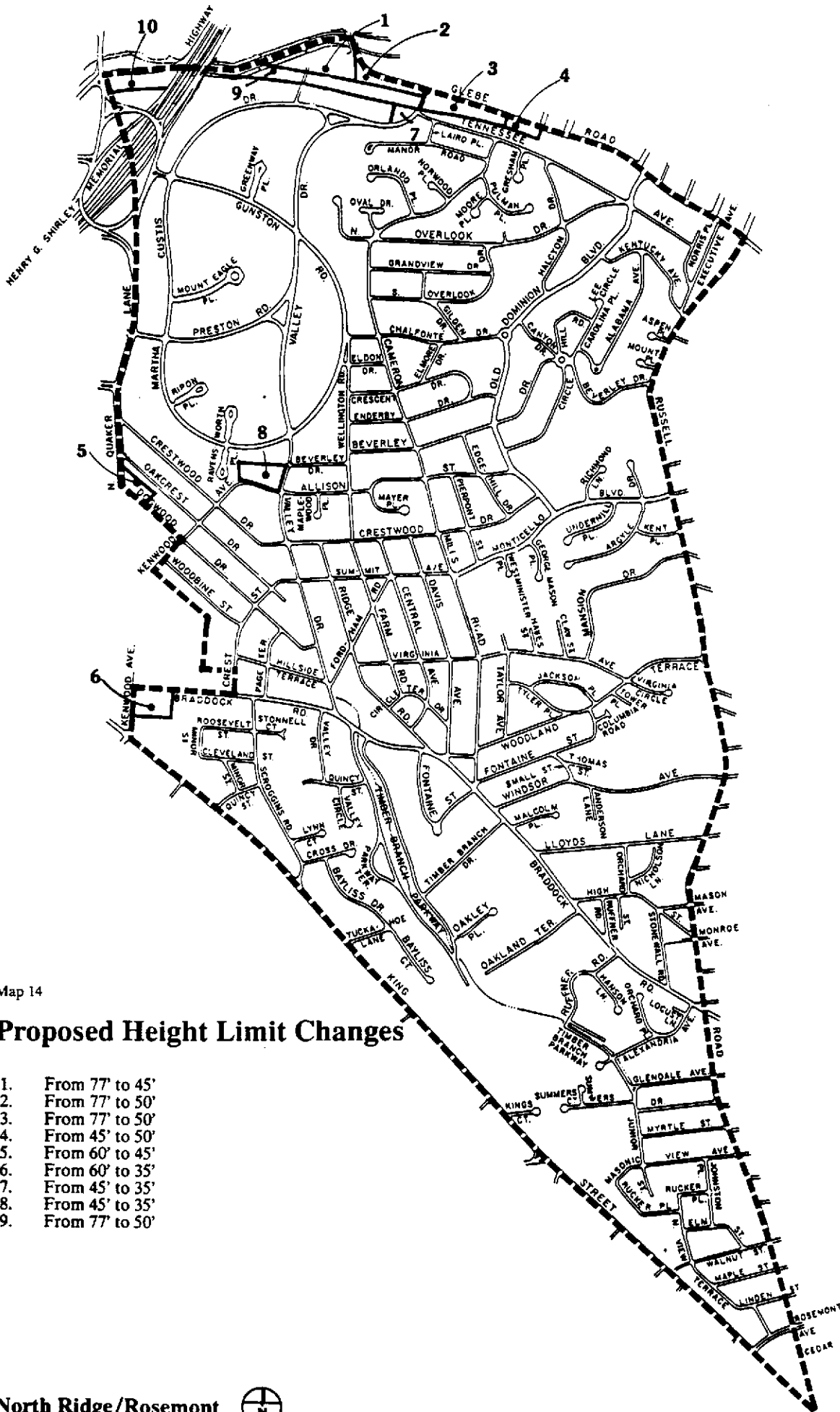


Map 13

Proposed Height Limits

North Ridge/Rosemont





Map 14

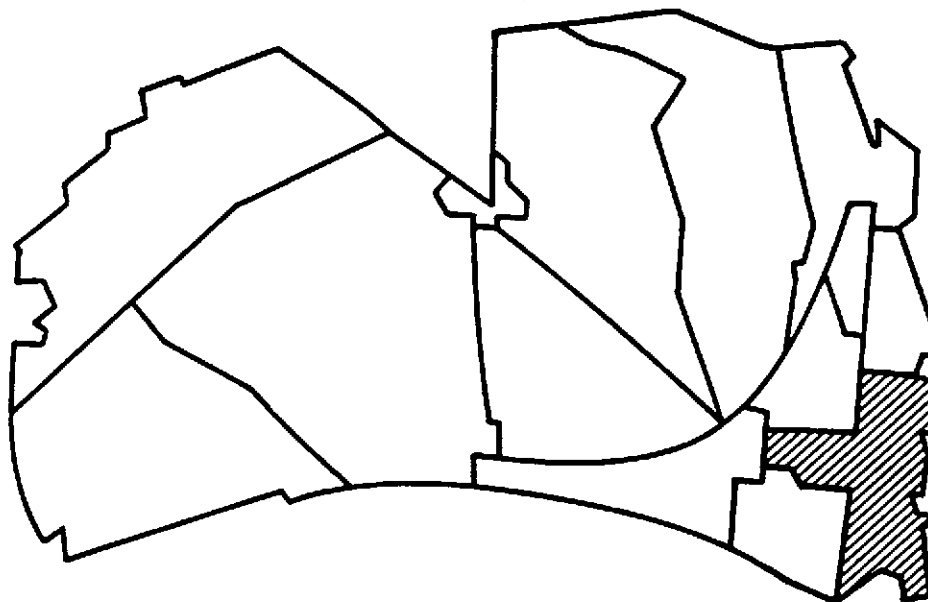
Proposed Height Limit Changes

- 1. From 77' to 45'
- 2. From 77' to 50'
- 3. From 77' to 50'
- 4. From 45' to 50'
- 5. From 60' to 45'
- 6. From 60' to 35'
- 7. From 45' to 35'
- 8. From 45' to 35'
- 9. From 77' to 50'

PLEASE RETAIN

**OLD TOWN
SMALL AREA PLAN**

ADOPTED MAY 31, 1989: ORDINANCE 3381
AMENDED JANUARY 25, 1992: ORDINANCE 3554



**MASTER PLAN
ALEXANDRIA, VIRGINIA**

OLD TOWN

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

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Principal Author:

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Special Projects Division

Graphics:

V.E. Townsend

MAY 1989

0679

REVISED OLD TOWN

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor Patricia S. Ticer

Vice Mayor William C. Cleveland

Kerry J. Donley

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Lonnie C. Rich

David G. Speck

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PREPARED BY:

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Adopted by City Council

JANUARY 1992

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INTRODUCTION

This plan has been prepared to update the adopted 1974 Consolidated Master Plan as amended for the Old Town Alexandria area. The review of this area includes an examination of the adopted 1982 Waterfront Plan and a portion of the 1978 King Street Station Area Plan. This plan will provide policy guidance to update the Master Plan.

SUMMARY

The Old Town area consists of a mix of land uses. The predominate use of the area is residential. This plan proposes that the residential character of the neighborhood be maintained and protected from commercial encroachment.

New development in the area should be of a scale and character compatible with the existing residential scale. This is specifically proposed for the Waterfront and the Washington Street corridor where height limits have already been reduced.

Since most of the Old Town area has been developed, future use will be primarily infill. While the zoning classifications for the most part will remain unchanged in this area, the density allowed is recommended to be reduced in several areas.

ORGANIZATION AND CONTENTS

The Old Town Area Plan is organized into four sections: Background, Existing Conditions, The Future, and Implementation. The Background section includes a review of the various elements of the 1974 Consolidated Master Plan which relate to the Old Town Area. This section also includes an overview of changes which have occurred in the area since 1974. The Existing Conditions section examines issues, development potential sites, present zoning and present land use. The Future section presents updated goals and objectives, a revised land use plan and current community facilities and a revised major thoroughfare plan. The Implementation section includes proposed zoning changes and explains actions required to implement the plan.

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 a review of existing conditions and trends in the Old Town Area, identification of issues, review of previously adopted plans for the area and a review of plan recommendations.

PLAN BOUNDARIES

The Old Town Area Plan area is located in Planning District No. 1, in the downtown/waterfront section of the City. The plan area is bounded on the east by the Potomac River, on the south by the Capitol Beltway (I-95), on the north by Oronoco Street and on the west generally by Washington Street, with a extension along King and Duke Streets west to West Street. The boundaries, for the most part, coincide with the boundaries of the Old and Historic Alexandria District. (Map #1)

The northern boundary was established at Oronoco Street, since the area north of this street was included in the Old Town North area plan.

HISTORY OF AREA

The City of Alexandria, including the area of this plan, was established as a Colonial Settlement in 1749 by an Act of the Virginia General Assembly. The Act envisaged that the town "would be commodious for trade and navigation and tend greatly to the best advantage of frontier inhabitants."



The town prospered and flourished and was one of the most important port town of the eighteenth century, surpassing in its activity the ports of New York and Boston.

The City as originally established was only approximately 60 acres in area. (Map #2) It extended from the Potomac River as far west as the properties on the west side of Royal Street.

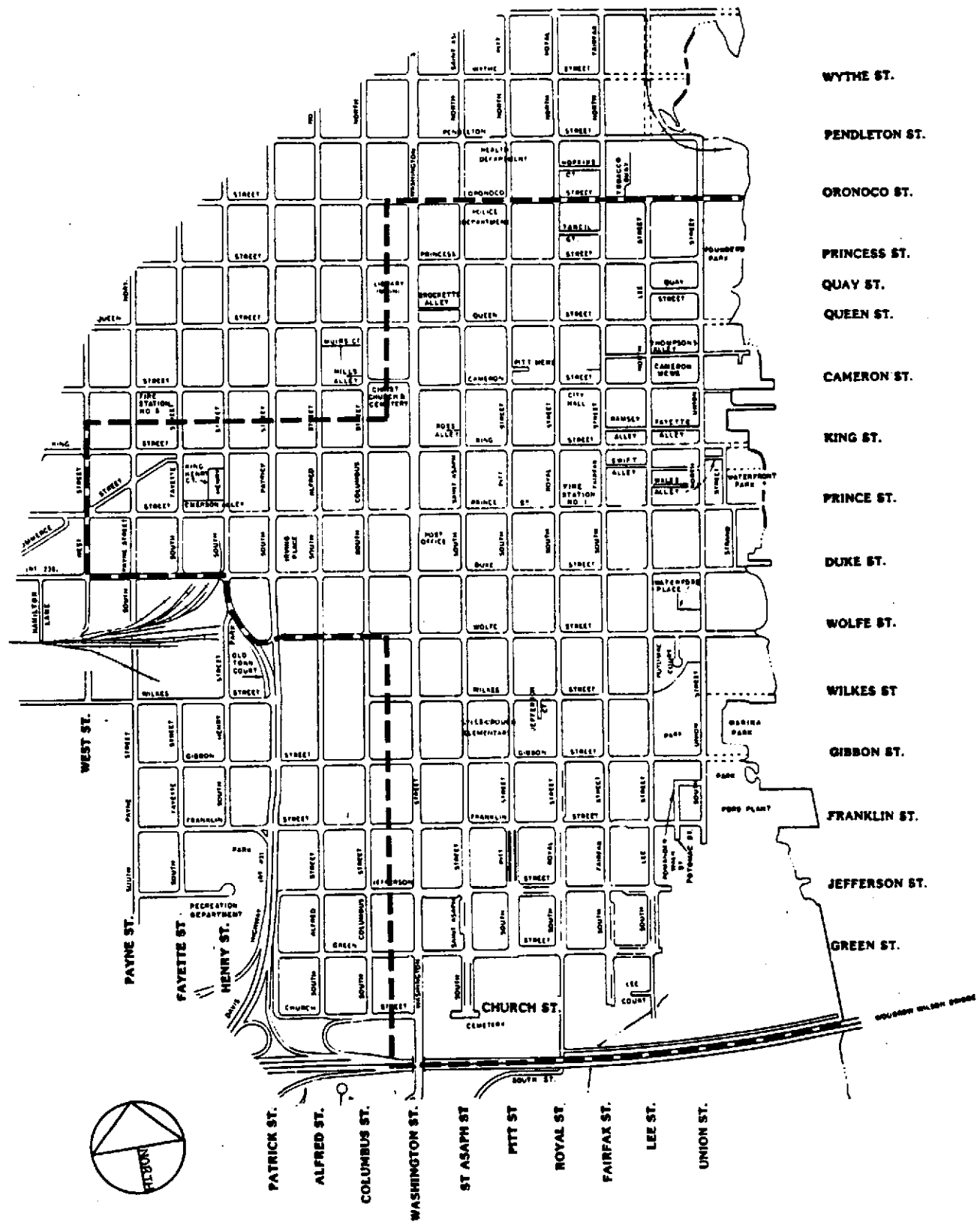
In 1801 it was made part of the Federal City. However, in 1847 Alexandria was returned to the State of Virginia. (Map #3)

By the end of the nineteenth century, railroads brought profound change to Alexandria. Growth shifted to the western edge of the City, near the Southern Railway and the Richmond, Fredericksburg and Potomac Railroad lines.

MAP 1

PLAN BOUNDARIES

OLD TOWN STUDY AREA



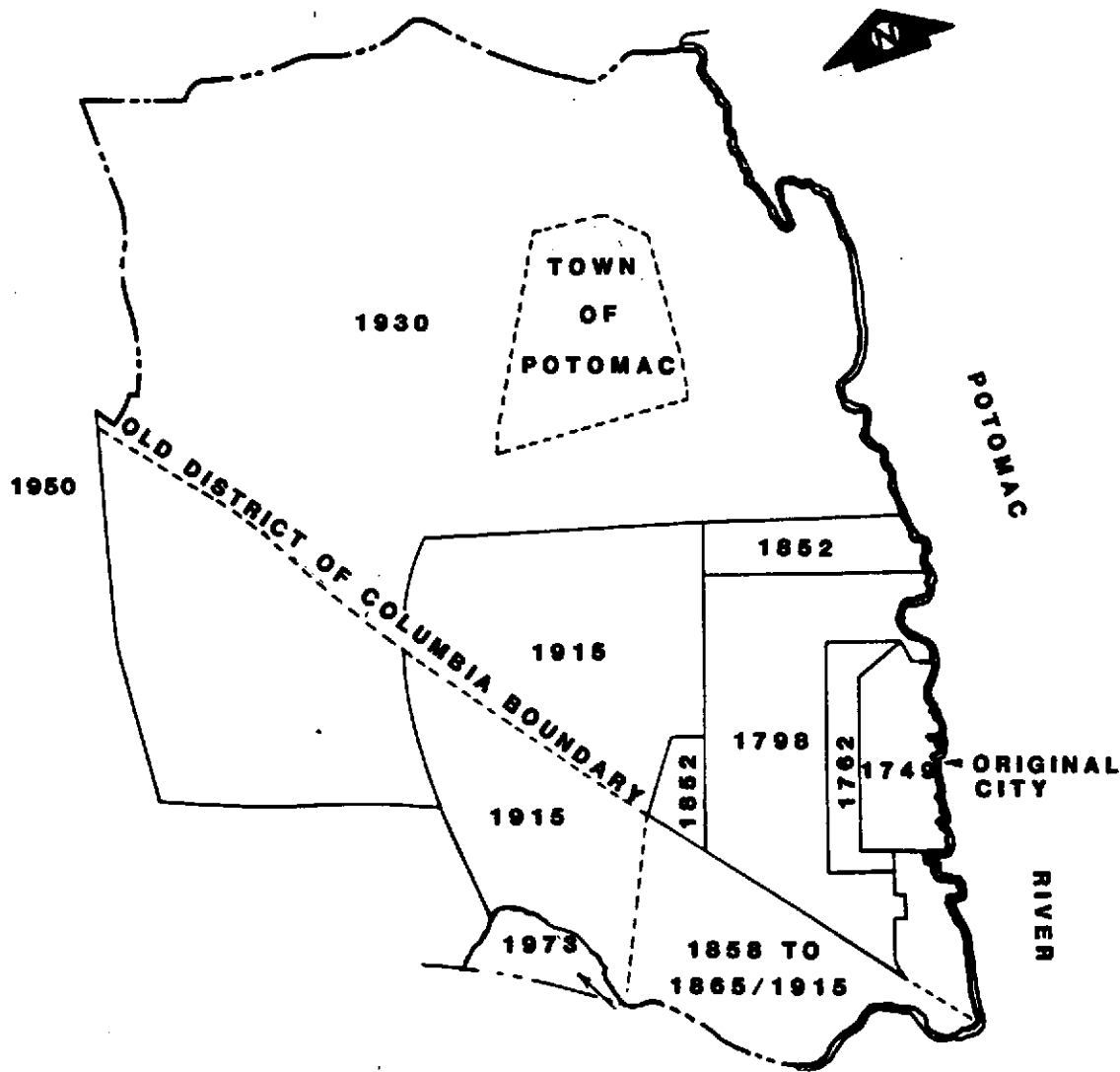
ORIGINAL TOWN LAYOUT

OLD TOWN STUDY AREA



Photostat: Library of Congress

MAP 3
GROWTH BY ANNEXATION
OLD TOWN STUDY AREA





Pitt and King Sts., c. 1900.

