

TABLE 3

Existing Land Use
Potomac West Area

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>
Residential	858.87	76.97
Commercial	82.57	7.43
Industrial	71.67	6.45
Recreational ¹	100.44	8.96
Institutional ²	1.15	.09
Utilities	1.30	.09
Total	1,116.00	100.00

¹ includes school buildings

² includes Y, Fire Department, and Salvation Army, excludes Library, Human Services.

Potomac West primarily has an older housing stock consisting of single family detached homes constructed prior to 1940; rowhouses, built during the 1940's; garden apartments, erected from the 1930's to the 1950's; and some high-rise apartment buildings constructed in the 1960's.

Rowhouses are concentrated in Arlandria East (along Mark, Edison, Reed and Dale Streets), Lynhaven, Warwick Village and those sections of Del Ray north and south of George Washington School. Garden apartments are located throughout the study area, with the major complexes concentrated in central Del Ray (between Route 1, Bellefonte and Monroe Avenue near Commonwealth Avenue) and in the northern portions of the study area, most notably in Arlandria West.

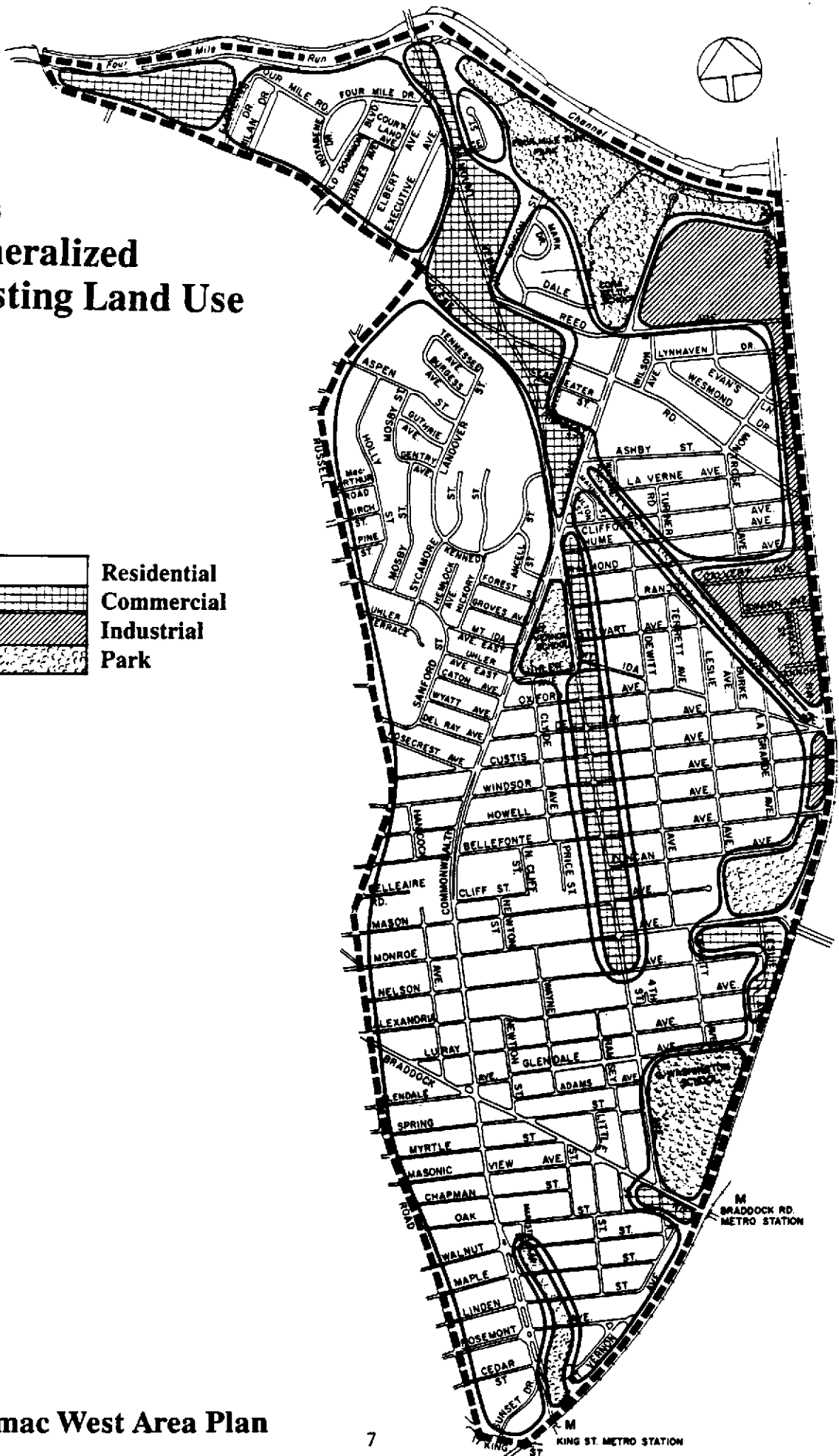
According to the 1980 U.S. Census, there were 9,151 housing units in the Potomac West study area. Of these, some 2,819 were apartments, with the majority of housing units being single family homes.

Commercial Land Use

Commercial land uses account for 7.4% (83 acres) of the total land use in the study area. Mt. Vernon Avenue, running two and a half miles from Braddock Road north to Four Mile Run, is the focus for much of the commercial activity in Potomac West. Mt. Vernon Avenue is not a typical commercial strip. The Avenue actually is composed of a mix of commercial, residential, recreational and institutional uses. Commercial uses are quite varied and are best described as distinct subareas - each with its own character (Map 4).