Generally the rail lines followed the coastal plains, including the marshy land adjacent to Cameron Run. (Map #4) Most of the land which was put into industrial and warehouse use during the last half of the 19th Century was the property directly served by these railroad lines. When the railroad replaced shipping as the major hauler of goods, Alexandria's waterfront area was the primary area to experience decline.

The restoration of Old Town began in the late 1920's. Over the next twenty years, Old Town residents and civic groups were instrumental in saving and rehabilitating many fine Old Town structures. The residents' interest and activities led to public policies for historic preservation.

The Old and Historic Alexandria District was created in 1946, running south from Montgomery Street to Hunting Creek and east from Alfred Street to the Potomac River. All structures therein dating from 1846 or earlier were protected from unwarranted demolition and exterior architectural modifications out of keeping with the character of individual buildings or their surroundings. The Board of Architectural Review was established to enforce the provisions of the District.

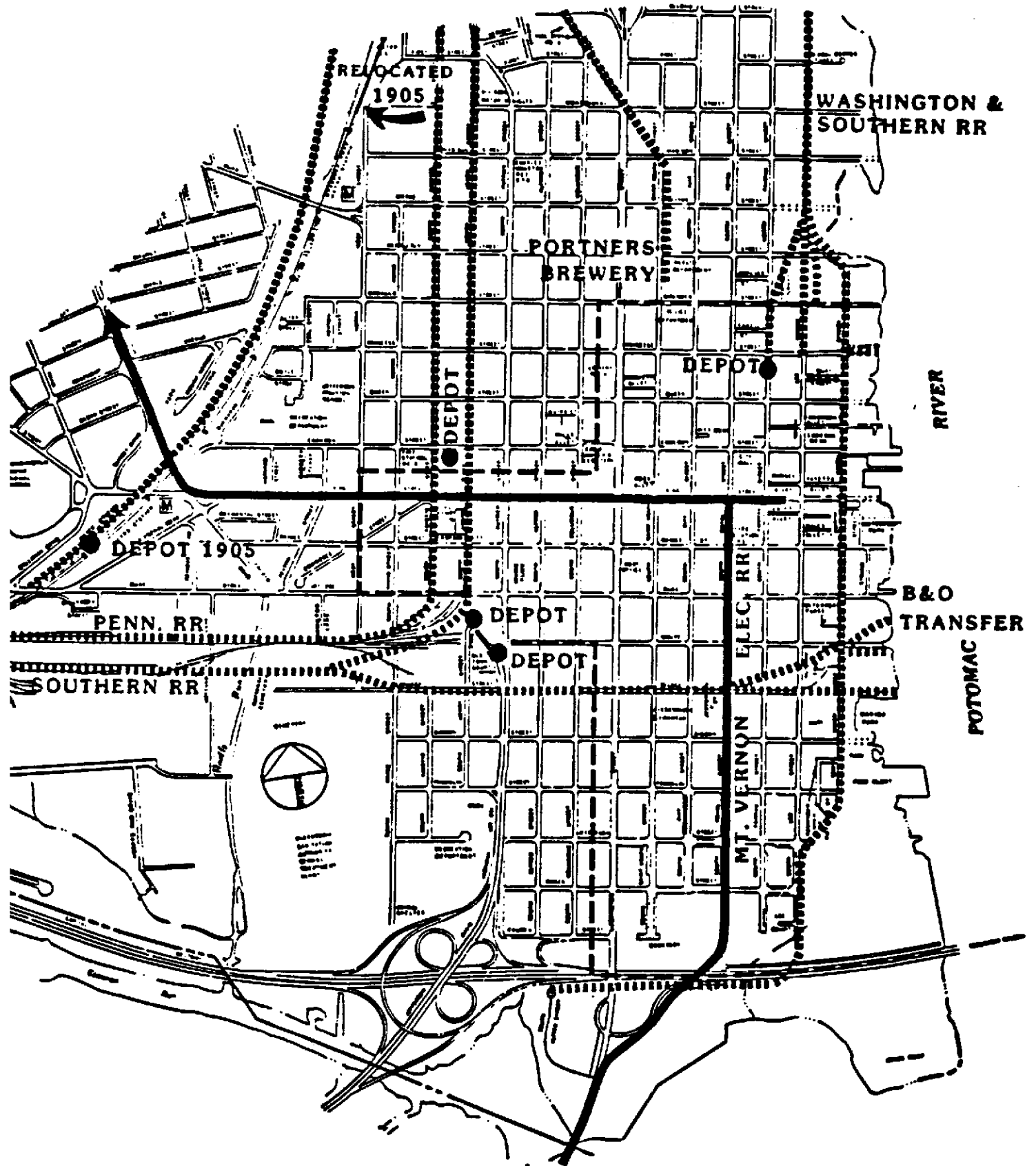
Subsequent revisions to the Old and Historic Alexandria District Ordinance took place in 1951, 1958, 1965, 1970 and 1984. These amendments changed the District boundaries, expanded the powers of the Board of Architectural Review and established building heights limitations. Map #5 identifies the boundaries of the District as it exists today.

In addition, to the industrial areas associated with river commerce and railroads, as well as the residential neighborhoods in the Old Town area, there are two commercial spines, one along King Street and the other along Washington Street.

King Street at its lower end near the river initially housed industrial uses with some limited retailing. Uses in this area related to both port and rail facilities. West of Fairfax Street the area was predominantly retail, which served the needs of residents of the area. The area was viable until the 1950s when outlying shopping centers began to appear in the Washington metropolitan area.

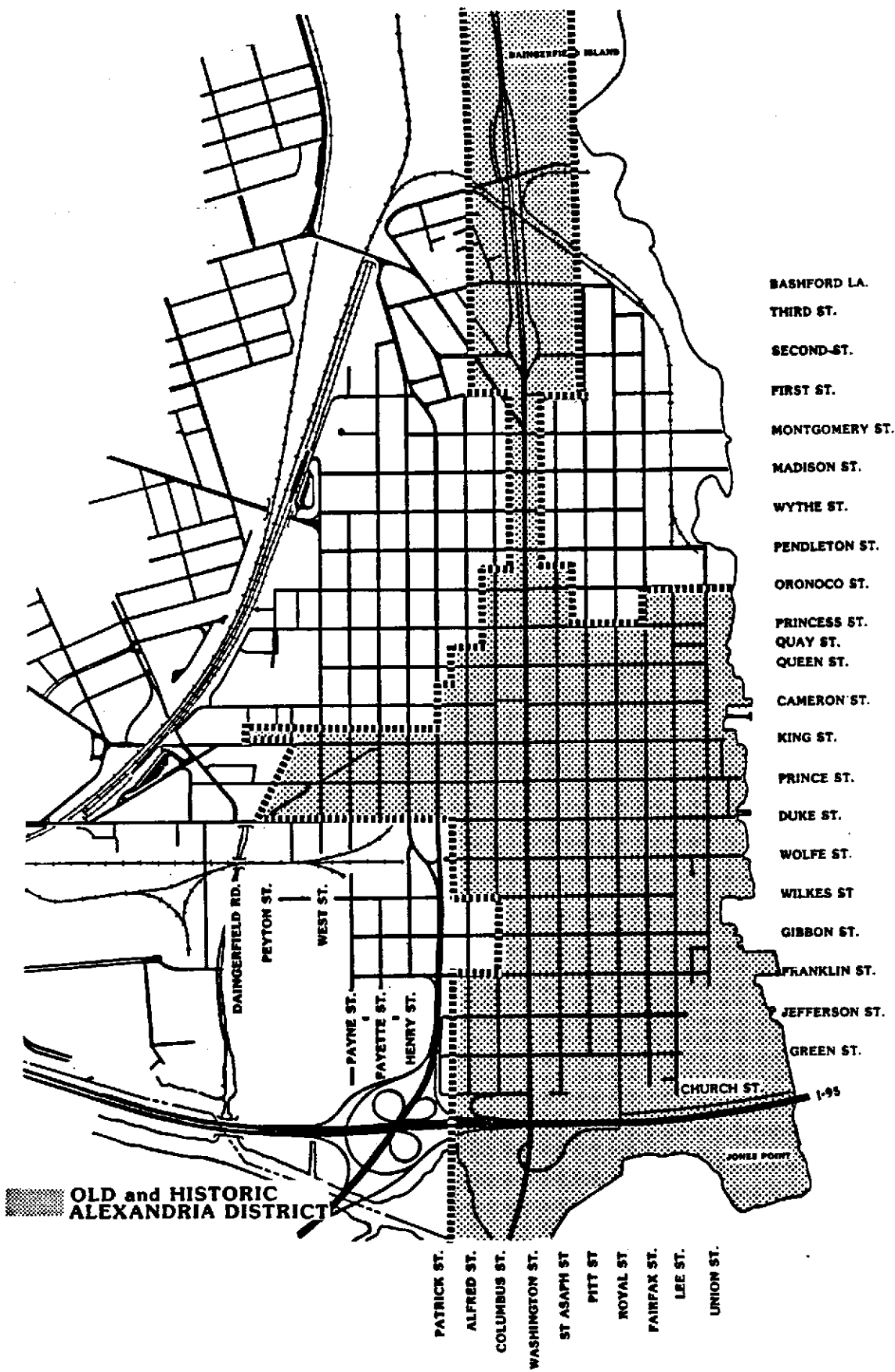
Some large concerns (e.g., Hulfish Hardware) did considerable business, directly and as jobbers with the City's agricultural hinterland (mainly Fairfax and Prince William Counties). The loss of this trade was a major factor in the deterioration of the CBD.

MAP 4
RAILROAD ACTIVITIES 1900-1905
OLD TOWN STUDY AREA



OLD & HISTORIC ALEXANDRIA DISTRICT

OLD TOWN STUDY AREA

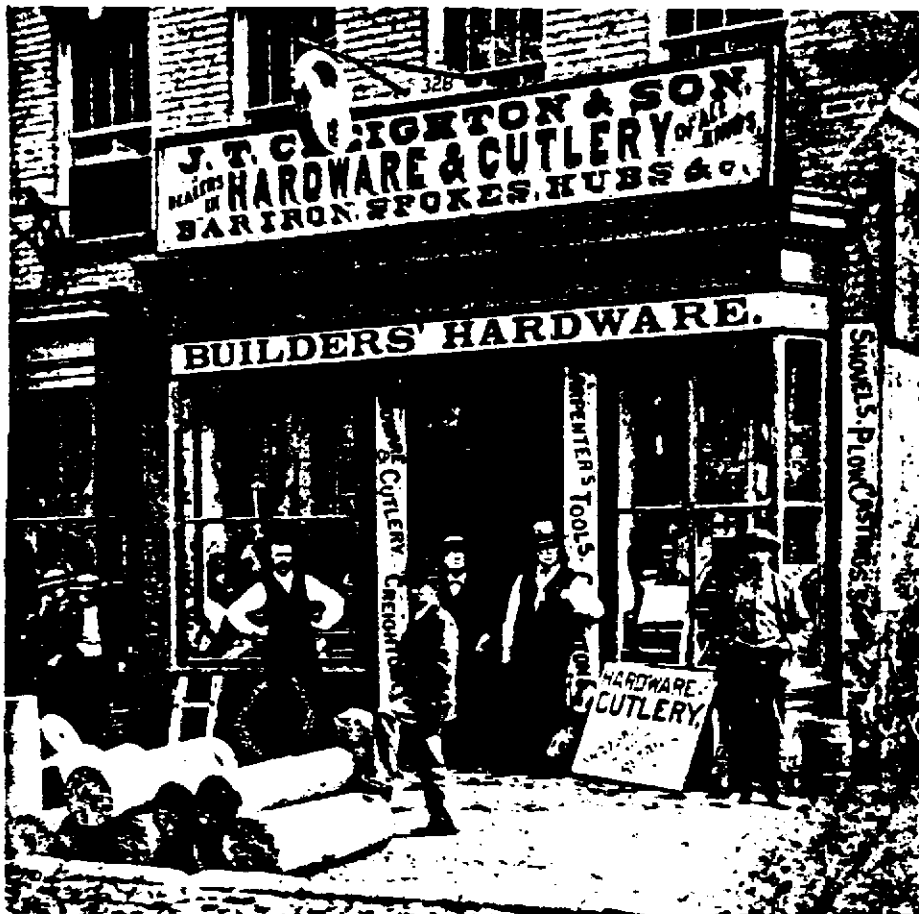


PATRICK ST.
 ALFRED ST.
 COLUMBUS ST.
 WASHINGTON ST.
 ST ASAPH ST
 PITT ST
 ROYAL ST
 FAIRFAX ST.
 LEE ST.
 UNION ST.



100 block of King St., c. 1900

The decline of the downtown shopping area caused the City to consider steps to revitalize the area as a commercial center. In the 1960s an urban renewal plan was adopted for King Street from Fairfax Street west to St. Asaph Street. These new offices, commercial and hotel uses served as a catalyst to breath new life into the downtown area.



328 King St., c. 1880.

Following the King Street renewal efforts, the City embarked on a program to remove from the waterfront industrial activities which were no longer compatible with the nearby restored residential areas and the revitalized commercial area, and which were not dependent upon waterborne transportation. After much study and public input, a joint plan for the area was prepared by the U.S. Interior Department and the City of Alexandria in May 1982. This plan resulted in reuse of the Old Torpedo Plant as an office/residential and art center. A series of public parks were also created with a pedestrian walk way along the river. These efforts resulted in upgrading the character of Alexandria's deteriorating industrial port area.

The City of Alexandria, like most cities, is an ever evolving community. It has changed from a major port, to a modern office, commercial center with attractive housing areas. This evolution will continue into the future, thus necessitating a review of how change will effect the area and how change should be managed.

CONSOLIDATED MASTER PLAN

In the late 1960s a citizen task force known as the Planning Advisory Committee was appointed by City Council, with the charge to prepare a new master plan for the City. In the early 1970s they presented a Consolidated Master Plan which, for the first time, included all of the plan elements in one document. This plan included, goals and objectives, a land use plan, a capital facilities and recreation and parks section, a major thoroughfare plan and an urban design section. This plan was adopted by City Council in 1974 following a series of public hearings held by both the Planning Commission and City Council.