Starting from the north the Arlandria\Glebe Road Subarea includes 72 commercial properties on Mt. Vernon Avenue between Four Mile Run and Commonwealth Avenue and the properties along Glebe Road between Russell Road and Helen Street. This area includes approximately 93 businesses which occupy 418,327 square feet of floor space on 35 acres of land.

Map 3
**Generalized
 Existing Land Use**



The Arlandria\Glebe Road commercial area is distinguished by its large scale commercial facilities including a neighborhood shopping center (Arlandria) built during the 1940's, a mid-rise office building, a major chain drug store, two grocery stores, a C&P Telephone Training Center, a film processing plant, a foreign car dealership, three gas stations and an auto parts store. In addition, there are Map 4 - Mt. Vernon Avenue Subareas smaller scaled establishments which provide personal services such as beauty salons, barber shops, fast food restaurants, appliance, radio and T.V. repair shops, dry cleaners and other convenience stores.

Historically, this section of Mt. Vernon Avenue was subjected to repeated flooding of nearby Four Mile Run during the 1960's and 1970's which discouraged investment and development of the area. However, the completion of the flood control project during the mid-1970's has effectively eliminated the flooding problem.

The Mt. Vernon School\Del Ray Subarea includes commercial uses from Commonwealth Avenue to Monroe Avenue. There are approximately 140 businesses located on this segment of the Avenue with a total of 294,000 square feet of floor area. Many of the businesses are located in two to four story commercial structures or converted residences. In some cases, a commercial activity occupies the first floor of a building and residential quarters are located on the upper two floors. This subarea consists of 16 acres.

The businesses in this section of Mt. Vernon Avenue include convenience stores, cafes, restaurants, shoe repair shops, hair salons and barber shops and several second-hand furniture shops and antique shops. In contrast to the Arlandria\Glebe Road commercial area this section of Mt. Vernon Avenue is characterized by small scale buildings and shops and is often referred to as "Main Street" because of its small town character. A dominant feature of this section of the Avenue is the Mt. Vernon Elementary School and its adjacent library, playfield and swimming pool.

It is noted that there are some larger scaled commercial uses along this segment of the Avenue including the Crestar Bank with its surface parking lot and an auto dealership located towards Monroe Avenue. The only large office structure in the sub-area is the City Department of Human Resources Building which contains approximately 27,000 square feet of space in a two story structure.

The Monroe Avenue\Braddock Road Subarea is a tree lined section of Mt. Vernon Avenue that covers an area between Monroe Avenue and Walnut Street. The low density of development provides a pleasant transition or buffer between the more commercially active areas and the residential properties. Complementing the transitional setting is the George Washington School facility and the adjacent Braddock Playfield. The school and recreational facilities cover 21.9 acres and are the most prominent uses along this segment of the Avenue.

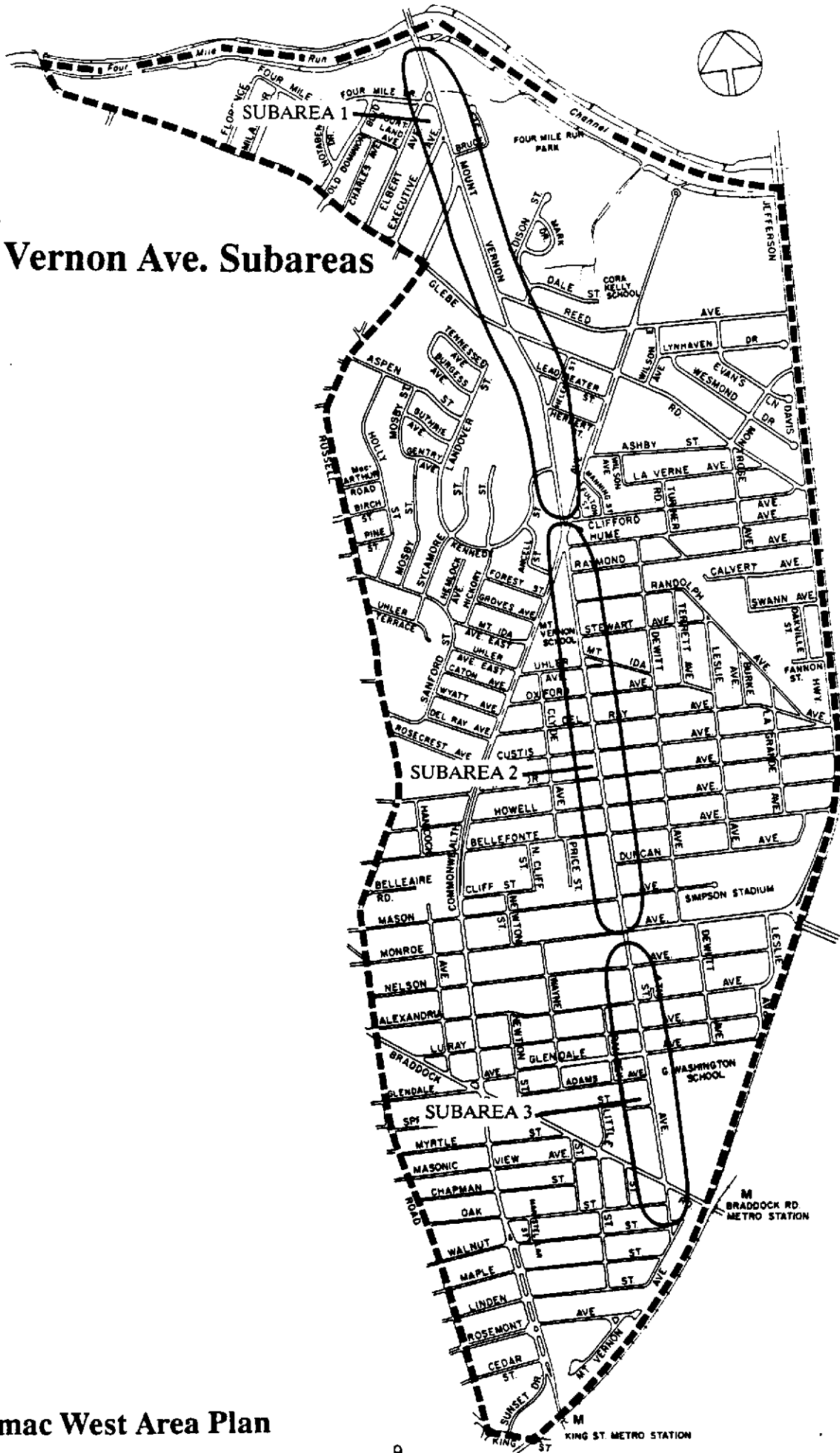
Commercial activity in this section consists of 24 businesses totaling 81,707 square feet located in commercial clusters. These clusters are mixed with single family houses, rowhouses and garden apartments.

The largest commercial use is the C&P Telephone Switching Center. While this center, located between Alexandria and Luray Avenue, is a major structure, few persons are employed there.

Near the intersection of Monroe and Mt. Vernon Avenues, there are several well established businesses including a music store, an oriental rug shop and cleaners, a restaurant, a hardware store, an auto accessory store and a medical supply store.

Another cluster of businesses is focused at the intersection of Mt. Vernon Avenue and Braddock Road. This commercial area includes a convenience store, sub shop, two service stations, a roofing company, an office supply firm and a hair salon. A former fast food and garage site is located at the northwest corner of the intersection.

Map 4
Mt. Vernon Ave. Subareas



Although Mt. Vernon Avenue is the primary locus of commercial activity there is a supermarket and a drug store on Monroe Avenue near the Monroe Avenue Bridge which serves the Del Ray neighborhood.

Table 4 displays the commercial square footage by type of use for each subarea and for the entire Avenue. Although the database is seven years old there has not been a significant amount of new commercial space added along the Avenue since the detailed survey was conducted. As shown, commercial uses along Mt. Vernon Avenue are predominantly retail and services. Office uses are a relatively minor feature of the Avenue. Most of the office space is concentrated in the former Datatel Building just north of Glebe Road and in the Human Services Building located across from the Mt. Vernon Elementary School.

TABLE 4

**Mount Vernon Avenue
Inventory of Commercial Uses-1981**

Mount Vernon Commercial Section

<u>Commercial Use</u>	<u>I Arlandria Glebe Rd.</u>	<u>II Mr. Vernon School Del Ray</u>	<u>III Monroe Ave. Braddock Rd.</u>	<u>Total</u>
Office	92,120	54,770	0	146,890
Retail	161,558	70,621	27,475	259,654
Services	40,158	46,274	11,724	98,156
Eating	27,931	4,308	2,838	35,077
Other	64,647	46,342	37,417	148,406
Vacant	<u>31,913</u>	<u>72,595</u>	<u>2,253</u>	<u>106,761</u>
TOTAL	418,327	294,910	81,707	794,944

Industrial Land Use

Industrial uses cover 6% (72 acres) of the total land area and are concentrated at Oakville Triangle and at other locations along Route 1.

The 24.3 acre Oakville Industrial Triangle (bounded by Route 1, the abandoned W&OD right-of-way and Raymond Avenue) is the principal location of industrial activity in Potomac West. The Triangle consists of one and two story brick and metal warehouse structures occupied by a variety of firms including printing, metal fabrication, equipment and construction materials supply companies, a dairy and auto related businesses.

Because this industrial area is wedged in on the south by the W&OD embankment, uses on this site are partially cut off and screened from adjacent residential uses. The exception is along Raymond Avenue where there is no real transition between the industrial and residential uses.

Another large industrial site (23 acres) is located at the northern city boundary at Four Mile Run, Jefferson Davis Highway and Reed Avenue. Referred to as the Route 1 properties, this site contains some auto repair related industrial uses. However, the site is mostly vacant. The Hertz Rental Car Company is located in a new office building to the rear of the site near Commonwealth Avenue and Four Mile Run.

In addition to the Oakville Triangle, most of the frontage along the Jefferson Davis Highway is industrial in character and consists of printing, auto repair, moving and storage firms, a bottling company, contractors, equipment storage, bottled gas and warehouse storage firms. Aside from a restaurant, carryouts, a tire store and a gas station there are few retail uses (and no office uses) on Jefferson Davis Highway.

There is also some industrial property along Leslie Avenue which is used for light manufacturing and warehouse purposes. Left over from a time when this portion of Route 1 was predominantly industrial, this area is changing from industrial to heavy commercial uses such as Schindler Elevator Company, MCC, Fitzgerald Moving and Storage and American Transmission.

Other Land Use

The Potomac West area has several major park and recreational facilities, as well as numerous pocket parks, covering a combined total of 62.4 acres or 5.6% of the land area. The Alexandria portion of Four Mile Run Park (some 25 acres) and Mt. Jefferson Park are in the area. The major open space and recreational sites in Potomac West are located in the northern end of the study area at Four Mile Run Park, at Simpson Stadium, adjacent to Mt. Vernon Elementary School and George Washington School, along the W&OD right-of-way and Hooff's Run Park. Other parks include Warwick Village and Hoofs Run Park in the Rosemont area. In addition, Simpson Stadium and Braddock Field are located in Potomac West. There are also two public swimming pools in the area, Warwick Pool and Del Ray Pool.