The 1974 Plan contained a generalized land use plan for the entire city. At that time, it was proposed that small area plans be prepared for various neighborhoods to further refine and update the recommended land uses contained in the generalized plan, and for the purposes of providing a more detailed land use document. Since then, plans have been prepared for the Waterfront, King Street Station, Braddock Road Station, Potomac West, Old Town North, Cameron Run Valley, Bradlee/Fairlington, Duke Street and Landmark Van Dorn. This plan is a continuation of that process, now involving the Old Town area.

1974 Goals and Objectives

The 1974 Consolidated Master Plan contains the following goals which relate to the Old Town Area. The goals are still valid.

1. **General**
 - o In order to accommodate this anticipated growth, the plan recommends that 19 areas within the City be designated as Development Potential Areas in which most of the future growth of the city will occur. Most of these areas should be developed as living-working activity centers which could help lower the dependency on the automobile. All other areas of the City will generally be held constant in both land use and density.
 - o Most areas presently used for single family dwellings should be encouraged to remain single family.
 - o Improvements to the existing highway system should be undertaken in order to route traffic away from established residential areas.

- o General design guidelines have been recommended for Alexandria's waterfront to establish a visual scale compatible with the surrounding environs. Variety within intense development with adequate transitions is necessary in order to blend old with new. A continuous pedestrian pathway system should be built along and through the waterfront development. The development along the waterfront should be related to a series of intervals scaled to pedestrian activity. A visual awareness of the river must be carefully preserved.

2. Land Use

- o Separate incompatible land uses.
- o Expand tax base.
- o Protect areas of historic value.
- o Develop potential of waterfront.
- o Preserve sound residential areas.
- o Provide more flexibility in development.
- o All new residential and commercial projects should provide open space and recreation opportunities for their occupants.

3. Transportation

- o Protect residential areas from heavy through traffic.
- o Separate through and local traffic.
- o Encourage maximum use of transit facilities.

4. Urban Design

- o Strengthen community identity.
- o Blend old and new development.
- o Eliminate above ground utility lines.
- o Enhance City landmarks.

5. Old and Historic District

- o It is recommended that the City encourage the tourist potential of Alexandria resulting from its historic past and its proximity to the Nation's Capital. Compatible uses can be located adjacent to Old Town, especially along the waterfront area. Such a policy can serve to encourage development of adequate motel and conference facilities to serve the region as well as the City. In doing so, the City should impose requirements that will preserve the historical attractiveness from which this potential is derived.

The recommendations specifically for the Old Town area contained in the section on Alexandria Planning Districts are as follows:

- o Retain the retail pattern on King Street from Washington Street to the Potomac River.
- o Protect the appearance of Washington Street as the gateway of Planning District I.
- o Encourage the relocation of industrial uses from Planning District I to more appropriate sections when one or more of the following conditions exist:
 - o Close proximity to single-family homes
 - o New uses being planned
 - o Obsolescence of buildings
 - o Environmental hazards
- o Redevelopment of the Alexandria waterfront including:
 - o Replacement of older industrial and storage uses.
 - o Provision for a continuous pedestrian walkway between Jones Point and Daingerfield Island.
 - o Encouragement of new high density residential and office development in the North Waterfront area.
 - o Limit residential density east of Lee Street to no more than 40 units per acre.
 - o Creation of parks and recreation areas and assure public access to the water.
- o Visual awareness of the river must be preserved.

1974 Land Use Plan

The 1974 Land Use Plan as amended by the Waterfront Plan and the King Street Station Area Plan shows Old Town as primarily residential with two commercial spines; one along King Street and the other along Washington Street. The waterfront is indicated for mixed use and parks. These land use patterns are shown on the following generalized land use map from the 1974 Consolidated Master Plan.

The predominant land use category shown on the map is medium density residential which covers most of the areas south and north of King Street and east of Washington Street. This land use extends west of Washington Street to Henry Street between Prince and Wolfe Streets.

The waterfront is designated for Waterfront mixed use, which includes office, retail and residential with water oriented activities; for park, recreational and open spaces; and for a small amount of industrial along the east side of Union Street, from Wilkes Street to about Cameron Street. King Street, most of Washington Street, and portions of Prince and Duke Streets are shown for commercial use. Within the Prince and Duke Street area, the King Street plan indicates that the portions of the area should be developed for residential uses.

Schools and cemeteries are designated institutional on the plan.

THE KING STREET STATION AREA PLAN: "Areas bordering established residential neighborhoods should be developed for residential uses. This would apply to parcels fronting Prince Street and Cameron Street and to some extent, Duke and Peyton Streets."

1974 GENERALIZED LAND USE PLAN AS AMENDED OLD TOWN STUDY AREA



1974 GENERALIZED LAND USE PLAN AS AMENDED

OLD TOWN STUDY AREA WEST OF WASHINGTON STREET



**PRESERVATION AREA-ONLY MINOR
INFILL REDEVELOPMENT
(KING STREET STATION AREA PLAN)**

THE KING STREET STATION AREA PLAN: "Areas bordering established residential neighborhoods should be developed for residential uses. This would apply to parcels fronting Prince Street and Cameron Street and to some extent, Duke and Peyton Streets."

Community Facilities

The community facilities which service the Old Town Area are shown on the following map. The seat of local government is located within this area in the 300 block of King Street. There are two library facilities, a public health facility and one public school. Nearby is the Durant Recreation Center, a swimming pool and the Jefferson Houston School. The area contains one fire station on Prince Street and another nearby on Cameron Street.

In addition to these facilities, the area contains several museums and an art center (Map 8).

Parks

The Old Town area is served by a major park facility at Jones Point. This park includes bike and hiking trails, soccer fields, passive areas and a historic lighthouse. In addition, there are a series of public parks along the river and a pedestrian/bike path which provides almost continuous access along the river. Public open space is also provided on the City Hall plaza and at the Lyles Crouch School (Map 9).

Major Thoroughfare Plan

The Old Town Area portion of the Adopted Major Thoroughfare Plan is shown on Map 10. Along the southern boundary of the plan area is the Capital Beltway (I-95) and an 8 lane expressway connecting to Maryland by way of the Woodrow Wilson Bridge. This is the primary north-south highway from Maine to Florida. It is physically part of the Capital Beltway around Washington, D.C. and has become the "main street" of the region.

Main north/south streets through the Old Town Area are Washington Street, an arterial, and Patrick and Henry Streets, also arterial streets. Patrick and Henry Streets are paired one way north and south and carry the official designation of U.S. Rt. #1. Some streets have been designated residential collectors. They are Union, St. Asaph and Columbus Streets. Residential Collectors are supposed to carry local traffic to primary collectors and arterial streets.

Major east/west streets are King, Cameron, Prince, Duke and Franklin Streets. King Street is shown as a primary collector, as is Franklin Street east of Washington Street. Cameron and Prince Streets are residential collectors for their entire lengths, west of St. Asaph Street. Duke Street west of Patrick Street is designated as a arterial street, as is Franklin Street between Patrick and Washington Streets.

The City Code defines streets as follows:

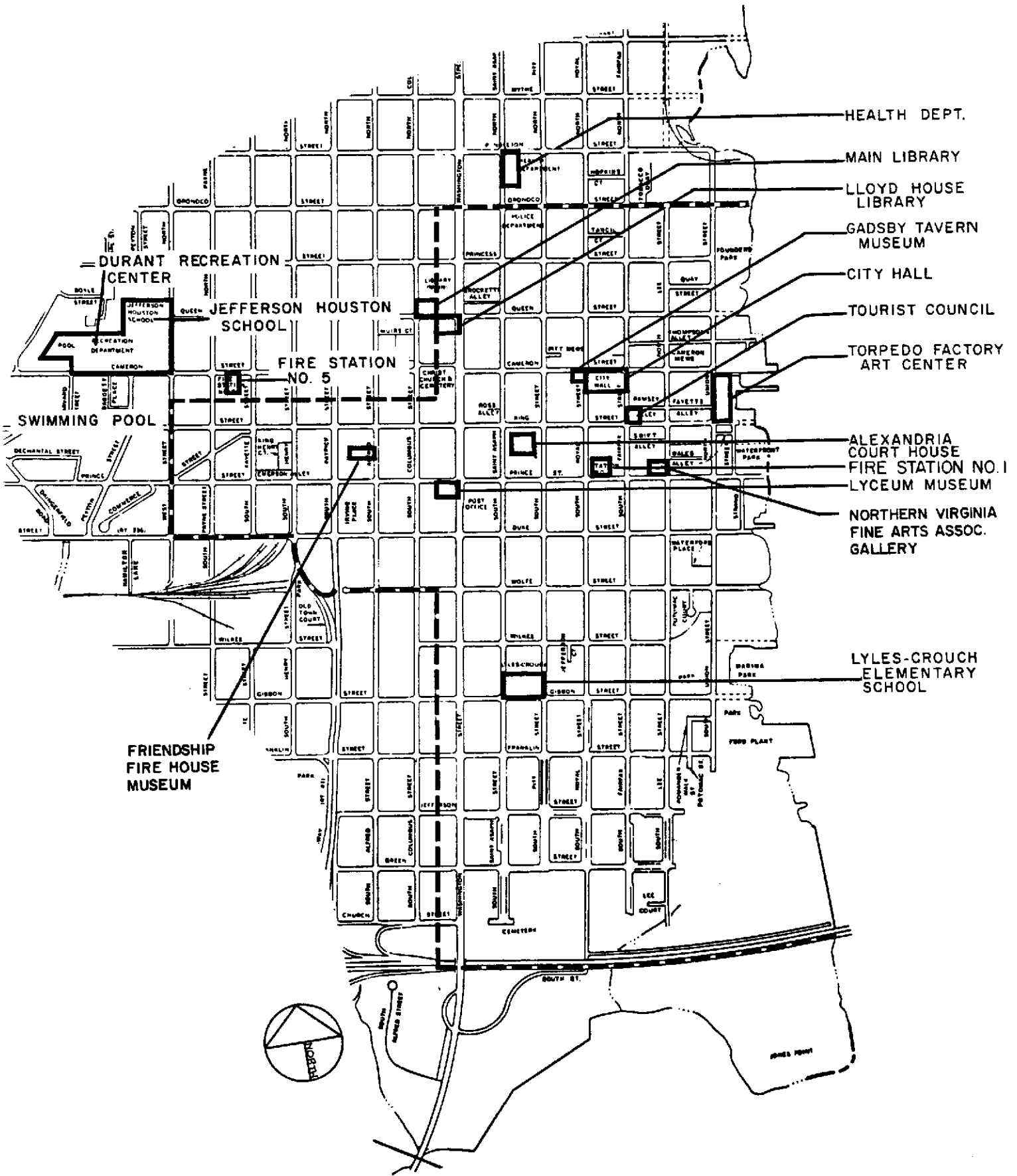
	<u>Designation</u>		<u>Minimum Row Width</u>
o	Freeway (expressway, beltway or bypass)	-	200 feet
o	Arterial	-	100 feet
o	Collector-primary	-	80 feet
o	Collector-residential	-	66 feet
o	Local	-	60 feet

All of the undesignated streets on the Major Thoroughfare Plan are local streets.

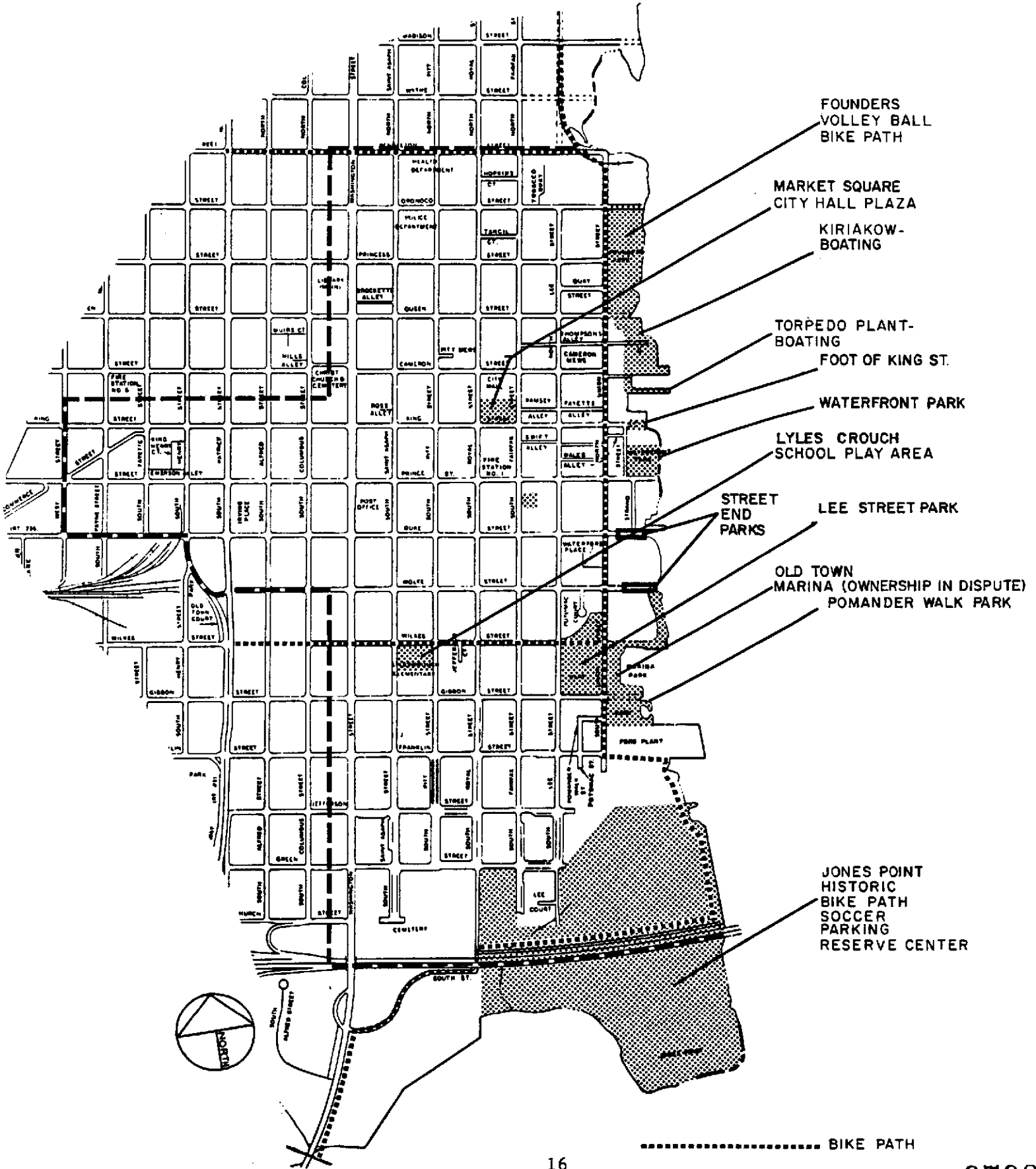
MAP 8

COMMUNITY FACILITIES

OLD TOWN STUDY AREA



EXISTING PARKS OLD TOWN STUDY AREA



FOUNDERS
VOLLEY BALL
BIKE PATH

MARKET SQUARE
CITY HALL PLAZA

KIRIAKOW-
BOATING

TORPEDO PLANT-
BOATING

FOOT OF KING ST.

WATERFRONT PARK

LYLES CROUCH
SCHOOL PLAY AREA

STREET
END
PARKS

LEE STREET PARK

OLD TOWN
MARINA (OWNERSHIP IN DISPUTE)
POMANDER WALK PARK





JONES POINT
HISTORIC
BIKE PATH
SOCCER
PARKING
RESERVE CENTER

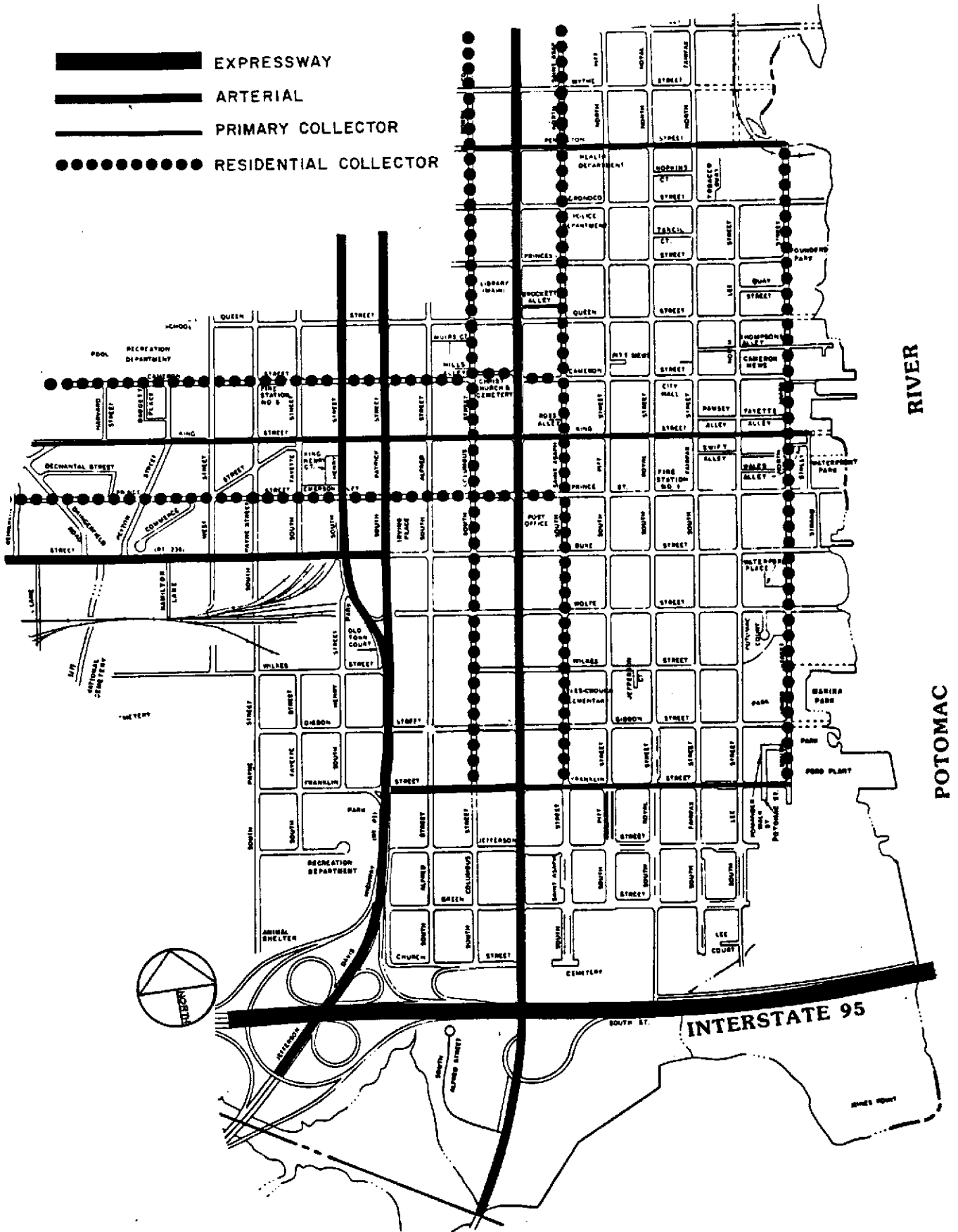
----- BIKE PATH

MAP 10

MAJOR THOROUGHFARE PLAN

OLD TOWN STUDY AREA

-  EXPRESSWAY
-  ARTERIAL
-  PRIMARY COLLECTOR
-  RESIDENTIAL COLLECTOR



CHANGES SINCE 1974

Population

The population of the Old Town Plan area has declined since the 1970 Census, but is expected to remain stable in the future. The 1985 estimated population of the area was 5,239, down from the 1970 Census of 6,638, but up from the 1980 Census of 5,108.

Table 1
POPULATION AND HOUSING
Old Town

	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Population	6,638	5,108	5,239	5,248	5,217
Housing Units	2,919	2,961	2,814	2,854	3,061
Households	2,806	2,798	2,729	2,767	2,968
Average Vacancy Rate	3.90%	5.50%	3.04%	3.04%	3.04%
Average Household Size	2.36	1.83	1.92	1.80	1.73

SOURCE 1970-1980: U.S. Census.

SOURCE 1985-2000: COG Round IV Forecasts and 1980 U.S. Census.

Most of the population decrease is attributable to the decrease in average household size from 2.36 in 1970 to 1.83 in 1980 and was estimated to be about 1.92 in 1985. Overall, the number of households increased slightly from 1970 to 1980, but declined in 1985 from 2,919 to 2,814. This phenomenon, decreasing household size, is being experienced nationwide as well as in Alexandria.

Employment

An estimated 11,300 people work at locations in the Old Town area. Because of data reporting areas, this includes all of the plan area except a six block area in the extreme western section (Map 11). This reflects an increase of about 63% in jobs in the area since 1976, primarily as a result of office development. By the Year 2000 employment in Old Town is expected to reach 13,608 persons.

Table 2
1976-1985 EMPLOYMENT
Old Town

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>Change</u> <u>1976-1985</u>
Industrial	703	999	1,384	+96.9%
Wholesale]	1,625	199	121] +39.4%
Retail]		1,901	2,144] +16.4%
F.I.R.E. ¹	1,040	1,314	1,211	+110.8%
Services	1,758	1,917	3,705	+28.2%
Federal Government]	1,365	206	352] +117.4%
State/Local]		1,332	1,398] +117.4%
Self Employed	453	832	985	
TOTAL	6,944	8,700	11,300	

¹Finance, Insurance and Real Estate.

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

MAP 11

EMPLOYMENT DATA AREA

OLD TOWN STUDY AREA

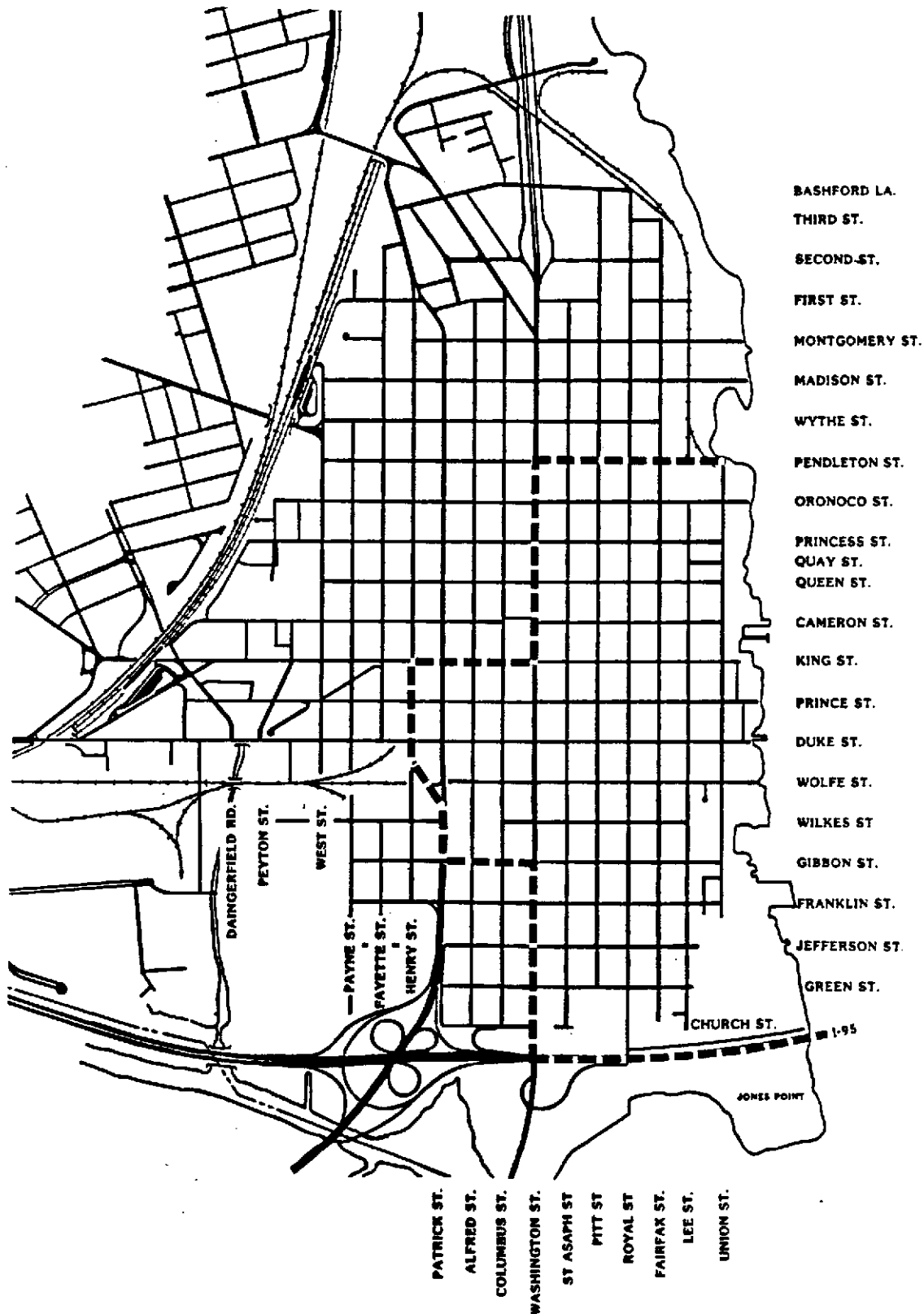


Table 3

**PROJECTED EMPLOYMENT
Old Town**

	<u>1985</u>	<u>1990*</u>	<u>2000*</u>
Private Employment	8,565	8,992	10,314
Federal Government	352	370	424
State/Local Government	1,398	1,468	1,684
Self Employed	985	1,034	1,186
TOTAL	11,300	11,864	13,608

* Estimates based on 1985 distribution of jobs.

Office Development and Employment

Since adoption of the Consolidated Master Plan in 1974 there have been 39 office buildings or additions built in the Old Town Plan area. The total size of these developments is 1.2 million square feet gross. This amount of development has added 4,570 employees to the 2,650 employees already working here. The office development added is shown on the following chart.

Office space currently under construction is expected to increase employment in the area by 615. The additional employees reflected by this increase will be working in the following buildings which are presently under construction.

Table 4

**OFFICE SPACE UNDER CONSTRUCTION
Old Town**

<u>Project</u>	<u>Address</u>	<u>Square Feet</u>
Fairfax Court	326 N. Fairfax	21,379
Firehouse Square	902 King	31,300
1010 King	1010 King	5,833
National Assoc. of Board of Educ.	1012 King	8,230
Gateway Center	309 S. Patrick	76,186
916 Prince	916 Prince	9,000
Torpedo Plant	Union/King	19,000
Bloomvale	115 S. Union	30,000
TOTAL		170,928

Table 5
OFFICE DEVELOPMENT 1974 - 1988
Old Town

<u>Name</u>	<u>Address</u>	<u>Year</u>	<u>Square Feet</u>
	105 N. Alfred	1986	7,218
Rust addition	108 N. Alfred	1984	11,760
	112 S. Alfred	1985	23,700
Law Office	108 N. Columbus	1976	6,023
Barrister Square	106 S. Columbus	1978	7,419
	111 S. Columbus	1976	5,800
DiP Block 4 Townhouse	1000 Duke St.	1984	26,695
Office Building	1020 Duke St.	1984	5,094
	1015 Duke St.	1985	9,634
Standard Flr.Off.Bldg.	1321 Duke St.	1985	29,870
N. Henry Comm. Bldg.	109 N. Henry	1983	18,973
Am.Assoc.Mot.Veh.Admin.	100 S. Henry	1984	17,519
Court House Square	500 King St.	1980	125,287
Office Building	600 King St.	1981	6,698
Burke & Herbert	621 King St.	1980	5,106
	815 King St.	1978	26,938
Tycon	1101 King St.	1985	212,614
Nat.Off.Products Assoc.	301 N. Fairfax	1977	22,878
Black Manafort & Stone	322 N. Fairfax	1983	5,600
Essex Building	331 N. Fairfax	1979	45,735
Crilley Warehouse	220 N. Lee	1976	23,000
Lee Street Square	413 N. Lee	1980	26,890
Dalton Warehouse	428 N. Lee	1981	61,010
One Prince	1 Prince	1985	26,919
Church Building	601 Prince	1981	12,957
Office Building	901 Prince	1984	9,856
Prince Street School	1001 Prince	1984	21,579
Nat.Mental Health Assoc.	1021 Prince	1983	17,519
Morgan Office	128 S. Royal	1980	5,200
Torpedo Factory	201 N. Union	1984	112,275
Harbor Center	211 N. Union	1986	56,739
Heritage Wash.St.Grp.	225 N. Washington	1984	19,125
PWF Insurance Agents	400 N. Washington	1982	28,112
Gannon Office	411 N. Washington	1975	5,544
Old Port Company	422 N. Washington	1977	7,875
George Mason	114 S. Washington	1977	59,081
Lloyds Row	224 S. Washington	1984	19,130
The Atrium	277 S. Washington	1977	116,575
West Street Office	123 N. West	1986	<u>18,989</u>
TOTAL			1,268,931

Proposed and possible office projects in the Old Town Plan area amount to 142,350 square feet in 6 projects. This will add an additional 675 employees to the work force. Consequently, by the Year 2000 the Old Town area may have 8,500 office employees.

Table 6

**PROPOSED AND POSSIBLE OFFICE PROJECTS
Old Town**

<u>Name</u>	<u>Address</u>	<u>Square Feet</u>
Port of Alexandria	0 Prince	49,550
104 S. Union	104 S. Union	8,695
Strand II	Strand and Prince	31,360
Bloomvale, Inc.	115 S. Union	30,000
Meushaw Office	100 S. West	13,310
ELC Corp.	112 S. West	9,435

DOWNTOWN BUSINESS

Since adoption of the Consolidated Master Plan in 1974 the downtown business area has continued to prosper and grow. This business vitality is due in part to the completion of the final phases of the Gadsby Urban Renewal project, completion of the King and Washington Streets streetscape, improvements to the Waterfront and a continued growth in tourism.

The business area has experienced a large increase in restaurant activities. Since 1974 the number of restaurants in Old Town has increased from 13 to 88. Approximately 40 percent of the restaurants in Alexandria are located in the Old Town Plan area. This increase is associated with the same factors which caused the growth in general business activities, plus enactment of liquor by the drink in Virginia. Restaurants, while being beneficial to the liveliness of the business area, have also caused some concerns to nearby residents and to the City Council. The factors of most concern are parking in residential areas and nighttime noise from restaurant/tavern patrons. The parking issue has been addressed by imposition of residential parking permit zones and the nighttime problems through better police surveillance of the area.

WATERFRONT -- TITLE DISPUTE -- 1981 PLAN

Since 1973, the ownership of the Alexandria Waterfront has been clouded by a title dispute between the U. S. Department of Justice on the one hand and the City and private claimants on the other. The U. S. Department of Justice asserted the United States claim to all lands lying east of the 1791 High Water mark of the Potomac River at Alexandria in the 1973 lawsuit, U.S. v. Bryant, et. al.

The National Park Service and the City worked together for two and one half years to devise a joint land use plan to serve as the basis for an out-of-court settlement between the U. S. Department of Justice and the City. This land use plan was presented to the public at a joint public hearing May 14, 1981. On October 6, 1981, City Council approved settlement conditions proposed by the U. S. Department of Justice for five City-claimed properties and certain dedicated public streets and alleys. Included within the proposed stipulation of settlement was the requirement that on or before December 31, 1982, Alexandria would adopt, and thereafter keep in force, a comprehensive plan and zoning ordinance for the Alexandria Waterfront in general accordance with the height and use restrictions shown in the Alexandria Waterfront Draft Joint Land Use Plan issued in May, 1981. The Alexandria Waterfront, as defined in the U. S. Justice Department stipulation of settlement, includes approximately two miles of waterfront between the U. S. General Services Administration owned Ford Plant and the National Park Service owned Daingerfield Island.