Institutional uses cover about 3.1% (34.8 acres) of the land in the study area and include the Cora Kelly School, Mt. Vernon School, George Washington School, Duncan Library, the Y.M.C.A. and the Salvation Army.

Vacant Land

About 2.7 percent (30 acres) of the land in the study area is vacant. The most significant vacant parcel is the so-called Route 1 properties, the northernmost collection of properties west of Route 1 between Four Mile Run, Commonwealth and Reed Avenues. The rest of the vacant properties are scattered throughout the study area.

SUMMARY --LAND USE

- o Land use within the Potomac West area is predominantly residential, with commercial uses focused on Mt. Vernon Avenue and industrial uses focused on Jefferson Davis Highway.
- o Except for the Route 1 properties, there is very little vacant land available in the planning area.

EXISTING ZONING

Zoning in the Potomac West area essentially mirrors the land use pattern, with residential being the clearly predominant category. About 77% of the land (865 acres) is zoned for residential development, with commercial and industrial zoning accounting respectively for about 7.4% and 6.4% of the remaining land area. Industrial zoning is located primarily along Route 1 with the largest parcels at the Oakville Triangle and at the Route 1 property and in a strip along Route 1 which connects these two sites. In addition, the VEPCO utility facility, on West Glebe Road, is also presently zoned industrial.

TABLE 5

**Existing Zoning
Potomac West Area**

	<u>Acres</u>	<u>% of Total</u>
Commercial	82.57	7.39
Industrial	71.67	6.42
Residential	<u>865.00</u>	<u>77.50</u>
Total	1,109.24	91.30*

* difference is due to institutional and recreational uses zoned commercial and not included here

Residential Zoning

The residential zoning in the area is divided between the R2-5, R-5, R-8, RB and RA categories. Of these, the largest residential zoning category is R2-5, which permits single family and two family homes at densities of up to 17.42 units per acre. This zone is found primarily in the middle portion of Potomac West, between Ashby Street and Glendale Avenue. Along the western edge of the study area and Russell Road are found R-8 and R-5 zoning, which permit only single family homes at medium densities of 5.45 and 8.71 units per acre respectively.

The majority of RB zoning is located at the northeast and southeast edges of Potomac West and at scattered, small sites throughout the study area. RB zoning permits single-family and townhouse homes at densities of up to 22 units per acre and multi-family units at densities of 27 units per acre, if built prior to 1973.

RA zoning allows single, two or multi-family dwellings at densities of up to 27 units per acre. RA zoning is scattered throughout the area, with the largest concentration near the intersections of Mt. Vernon Avenue, Commonwealth Avenue and Glebe Road, south of Glebe Road between Tennessee Avenue, Mosby Street, Ansell Street and Ashby Street to Mt. Vernon Avenue; and east of Commonwealth Avenue between Ashby Street and Glebe Road. Another large concentration of RA zoning is located at Four Mile Run Park at the northern boundary of the study area. (See Map 5.)

Commercial Zoning

Commercial zoning in Potomac West is almost entirely C-2, with a few spots of C-1 zoning. The C-2 zone extends primarily along Mt. Vernon Avenue and allows office, retail and service uses at a density of 3.0 F.A.R. and at heights of up to 150 feet. The C-1 zone allows commercial and residential uses at densities of 1.0 F.A.R. and heights of up to 150 feet. Almost all of the commercially zoned land in Potomac West falls under the C-2 category.

In the Potomac West area, a significant portion (25.7%) of C-2 zoned parcels are presently used for non-commercial purposes (see Table 6). Approximately 15.5 acres of commercially zoned land is used for residential purposes. In addition, recreational, institutional and utility uses are also zoned C-2.

TABLE 6

**C-2 Commercial Zoned Land By Use
Potomac West Area**

	<u>Acres</u>	<u>% of Total</u>
Residential	15.50	18.79
Institutional	1.15	1.39
Utility	1.30	1.57
Recreational	3.28	3.97
Commercial	<u>61.34</u>	<u>74.28</u>
Total	82.57	100.00

Industrial Zoning

Except for the Route 1 north parcels (zoned I-2), the industrial zoning in the study area is I-1. The I-1 zone allows non-noxious industrial activities including light manufacturing, storage, warehousing and distribution. In addition, the industrial zones allow most commercial uses, including office, retail and service uses, while under a Planned Unit Development permit, residential uses are also allowed. Densities and heights permitted are a 2.5 F.A.R. and 77 feet by right or a 5.0 F.A.R. and heights of up to 200 feet with a P.U.D.

In the Potomac West area, almost all of the industrially zoned parcels are proximate to residential areas; the major exception is the Route 1 properties fronting Jefferson Davis Highway.

Theoretical vs. Built Commercial Zoning Envelopes

Table 7 compares the amount of commercial development which would theoretically be allowed under the C-2 zone versus the actual built commercial square footage. As shown there is only a 12.5% utilization of the theoretical development rights along the Mt. Vernon Avenue commercial corridor.

In part, the underutilization of commercial property is a reflection of market conditions. As noted, there is little demand evidenced for high density office development along the Avenue. In large measure, however, the low utilization of the theoretical envelope reflects parcelization, zoning patterns and zoning constraints.

Many of the parcels along Mt. Vernon Avenue are small and fragmented. The zoning pattern usually is high density commercial zoning next to low and medium density residential zoning. This pattern means that commercial development along the Avenue must provide a zone transition setback from the abutting residential zone. The zone transition requirement effectively lowers the achievable height and density of commercial development for many parcels along the Avenue.