The draft plan addressed proposed changes to the long range land use plan map only. The creation of height districts and special waterfront zones were addressed in a separate study.

The proposed waterfront land use plan addressed those properties within the Alexandria Waterfront District as defined by the October, 1981 stipulation of settlement between the U. S. Department of Justice and the City of Alexandria. The ten acre U.S. General Services Administration owned Ford Plant has also been included in the proposed land use plan changes because of City Council's action in May, 1980 approving acquisition of the Ford Plant for water-oriented public/private uses.

The proposed waterfront land use plan differed significantly from the adopted plan. The North Waterfront, high-density mixed-use zone was eliminated and the majority of the waterfront was proposed for waterfront mixed use and recreational and open space uses. The proposed plan showed major existing uses in the North Waterfront as they are today; thus, Marina Towers was shown as Residential High, the PEPCO power plant was shown as Industrial, and the Fairfax Street office/hotel corridor was shown as Commercial.

The 1974 adopted land use plan segments the waterfront into four land uses (from north to south being Mixed Use, Residential Medium, Commercial, and Recreational and Open Space). The Waterfront Plan recommended a mix of Waterfront Mixed Use and Recreational and Open Space uses along the length of the waterfront. The Torpedo Plant remained in the Commercial use designation as the only exception. The plan defined the approximate boundaries of a 30 acre waterfront park stretching from Daingerfield Island on the north to the Ford Plant on the south.

The proposed plan was essentially a refinement of the 1978 draft waterfront land use plan and the 1981 draft Joint City/National Park Service Plan. Most importantly, it provided substantial parkland on the waterfront, public access to the river, a continuous walkway/bikeway, controlled density of development, emphasis on water-oriented uses, and continuation of river-related activities.

The waterfront plan was adopted in 1982 and most of the land along the river was rezoned to the new W-1 waterfront and WPR waterfront park and recreation zones. The only property not rezoned was the City owned Torpedo Plant and the Ford Plant complex.

HIGHWAYS AND TRAFFIC

The Major Thoroughfare Plan in the 1974 Consolidated Master Plan recommended that no new highways be constructed in Alexandria. No new streets have been created in the study area. City Council, however, did approve widening Duke Street from Diagonal Road to Henry Street in accord with the arterial designation in the plan.

North/south traffic into and through the area has increased during the past 14 years. This increase is associated with new offices built in and around the Old Town area, as well as new office development built in Arlington County and in the District of Columbia. In an effort to discourage through traffic in residential areas Alexandria has installed a series of all way stops throughout the Old Town area. The City has also implemented HOV lanes on both Washington Street and Patrick and Henry Streets to encourage peak hour car pooling. Traffic through this area has been improved by installation of a computer controlled signal system.

The study area is served by two Metro stations at King Street and Braddock Road. These stations are within walking distance of much of the study area. The study area is also well served by bus service to the stations and to the Pentagon and National Airport. The major routes of DASH, The Fairfax Connector and Metro Bus are shown on Map 12.

EXISTING LAND USE

Excluding street right-of-ways, the area covered in the Old Town Area Plan area includes approximately 250 acres of land not including streets, with a mix of residential, office, retail, industrial, institutional and open space activities, with residential uses predominating. Generally, the non-residential uses are concentrated along King Street, Washington Street and portions of Prince and Duke Streets. The rest of the plan area is mostly residential. The existing land uses are shown on Maps 13 and 14.

Residential Use

About 48 percent of the total land area in the Old Town Plan area is developed in residential uses. Most of these residences are townhouses built at medium to higher densities. Some of the residential uses include medium to high density garden apartments.

Recent residential development in this area, with the exception of the area in the boundaries of the DIP Residential Urban Renewal area, has been limited to infill townhouses, since there is little vacant residential land available for development.

Commercial (Office/Retail) Use

Commercial uses cover about 25 percent of the land in the plan area. Most of this commercially used land is located along King Street and Washington Street. Some commercial uses are also located along Union, Prince, and Duke Streets.

In addition to retail and restaurant uses, the commercial area contains office buildings. Since this area is covered by a 50 foot height limit most of the buildings are relatively low in scale and are constructed in a style which is compatible with the character of the Old Town area with a few unfortunate exceptions. Most of the office buildings are located in the Gadsby Urban Renewal project area along the 300, 400 and 500 blocks of King Street and along portions of North and South Washington Street. There are a few office buildings near the waterfront in the north end of the plan area.

Industrial Use

Industrially used land accounts for about 5 percent of the land area within the plan boundaries. The largest remaining industrial uses are the Robinson Terminal Corporation, InterArms and the vacant Ford Plant (under consideration for residential reuse).

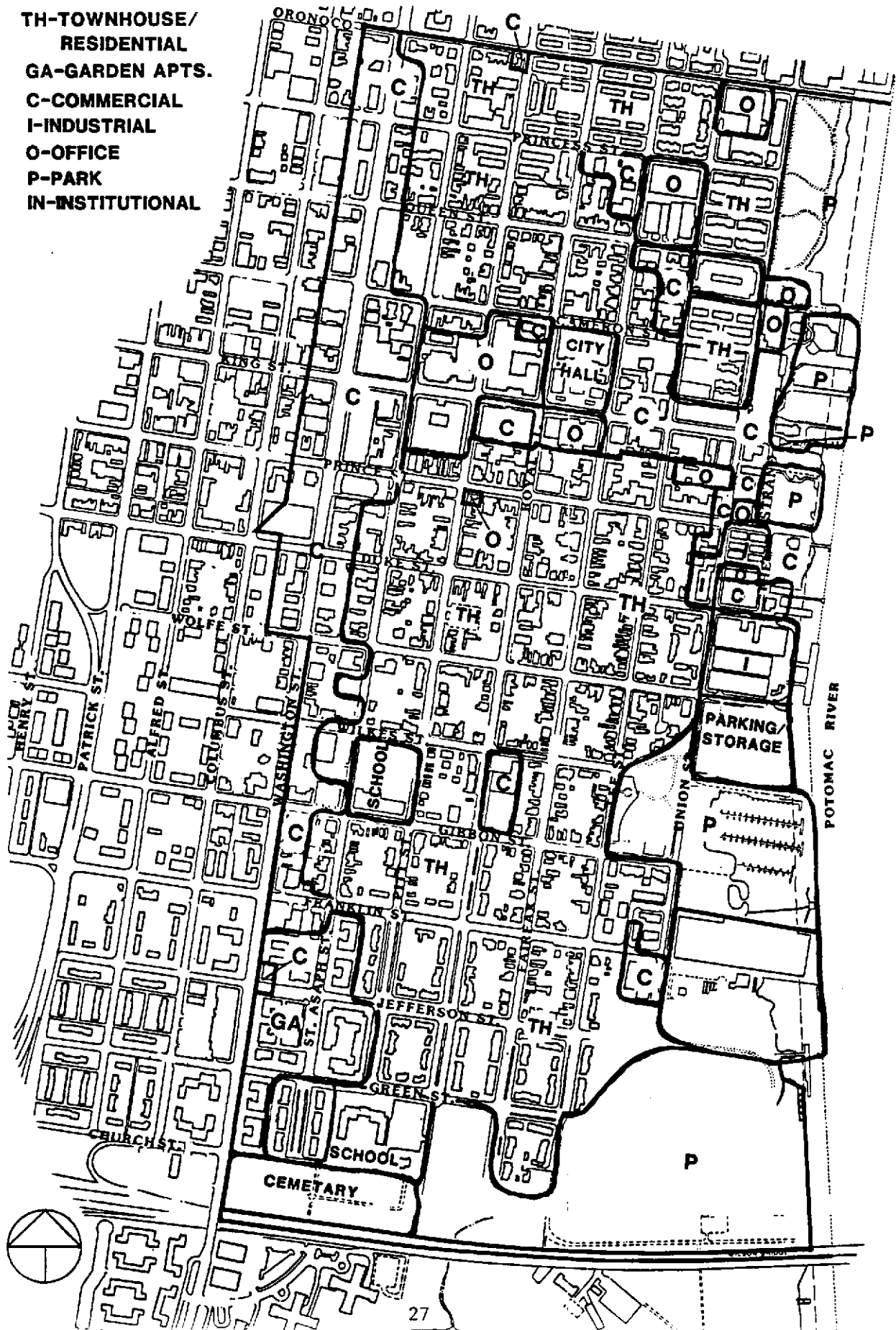
In the past, the waterfront area had a large amount of land devoted to industrial use. Planning efforts and economic conditions have seen this type of activity decline to a few industrial uses involving a small amount of land adjacent to or near the river. Over time, it is expected that all of the industrial uses, with the exception of the Robinson Terminal shipping facilities, will disappear from the Old Town area.

Park & Open Space

This is the land use which has increased most since adoption of the 1974 Consolidated Master Plan. Parks now account for about 17 percent of the land area in the Old Town area. The largest park area is Jones Point in the south east corner of the plan area. The other large parks are Market Square, Founders, Torpedo Plant, Waterfront, Pomander Walk and Lee Street. Also included in this park calculation is the Old Town Marina.

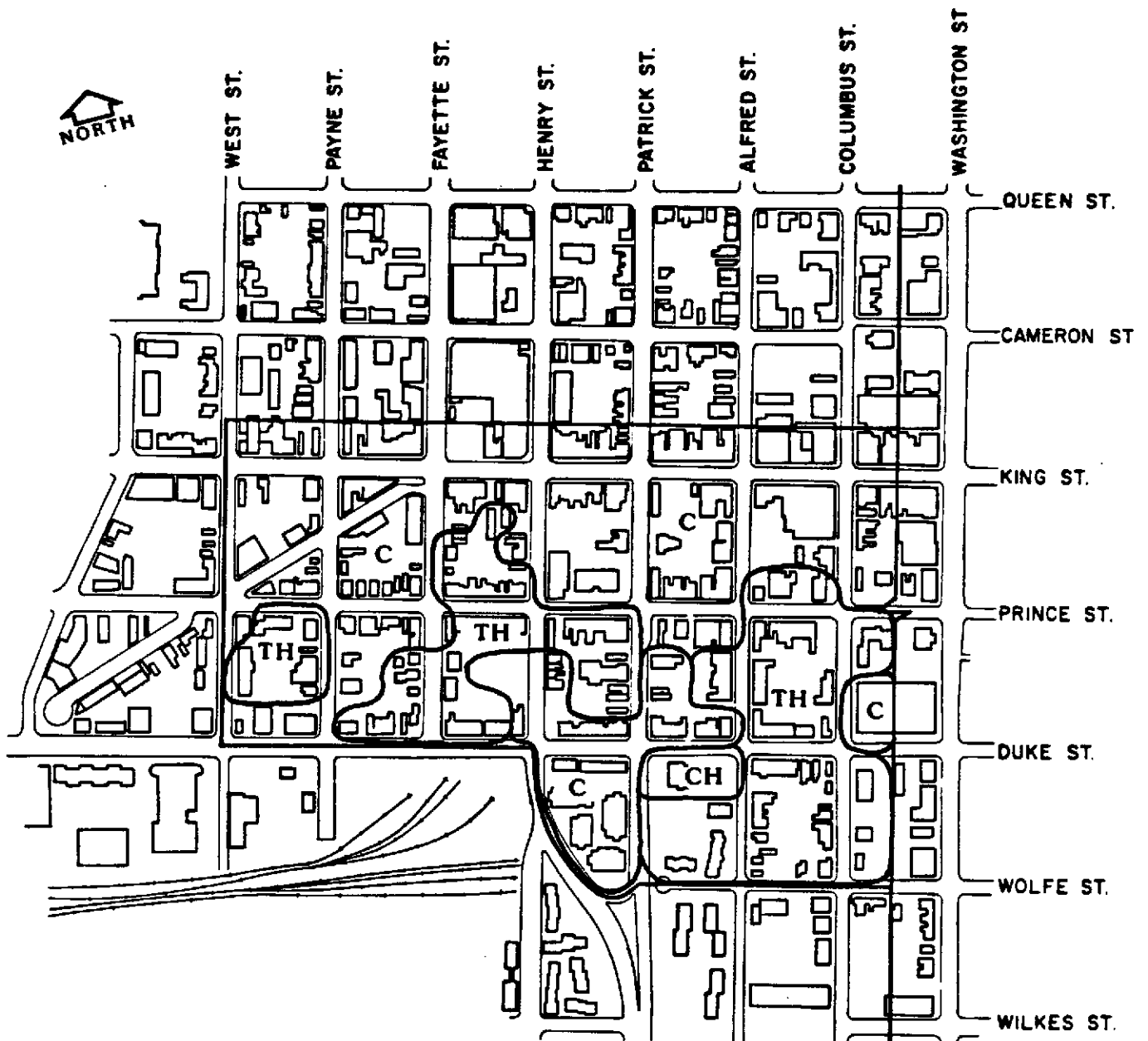
EXISTING GENERALIZED LAND USE OLD TOWN STUDY AREA

- TH-TOWNHOUSE/
RESIDENTIAL
- GA-GARDEN APTS.
- C-COMMERCIAL
- I-INDUSTRIAL
- O-OFFICE
- P-PARK
- IN-INSTITUTIONAL



EXISTING GENERALIZED LAND USE

OLD TOWN STUDY AREA
WEST OF WASHINGTON STREET



TH TOWNHOUSE RESIDENTIAL

C COMMERCIAL

CH CHURCH

NOTE: THE BLOCKS DESIGNATED COMMERCIAL INDICATE PREDOMINATE USE. SOME BLOCKS CONTAIN RESIDENTIALLY USED BUILDINGS, ESPECIALLY ALONG PRINCE STREET.

Other Uses

Other uses include government, church and school uses. These uses account for about 5 percent of the land area within the plan area. These uses have remained relatively stable since 1974. The largest of these uses is City Hall and the Courthouse. Included also is a Federal Court house and one fraternal organization.

Vacant Land

There is virtually no vacant land in the plan area. When development takes place in Old Town, it is usually on land used for some existing land use. An example of this is the Vepco waterfront site which is presently used for parking and transformer storage, and is the site of an electrical substation. This site, in all likelihood, will be used for residential purposes.

ISSUES

One of the first steps in the planning process for Old Town was to identify issues in the area. The issues identified by staff and participants in the area plan meetings are:

1. Nonconforming uses (commercial uses on land zoned for residential use) (see attached list and Map #16).
2. Areas with potential for future development (see Maps 21 and 22).
3. How to require mixed uses development where plan calls for mixed use.
4. Industrial zoning on lower King where actual use is commercial.
5. Zoning and future use of InterArms property.
6. Density of commercial zoning.
7. Preservation of open space in residential area.
8. Back Yard Boats - future use of property.
9. Office uses in buildings zoned RC residence, with special use permit approval.
10. Home occupations in RM residential zone.
11. Bed and breakfast establishments.
12. Resolution of ownership by Old Town Yacht Basin and acquisition by City.

Nonconforming uses and areas for future development will be discussed in the latter sections of this plan.

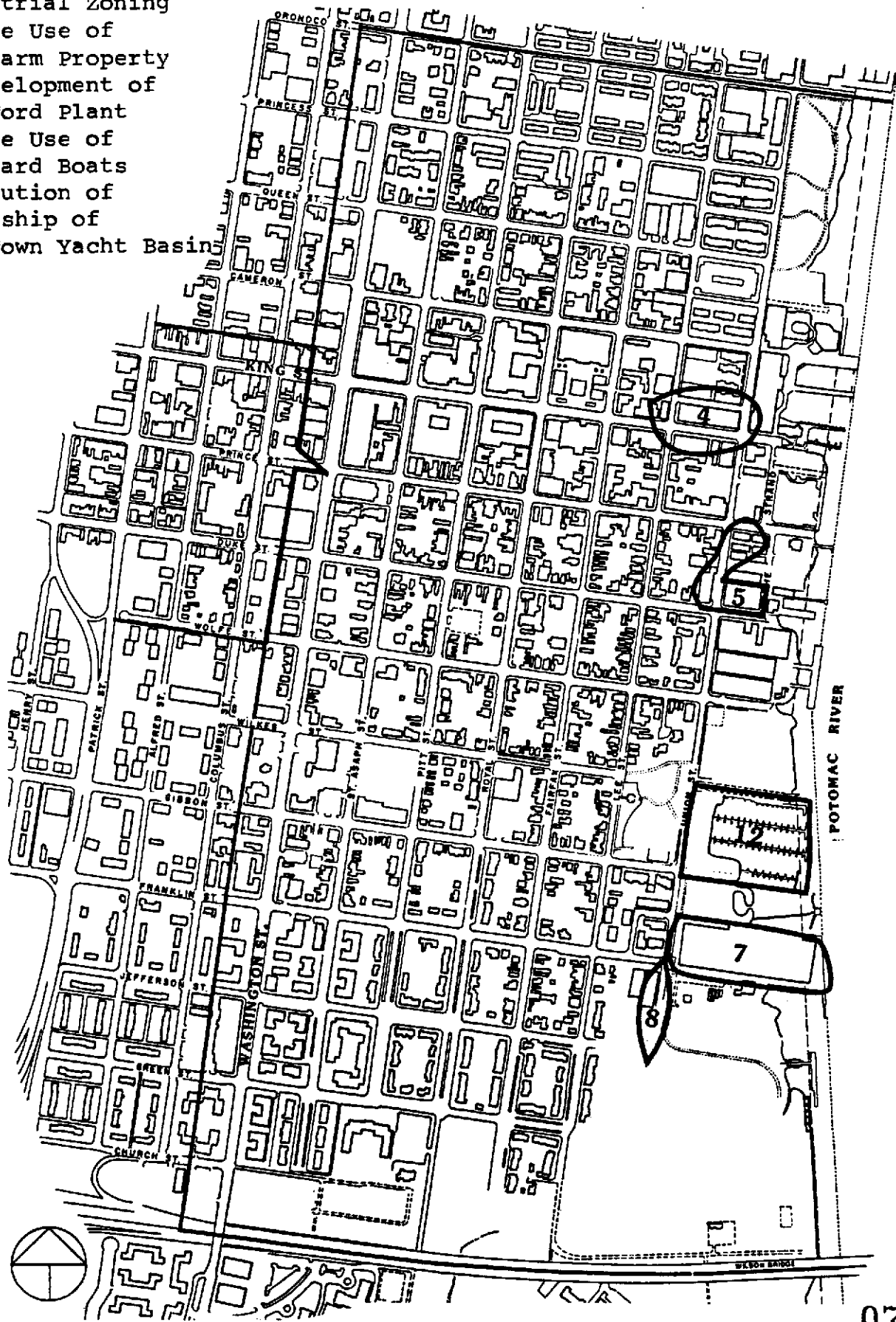
The issue of requiring mixed use where mixed use is mandated or desired is a Citywide issue raised in most of the other area plans, and will be reviewed by the Zoning Task Force with the assistance of the City's Zoning legal consultant.

Much of the 100 block of King Street and part of the 200 block are zoned industrial. This is the remnant of the era when this area was industrial. Now that all of these uses have relocated elsewhere and the area is used for commercial activities, industrial zoning is inappropriate and the properties should be rezoned to an appropriate commercial zone.

ISSUES

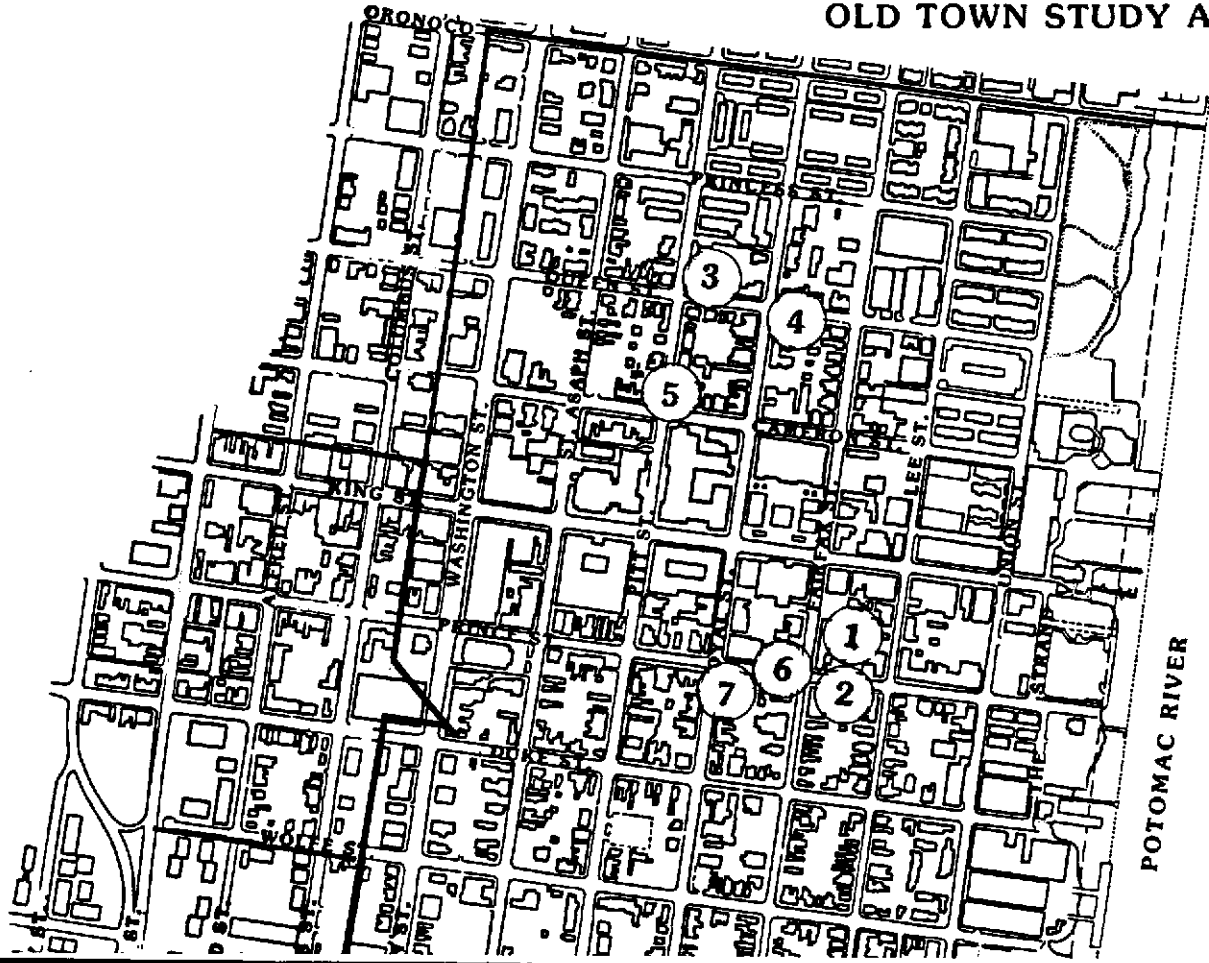
OLD TOWN STUDY AREA

- 4. Industrial Zoning
- 5. Future Use of Interarm Property
- 7. Redevelopment of Old Ford Plant
- 8. Future Use of Backyard Boats
- 12. Resolution of Ownership of Old Town Yacht Basin



NON-CONFORMING USES

(Commercial Uses on Land Zoned Residential)
 OLD TOWN STUDY AREA



(COMMERCIAL USES ON PROPERTY ZONED RESIDENTIAL)

- 1. 120 S. Fairfax Street - RM - Office - State Justice Institute
- 2. 216 Prince Street - RM - Office - Julian T. Burke, Inc. Insurance
- *3. 301-303 N. Pitt Street - RM - Office - Law
- 4. 229 N. Royal Street - RM - Retail/Office - Fota Gallery
- *5. 200 N. Pitt Street - RA - Office
- 6. 139 S. Fairfax Street - RM - Retail - The Enchanted Florist
- 7. 200 S. Royal Street - RM - Retail - Old Towne Antiques, Prince Royal Gallery, Inc.

*Status to be determined



The density of commercial activity is important in Old Town. The area is limited by the Old Town 50 foot height limit and by the Board of Architectural Review's consideration of building plans. Nonetheless, the densities of new buildings as they relate to the scale of Old Town needs to be controlled to be compatible with nearby residential uses, so they can exist in harmony.

Open space in individual lots is being filled with additions and in some cases subdivided for additional dwellings. The Zoning Task Force, as part of their zoning code review, may wish to consider amending the open space regulations in the RM zone to have open space provided on a sliding scale based on lot area, whereby small lots would provide less open space than larger lots. The larger amount required for large lots will reduce the possibility of large additions being built in areas which have been open and usable space.

Areas in Old Town, along North St. Asaph Street north to Cameron Street are zoned RC, a high density multi-family residential zone. This is incompatible with Old Town development. Therefore, these areas should be rezoned to RM to retain the residential character of the area and to eliminate the threat of office use also permitted in the RC zone.

Home occupations including doctors' offices and similar office uses are permitted by the Zoning Code.

To assure that businesses and offices are not operated in residential areas in Old Town, consideration should be given to amend the Zoning Code to prohibit home occupations as a permitted use.

Consideration should be given to control of the situation where rooms are rented to less than three individuals. This is not now defined as a rooming house or boardinghouse and therefore does not require Special Use Permit approval.

The control of bed and breakfast facilities in Alexandria should be investigated. Consideration needs to be given to defining the use and determining where and under what circumstances they should be allowed.

This series of issues should be considered by the Zoning Code Task Force. The Planning Commission will see them later and have to assess how well they fit into what the commission thinks was done with the various area plans.

Nonconforming Uses

The City Code regulates nonconforming uses created by zoning code or map changes. Nonconformity relates to any use of land or buildings which is not consistent with the regulations of the zone in which the use is located. Commercial uses occupying land zoned residential in 1951 are required to terminate at the end of a 40 year amortization period. Consequently, several properties must cease operations in 1991.

There are 7 nonconforming uses located in the Old Town Plan area (Map 16). These uses were discussed at citizen meetings and it was the opinion of the majority of those in attendance that all of the nonconforming uses should be terminated as required by the code.

A separate policy study is being prepared by the Planning Staff for consideration by City Council. That paper will provide guidance on a Citywide approach to the 1991 nonconforming use situation.

The non-conforming use issues will reach the Planning Commission in a separate study.

ZONING

Zoning in the Old Town area follows the land use pattern discussed previously. About 50 percent of the land area is zoned residential and the balance is zoned for commercial, industrial and park purposes (Maps 17, 18 and 18a).

Residential Zoning

The predominant residential zone in the area is the RM which is a townhouse zone especially designed for application in the Old Town area. The zone permits between 30 and 42 units per acre at a floor area ratio of 1.50. The maximum building height permitted is 4 stories or 45 feet. Apartments are allowed only in masonry buildings existing in 1951.

The area also contains land zoned RA, RB and RC residential. The RA and RB zones are garden apartment and townhouse zones permitting a density of approximately 22 dwelling units per acre. The floor area ratio for these zones is 0.75 and the basic building height is 4 stories or 45 feet.

The RC is essentially a high density, usually high-rise residential zone. The maximum density is slightly over 54 dwelling units per acre at a floor area ratio of 1.25. The maximum building height is 150 feet; however, since this area is in a special height district, the maximum building height allowed is 50 feet. The RC zone was applied to garden apartments in the southern end of the area and along N. St. Asaph Street in the north, but staff believes that RA zoning is a more appropriate designation.

Commercial Zoning

There are four commercial zones in the Old Town area, C-1, C-2, C-3 and CO. The predominant zone is the C3 central business district zone, which is a retail commercial zone that permits office use as well as residential uses at the same density as the RC zone. This zone is located along both sides of King Street and along segments of Prince and Duke Streets. The floor area ratio of this zone is 1.25 for residential uses and 3.0 for all other uses. Heights in the area are limited to 50 feet.

The C-1 and C-2 commercial zones are similar to the C-3 zone except for uses permitted and density. These zones, found primarily along Washington Street, permit a mix of uses, but the uses allowed are more restricted than the C-3 zone.

The C-O zone is a commercial office zone which allows residential uses and has a planned unit development provision. Some mixed office and retail use in low scale buildings have been built along streets using this zone. It has also been used for the townhouses at the Torpedo Factory and for an office building also located in that complex.

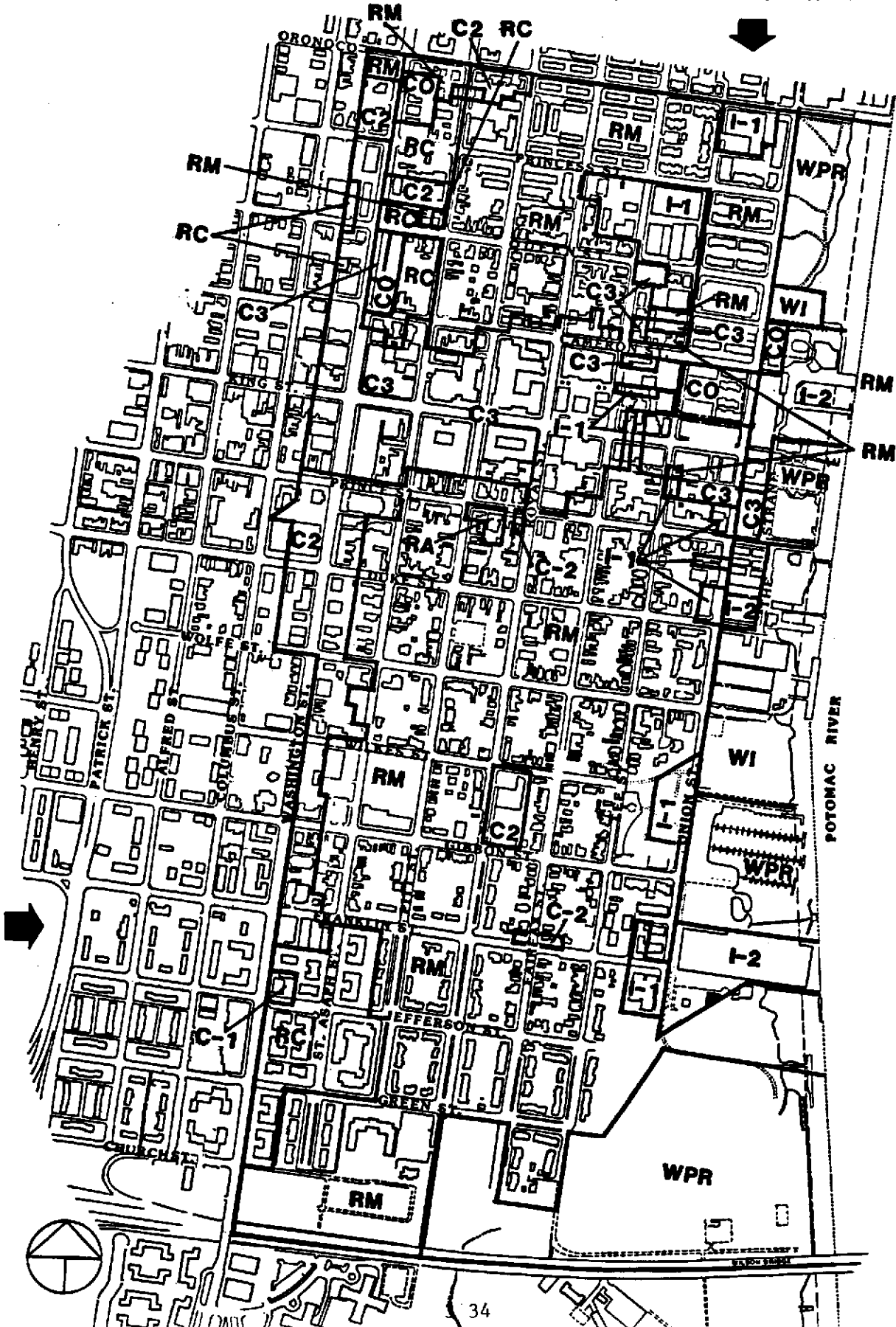
Industrial Zoning

The Old Town area still contains land zoned I-1 and I-2 industrial. This land is located along the 100 block of King Street and is found in and near the waterfront. The I-1 is a light industrial zone and the I-2 is a heavy industrial zone. Both zones permit planned unit developments in addition to retail, office and industrial uses. The main difference between the two zones is the floor area ratio which is 2.50 in I-1 and 3.0 in I-2. The Robinson Terminal Corporation and InterArms are both located on land zoned industrial. The other large industrial parcel is the Old Ford Plant, which is now under consideration for possible change in zone classification.