Another constraint is the parking requirement which for small, narrow parcels makes redevelopment at high densities and heights difficult. There is the option to structure or underground parking but this is expensive and not always economically feasible.

In fact if all zoning standards are applied to a typical block frontage along the Avenue the result is likely to be a three story building with a 1.3 floor area ratio.

TABLE 7

**Built Commercial vs. Transitional Zoning Envelope
By Commercial Section
Potomac West Area**

<u>Sector</u>	<u>Built</u>	<u>Zoning Envelope</u>	<u>% Utilized</u>
I	418,327	4,180,369	10.0
II	328,517	1,877,407	17.0
III	<u>81,000</u>	<u>527,089</u>	<u>15.0</u>
Total	827,844	6,585,456	12.5%

SUMMARY - ZONING

- o Zoning in the Potomac West area is predominantly low to medium density residential.
- o Non-residential zoning is split fairly evenly between commercial and industrial zones. Most of the commercially zoned land is along Mt. Vernon Avenue, while most of the industrially zoned land is along Route 1.
- o Almost all commercially zoned land allows high density development and 150 foot building heights, with C-2 zoning adjacent to low and medium density residential areas.
- o The C-2 zone is used extensively for non-commercial uses such as residential, institutional and open space purposes.
- o Parking and setback requirements on commercially zoned land along Mt. Vernon Avenue effectively reduce heights and densities from what would otherwise be maximally allowed under the C-2 zone.

ECONOMIC ACTIVITY AND TRENDS

The focus for economic activity in Potomac West is Mt. Vernon Avenue. Much of the impetus for commercial revitalization has been the City's active role in using capital improvement and business loan programs to encourage business development along the Avenue. Some 30 new businesses have located on the Avenue since 1980- many of which occupy renovated structures.

Most new commercial construction has occurred in the Arlandria/Glebe Road area and include the Duron Paint store, Erol's Video and the 24 Hour Express convenience store. In addition, a 48,000 square foot complex of three story, townhouse style professional office buildings, Vernon Square, was recently completed at Mt. Vernon Avenue and Herbert Street.

Other commercial activity in the form of proposed projects include Potomac Town Square, located at 2200 Mt. Vernon Avenue, to consist of 33,000 square feet of office and retail space and Mt. Vernon Associates property, located at the corner of Mt. Vernon Avenue and Braddock Road, to consist of 40,000 square feet of office and retail. Both projects will be three stories in height.

Coupled with increased commercial activity has been increased housing investment and renovation. Much of this activity has occurred in Arlandria West where some 1400 apartment units have been renovated. Also in Arlandria West, under a unique agreement between the Sunnyside residents, the owner of the Sunnyside tract and the City, some 103 new townhouses are to be constructed with 15 of the units to be made available to Sunnyside residents and their families at a discounted price.

The City has also been instrumental in renovating townhouses in Arlandria East through the Tower Homes project.

In general the residential real estate market is strong. Single family residential assessments have increased 11.2% on average over the past year.

Potential Development and Redevelopment Sites

Although Potomac West is largely built up, there are sites and areas which could be redeveloped over the next 10 years. The two most significant sites subject to major development or redevelopment are the Arlandria Shopping Center/Berkey Photo properties and the Route 1 properties (Map 6).

Arlandria Center/Berkey Photo Site

The Arlandria Center/Berkey Photo site includes approximately 6.5 acres composed of the Arlandria Shopping Center and the Berkey Photo building. In addition, there are another 2.0 acres of small parcels that could be assembled with the larger sites. This potential 8.5 acre assemblage would make this site the largest commercially zoned and redevelopable tract of land along Mt. Vernon Avenue.

All of these abutting properties are located on the east side of Mount Vernon Avenue south of Bruce Street, with Four Mile Run Park to the east and the Tower Homes subdivision to the south.

The Arlandria Center was an active neighborhood shopping facility during the 1940's through the 1960's. The Center included some 85,000 square feet of space and featured junior department stores, a shoe store, a pharmacy, an ABC store and carpet shop.