CURRENT ZONING

OLD TOWN STUDY AREA

OLD TOWN NORTH PLAN

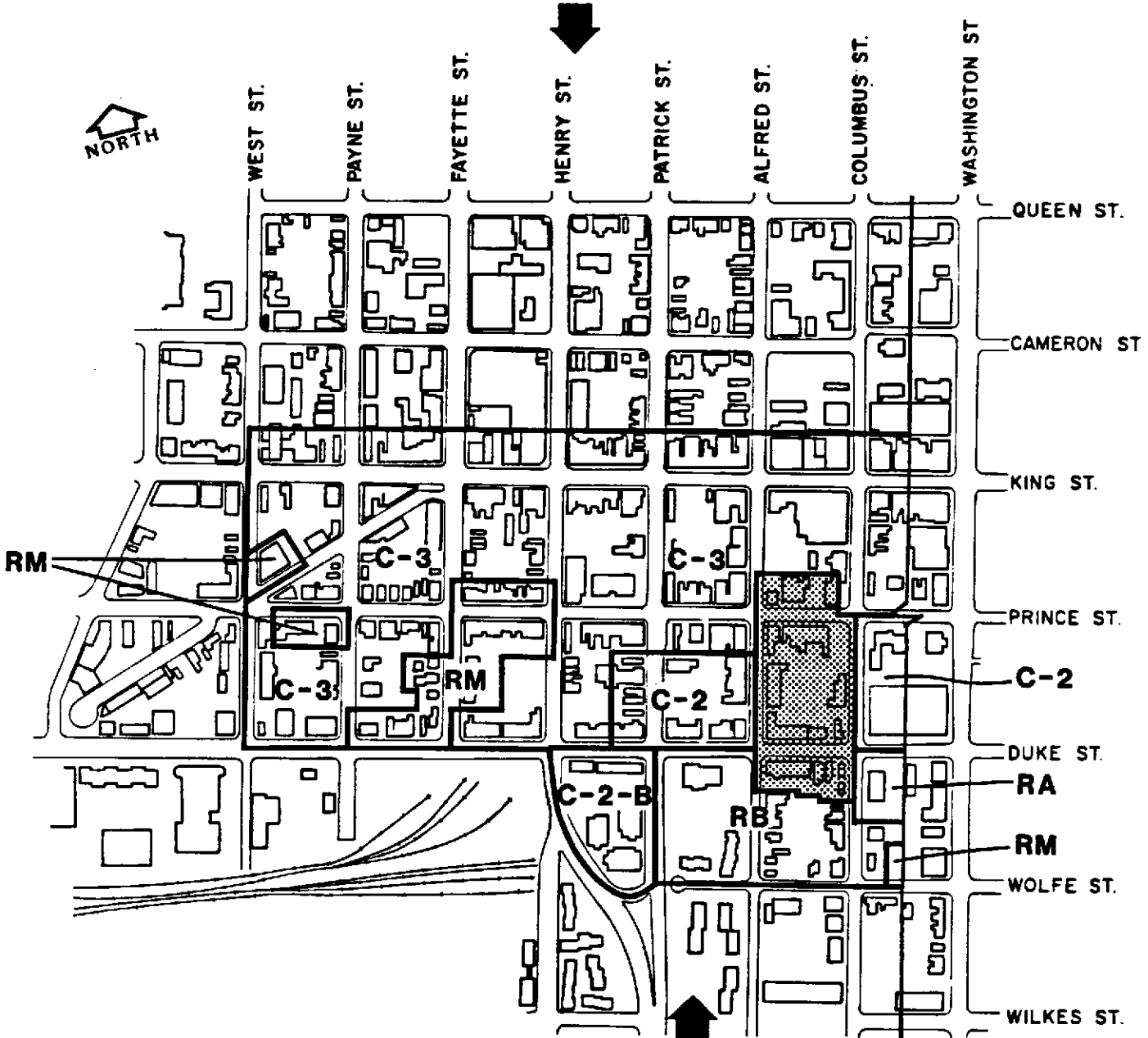


SOUTHWEST QUADRANT PLAN



MAP 18
CURRENT ZONING
 OLD TOWN STUDY AREA
 WEST OF WASHINGTON STREET

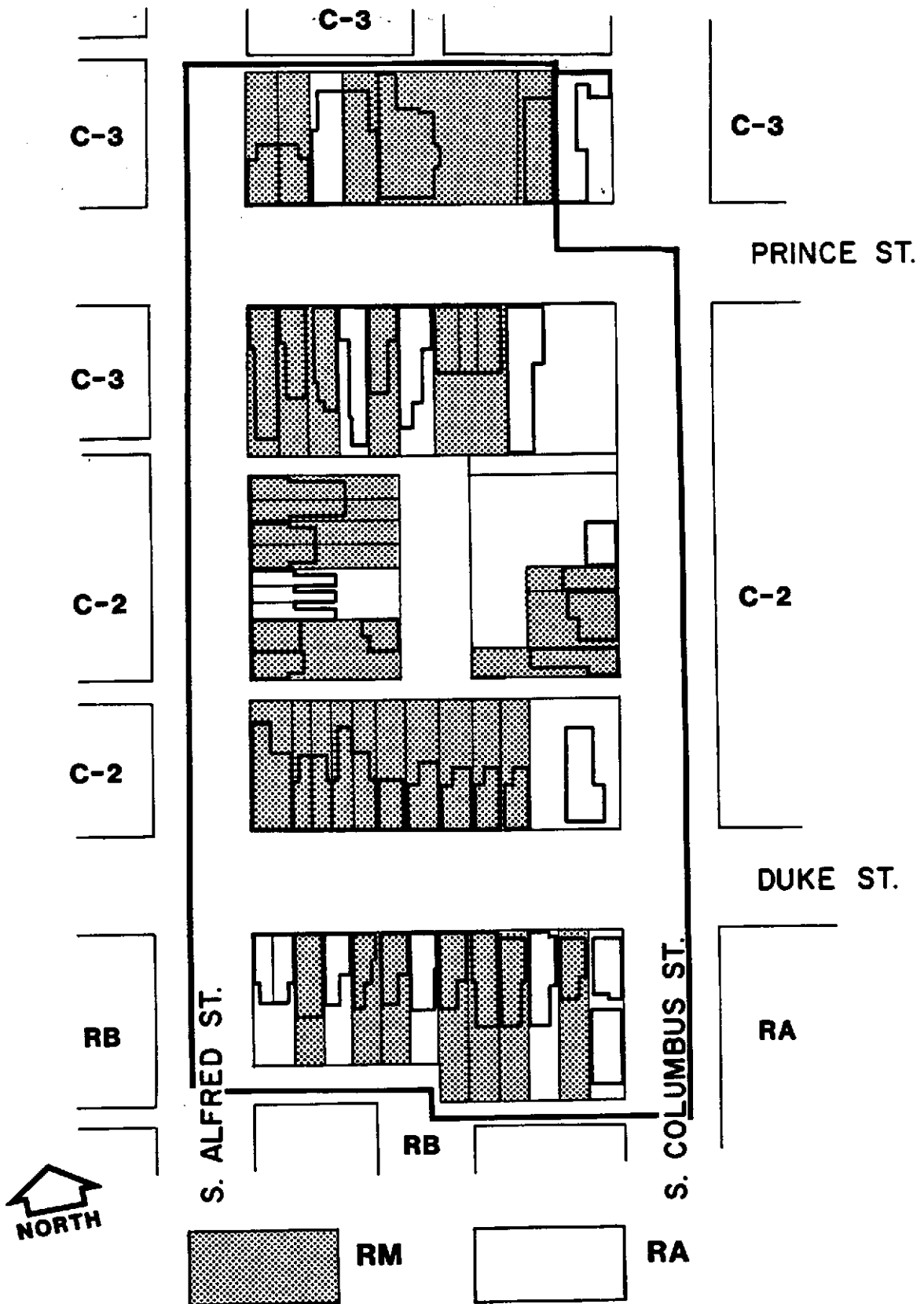
**BRADDOCK ROAD STATION
 AREA PLAN**



SOUTHWEST QUADRANT PLAN

 ZONING FOR THIS AREA IS SHOWN
 IN DETAIL ON A SEPARATE MAP.

MAP 18A
ZONING DETAIL
OLD TOWN STUDY AREA
WEST OF WASHINGTON STREET



Waterfront Zones

There are two zones along the Waterfront, adopted and applied to land in accord with the 1982 adopted Waterfront Plan. These zones are the W-1 zone, a mixed use zone, and the WPR zone, a waterfront park and recreation zone. Along the areas where these zones have been applied the height is restricted to 30 feet by right, with additional height up to 50 feet allowed with approval of a special use permit.

HEIGHT DISTRICTS

With the exception of a small area in the northern portion of the plan area, heights in the Old Town area are regulated by height districts, in addition to the heights permitted in each individual zone. The major portion of the plan is in Height District #1 which includes most of the area within the boundaries of the Old and Historic Alexandria District. Heights within this area are limited to 50 feet with the exception of designated Urban Renewal project areas, where up to 62 feet in height is permitted.

Along the river is the most recently adopted height district, identified as height district #10 (Potomac River Vicinity). Heights in this district are 30 feet by right and up to 50 feet with approval of a special use permit (Maps 19 and 20).

The height limits in the Old Town area are appropriate and it is, therefore, recommended that no changes be made at this time.

150' height limit area in northern portion of Old Town should be included in Old Town Height District - 50' limit.

DEVELOPMENT POTENTIAL SITES

As noted previously, there is little vacant land available for development in the Old Town Plan area; however, 14 potential development sites within the area have been identified. These development sites are shown on Maps 21 and 22.

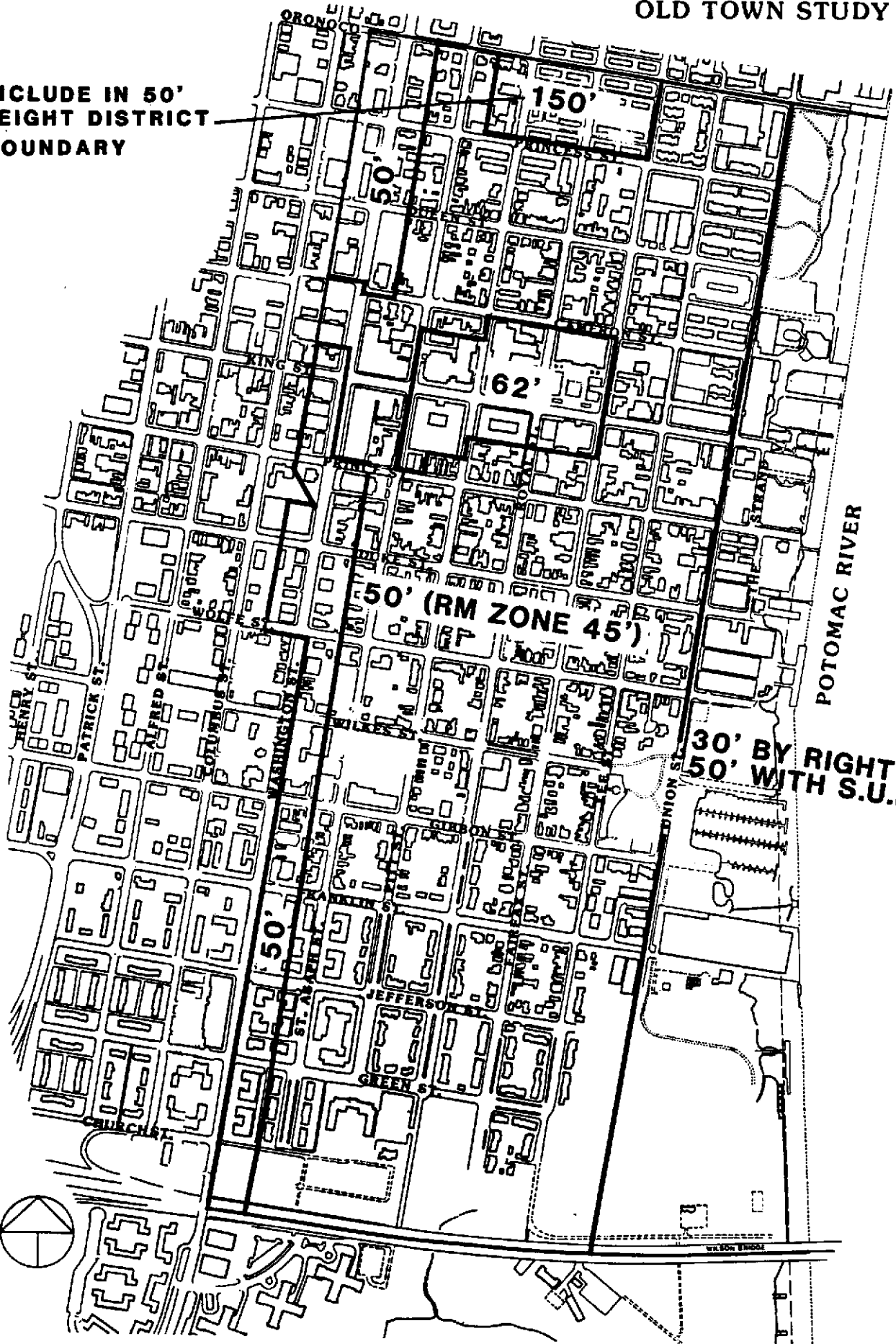
A possible development level was prepared for each site. Except where site plans have been filed with the City, an average floor area ratio for commercial retail and office of 1.70 was assumed. A residential density similar to Old Town density was also assumed. The most likely level of development is 583,526 square feet of office and retail and 348 dwelling units.

It should be noted that staff is not advocating redevelopment of those sites, but identified under-utilized sites which in the future may have development potential. An example of this is the Safeway site which is used for retail and serves the neighborhood in which it is located. This land was rezoned to commercial to permit this particular "neighborhood" store use because the old Safeway at the southeast corner of Prince and South Royal Streets was being closed because it was uneconomically small. If this use vacates this site, staff and citizens agreed it should be reused for residential. The Robinson Terminal Corporation shipping site is expected to remain for the long term, but was included to show how much development would likely occur in this area if it were redeveloped.