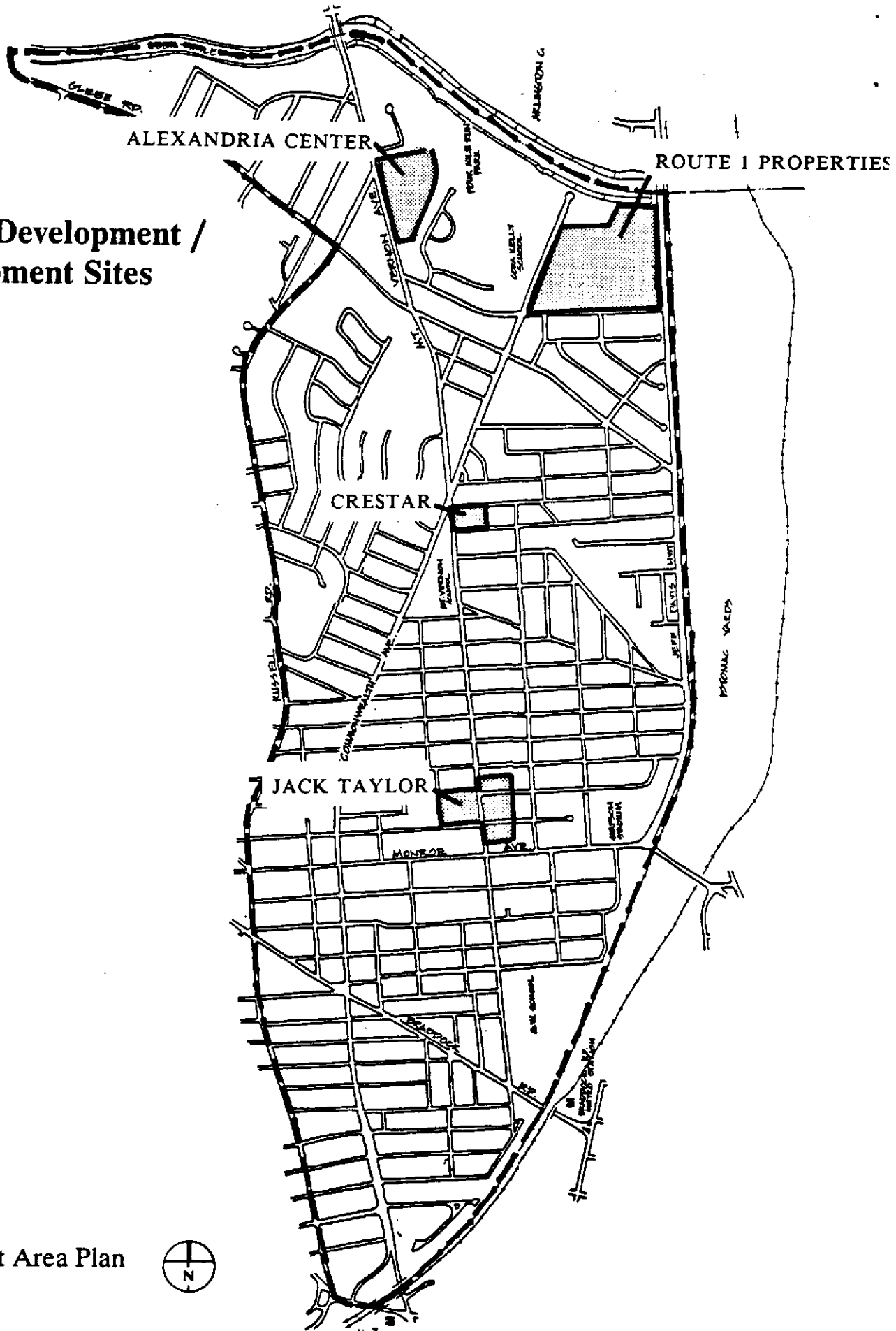
However, over the years, as major flooding from Four Mile Run resulted in extensive damage to the Center and to other properties and businesses in Arlandria, the shopping center went into decline. The completion of the flood control project during the 1970's removed the threat of periodic flooding and improved the investment prospects for the property. Recently there was a change in ownership and a major investment made to improve the facade of the building and the parking area.

Although the recent face-lift has enlivened its appearance, the shopping center suffers from functional and physical obsolescence. Because of past flooding problems and changes in the surrounding neighborhoods, much of the market support for the Center, at least from the more affluent nearby areas, has shifted elsewhere to competitive centers such as Bradlee or Shirlington. The large sized store modules designed for junior department stores and five and dime stores are now less viable in light of changes in the market and changes in consumer tastes. The inability to relet a large space vacated by Robcyn's Department Store over the past three years is a good indicator of this problem.

The Center is also disadvantaged by the placement of the building close towards the Avenue and the location of the majority of the parking to the rear of the building not visible from the street. This means that the majority of the customers have to walk around the building to enter the stores to shop.

This large 4.6 acre site zoned C-2 for high density office development could be redeveloped. The site itself is only built out at a .42 Floor Area Ratio whereas the zoning would permit 3.0 FAR and a 150 foot building. Alternatively, the shopping center could be modernized, redesigned and expanded to make it more competitive and attractive.

Map 6
Potential Development /
Redevelopment Sites



Potomac West Area Plan



Abutting the Arlandria Shopping Center to the southeast is the Berkey Photo property. This site is 1.89 acres and is occupied by a 56,000 square foot, one story building. The property abuts the backyards of townhouse residences and Four Mile Run Park and has very little frontage along Mt. Vernon Avenue. Again the zoning is C-2 which permits high density office development.

The remaining abutting properties in this area include the Feaser and Town and Country vacant properties which front the Avenue and some small office and retail buildings.

It is not certain whether a developer would consider assembling all of these properties for redevelopment. It is likely, however, that an investor would want to control or coordinate the type and quality of development for all of these sites to protect his/her investment. Locationally, and from a developer's perspective, the future of these properties are linked.

Route 1 Properties

The Route 1 Properties are located just south of the Arlington County/ Alexandria City line and Four Mile Run Channel, west of Commonwealth Avenue, Cora Kelly Elementary School and Four Mile Run Park, north of Reed Avenue and east of U.S Route 1 -Jefferson Davis Highway and the Potomac Rail Yard.

The major portion of the site consists of seven parcels owned by four different owners with the remainder of the site consisting of 49 frame built duplex and single family homes along Reed Avenue under multiple ownership.

The major parcels consist of the Hertz rental car turn around facility and administrative offices, 5.05 acres zoned I-1 and I-2; the Smith Properties, 13.17 acres zoned I-2 of which 5.12 acres is located in an easement for the Four Mile Run Channel; the Arban and Carosi property, 2.52 acres zoned I-2; the Poladian properties, 8.24 acres zoned RD and I-1 and 1.95 acres zoned I-2. In addition, there are 26 residential properties zoned RB along E. Reed Avenue under multiple ownerships (all but 11 absentee) totaling 1.7 acres and a City owned .3 acre parcel zoned I-1 and located at the corner of E. Reed Avenue and Jefferson Davis Highway. Combined these properties offer 20 to 25 acres for development and redevelopment.