CURRENT HEIGHT DISTRICTS

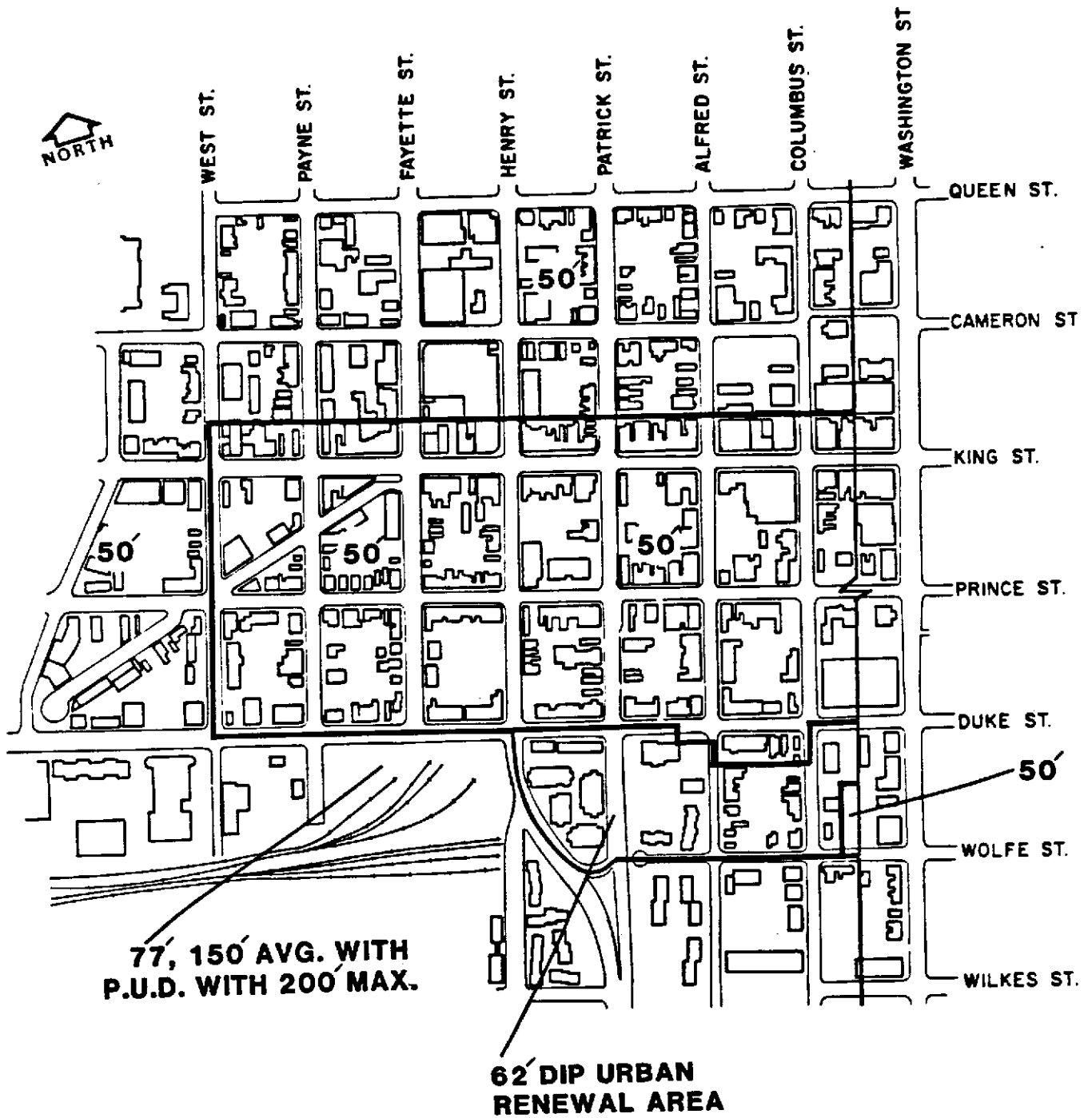
OLD TOWN STUDY AREA

INCLUDE IN 50'
HEIGHT DISTRICT
BOUNDARY

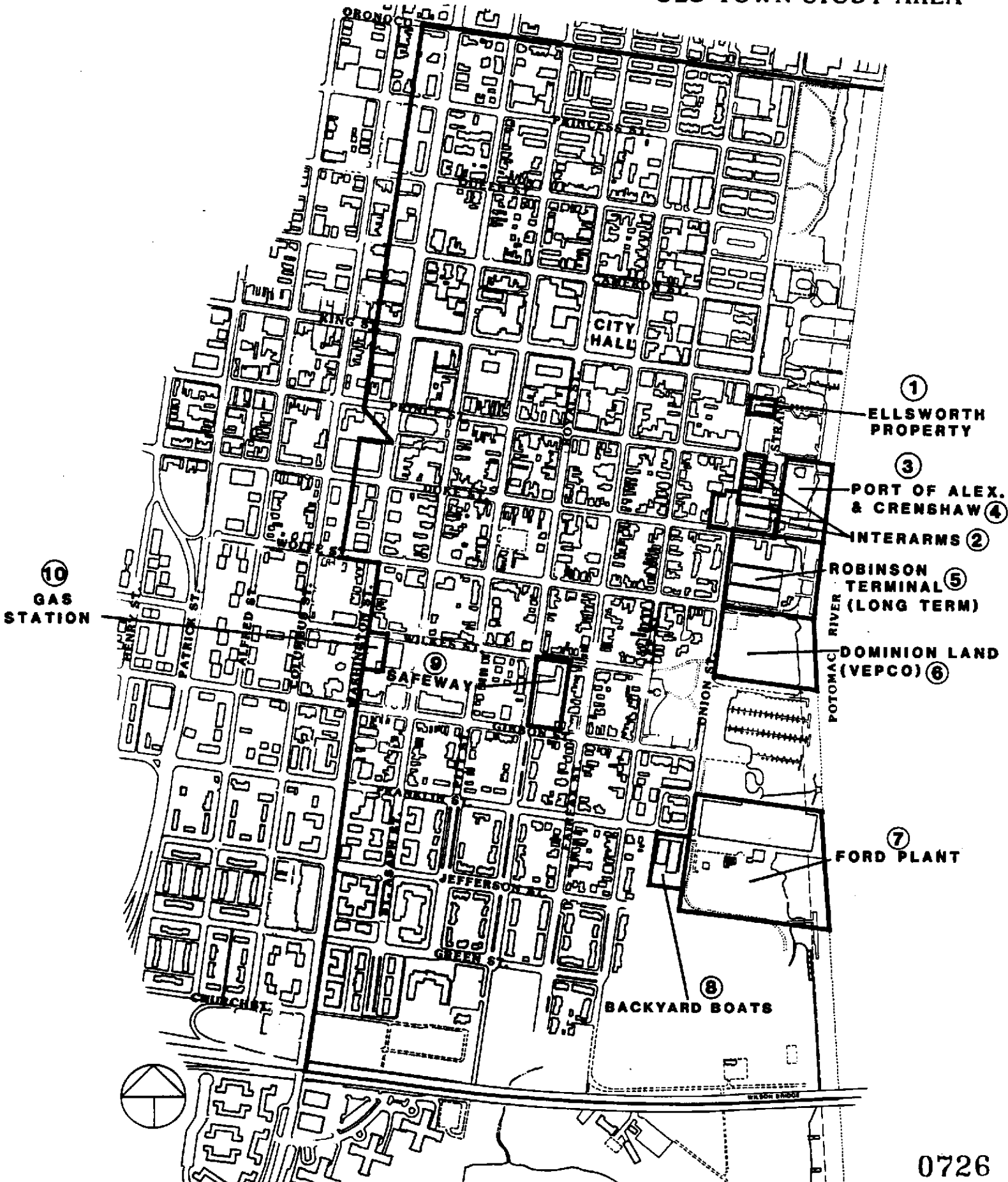


CURRENT HEIGHT DISTRICTS

OLD TOWN STUDY AREA
WEST OF WASHINGTON STREET



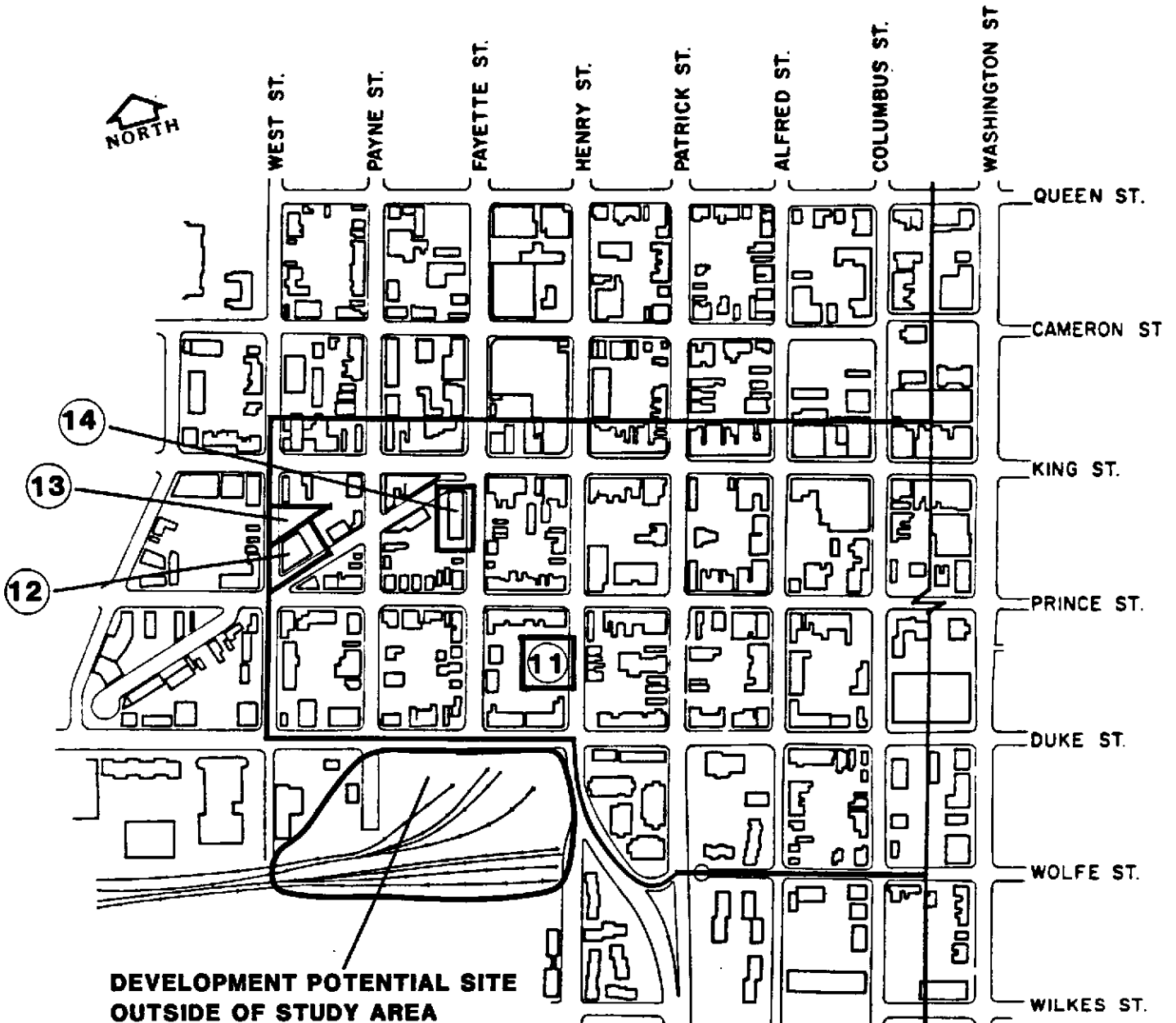
MAP 21
DEVELOPMENT POTENTIAL SITES
 OLD TOWN STUDY AREA



DEVELOPMENT POTENTIAL SITES

OLD TOWN STUDY AREA

WEST OF WASHINGTON STREET



DEVELOPMENT POTENTIAL SITES

1.	<u>ELLSWORTH OFFICE BUILDING</u>		<u>29,200</u> sq. ft.
	(75.01-05-06)		
	LOT AREA	-	14,267 square feet
	ZONE	-	C-3 central business district commercial
	SITE PLAN	-	87-041
	OFFICE	-	28,000 square feet
	RETAIL	-	1,200 square feet
	TOTAL	-	<u>29,200</u> square feet
	HEIGHT	-	50 feet (30 feet allowed by right; 50 feet requires special use permit approval)
	PROPOSED F.A.R.	-	2.05
2.	<u>INTERARMS (Union and Prince Streets)</u>		<u>22,825</u> sq. ft.
	(75.03-03-01, 02, 04 and 05)		
	LOT AREA	-	13,506 square feet
	ZONE	-	I-2 industrial
	ASSUMED F.A.R.	-	1.70
	OFFICE	-	<u>22,825</u> square feet
	HEIGHT	-	30 feet allowed by right; 50 feet requires special use permit approval.
	<u>INTERARMS (East side Union at Duke Street)</u>		<u>35,995</u> sq. ft.
	(75.03-03-08)		
	LOT AREA	-	21,299 square feet
	ZONE	-	I-2 industrial
	ASSUMED F.A.R.	-	1.70
	OFFICE	-	<u>35,995</u> square feet
	HEIGHT	-	30 feet allowed by right; 50 feet requires special use permit approval.
	<u>INTERARMS (West side Union at Duke Street)</u>		<u>20,915</u> sq. ft.
	(75.03-02-15 and 17)		
	LOT AREA	-	12,376 square feet
	ZONE	-	I-1 industrial
	ASSUMED F.A.R.	-	1.70
	OFFICE	-	<u>20,915</u> square feet
	HEIGHT	-	50 feet by right
	ZONE TRANSITION SETBACK	-	1:1, minimum 25 feet from where adjacent to residential property
3.	<u>PORT OF ALEXANDRIA</u>		<u>64,700</u> sq. ft.
	(75.03-03-11 and 12)		
	LOT AREA	-	42,544 square feet
	ZONE	-	W-1 waterfront (mixed used) zone
	SITE PLAN	-	87-040
	OFFICE	-	44,240 square feet
	RETAIL	-	20,460 square feet
	TOTAL	-	<u>64,700</u> square feet
	HEIGHT	-	49 feet (30 feet allowed by right; 50 feet requires special use permit approval)
	FLOOR AREA	-	1.52
	FEDERAL SETTLEMENT	-	Not yet completed.

4. CRENSHAW 7,646 sq. ft.
(75.03-03-10)
LOT AREA - 4,524 square feet
ZONE - W-1 waterfront (mixed use) zone
ASSUMED F.A.R. - 1.70
OFFICE - 7,646 square feet
HEIGHT - 30 feet allowed by right; 50 feet requires special use permit approval.
FEDERAL SETTLEMENT - Not yet completed.
5. ROBINSON TERMINAL 224,002 sq. ft.
(75.03-03-09 AND 75.03-04-01.1, 02 and 03)
LOT AREA - 131,766 square feet
ZONE - W-1 waterfront (mixed use) zone
ASSUMED F.A.R. - 1.70
OFFICE - 224,002 square feet
HEIGHT - 30 feet allowed by right; 50 feet requires special use permit approval.
FEDERAL SETTLEMENT
USES - Restaurants, commercial shops, office, residential, marina service facilities, open space and public parks.
HEIGHT - Range from no building permitted to 50 feet
F.A.R. - 2.5 to 3.0
DU/AC: - 40
6. DOMINION LAND 88 units
(75.03-09-01)
LOT AREA - 152,258 square feet
ZONE - W-1 waterfront (mixed use) zone
SITE PLAN - 87-053
RESIDENTIAL - 88 units
HEIGHT - 50 feet
FEDERAL SETTLEMENT
USES - restaurants, commercial shops, hotel, office, residential, marina service facilities, open space, public parks and power station
HEIGHTS - 15 feet - 50 feet
F.A.R. - 2.5
DU/AC: - 40
7. FORD PLANT 208 units
(81.03-01-45)
LOT AREA - 511,386 square feet
ZONE - R-M residence and I-2 industrial
SPECIAL USE PERMIT - #2137
RESIDENTIAL - 208 units
HEIGHT - 50 feet (requires special use permit approval).
G.S.A. SALE RESTRICTIONS: - Retain existing buildings (Kahn)
- Maintain deep water pier
- Residential, office and retail uses