Most of the site is vacant or marginally developed except for the four year old Hertz Administrative building. The residences along E. Reed Avenue are generally in fair to poor condition.

Since the early 1970's this site has been recognized as a future potential development area. The site has excellent access to Crystal City and to National Airport. This access has been enhanced by the road improvements recently made to Jefferson Davis Highway through Crystal City and connecting to I-395 and Washington D.C.. As part of the second phase of this project, Route 1 is being widened to six lanes from the Airport Viaduct to a point 100 feet north of E. Reed Avenue. The site also has good access from I-395 via South Glebe Road in Arlington.

Although these properties have good access and tremendous visibility to Route 1 there are negative factors which could affect optimum development of the site. The fragmentation of ownership may result in uncoordinated development where the uncertainty and risk of not knowing how an adjacent property will be developed may deter quality development and encourage suboptimal use of the properties. The site also has poor soil conditions which will restrict or make expensive underground parking. There is a major storm water easement in the center of the site running north/south and emptying into Four Mile Run which would have to be maintained.

In addition to site constraints, the types and conditions of uses adjacent and near the site may be a deterrent to investment. Along Jefferson Davis Highway between the Airport Viaduct and the Alexandria City Line, there are car rental agencies, various industrial uses, the Four Mile Run Bus Garage, the Arlington Sewer Treatment Facility and a car dealership. Although some of the private uses may eventually be upgraded the public uses are unlikely to change. The problem is that between Crystal City and the Route 1 properties is a no man's land which might deter developer interest in the site for major development activity.

Adjacent to the site on the eastern side of Jefferson Davis Highway is the Potomac Railroad Yard. Although it is anticipated that part or all of the Yard will be redeveloped eventually, this would not even begin to occur for at least 10 years. In the interim, the railroad use is a negative factor in terms of encouraging quality development on the Route 1 properties.

Other negative adjacency factors are the condition of the houses along both sides of E. Reed Avenue, to some extent the physical condition of the Cora Kelly School, the baseball fields along Commonwealth Avenue and Four Mile Run Park. These conditions are treatable through neighborhood conservation programs, school facility upgrading, landscaping and facility improvements to Four Mile Run Park.

Other Potential Sites

The aforementioned sites are the largest and the most likely candidates for redevelopment. There are other larger underutilized sites within Potomac West which possibly could be redeveloped if warranted by market conditions. For example, the intersection of Glebe Road and Mt. Vernon Avenue is characterized by large sites with low scaled retail and auto oriented uses. If there was evidence of a demand for office development, these sites, which are zoned C-2, might be subjected to development pressures.

Since this is not the case and since these sites may have long term leases encumbering any change in use, the Glebe Road area is not considered to be a potential development area at least for the foreseeable future.

There are other underutilized properties further south along Mt. Vernon Avenue which are smaller and which could be subject to redevelopment. The Crestar Bank site at Mt. Vernon Avenue and Hume Avenue is 1.23 acres and consists of a two story bank building and a large parking lot. The zoning is C-2 and R2-5. It is possible that this site could be redeveloped with office and residential.

Another site is the Jack Taylor Toyota dealership located on both sides of Mt. Vernon Avenue near Duncan Avenue, Mason Avenue and Monroe Avenue. Although the site has one story showcase buildings to serve the dealership, most of the site is used to store cars.

Combined, the dealership contains 2.36 acres, all zoned for C-2 high density office development. Although some of the zoning constraints discussed previously may effect achievable densities and heights, the size of the assembled properties and the amount of frontage along Mt. Vernon Avenue make this site a potential development site should the dealership relocate.

SUMMARY – ECONOMIC ACTIVITY

- o Through a combination of public programs and private initiatives Potomac West is renewing itself with residential renovation activity and new businesses.
- o Commercial activity is characterized by neighborhood oriented retail stores and services and professional office uses.

- o Recent development proposals reflect interest in small scale office development rather than large scale, multi tenant office projects such as have been developed in other parts of the City.
- o The area lacks large amounts of speculative office space and is not a major office center.
- o Most of Potomac West is built up with proportionately very little land left for development. However, there are two major sites where development and redevelopment could occur; the Arlandria Center/Berkey Photo Site and the Route 1 Properties.

TRANSPORTATION

Street System

The street system in the Potomac West area is dominated by four major north-south through streets: Mt. Vernon Avenue, which traverses the heart of the area; Commonwealth Avenue, which intersects Mt. Vernon Avenue; Russell Road, which constitutes the western boundary of the area; and Route 1, which is at the eastern edge of the area. Major east-west movements within the study area occur on Monroe Avenue, Braddock Road and Glebe Road. To the east of Commonwealth Avenue, the street system is primarily a basic grid pattern; to the west, curving streets.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan classified City streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets (Map 7). Of these, the last four may be found within Potomac West.

U.S Route 1/Jefferson Davis Highway is a four lane arterial which serves north south traffic through the City. Mt. Vernon Avenue between Commonwealth and the City limit and Braddock Road between West Street and Commonwealth are also arterials.

West Glebe Road, Commonwealth Avenue, the remainder of Mt. Vernon Avenue and Braddock Road, Monroe Avenue and a portion of Russell Road above West Glebe are classified as primary collectors. Glebe Road carries traffic from the Four Mile Run area of Arlington County to Route 1 along an east/west axis. Commonwealth Avenue carries traffic from the northern end of the study area to connect ultimately with King Street, while Mt. Vernon Avenue runs north/south through the center of Potomac West and connects with South Glebe Road in Arlington and Braddock Road in Alexandria.




Russell Road and Monroe Avenue are both residential collectors, which take traffic from a number of lesser residential streets and provide access to primary collectors or arterials. Russell Road carries traffic north-south from the Arlandria portion of Potomac West to King Street, while Monroe Avenue runs east/west through the study area connecting Russell Road to Route 1.

Most of the rest of the streets in the Potomac West area are local streets, which function primarily as a means of providing access to residential areas.

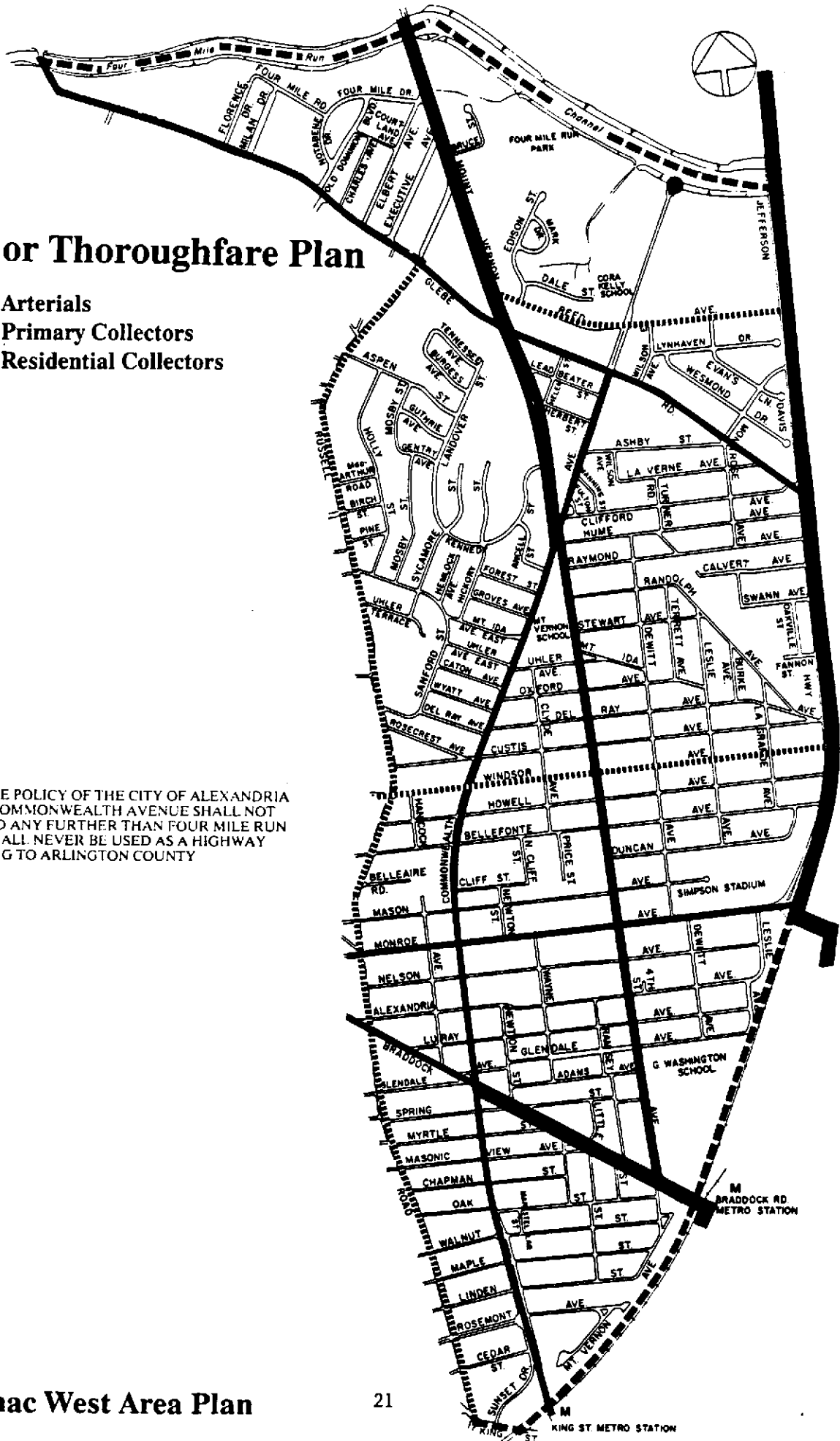
A description of each of these categories, with examples from Potomac West's street system, is given below:

Arterial: A four- to six-lane divided highway with controlled access. Arterials provide major traffic movements not served by expressways. (Route 1 - Jefferson Davis Highway)

Map 7 Major Thoroughfare Plan

-  Arterials
-  Primary Collectors
-  Residential Collectors

● IT IS THE POLICY OF THE CITY OF ALEXANDRIA THAT COMMONWEALTH AVENUE SHALL NOT EXTEND ANY FURTHER THAN FOUR MILE RUN AND SHALL NEVER BE USED AS A HIGHWAY LEADING TO ARLINGTON COUNTY



Primary Collector: A highway with 80-foot right-of-way widths and serving through traffic at medium speeds. Primary collectors connect two arterials or an arterial with another collector. (Glebe Road, Commonwealth and Mt. Vernon Avenues).

Residential Collector: A major street with a 66-foot right-of-way to collect traffic from a number of lesser residential streets and provide access from residential areas to primary collectors or arterials. (Russell Road, Monroe Avenue).

Local Street: A minor street primarily functioning to provide access to properties in residential areas. Right-of-way widths vary from 44-66 feet, with a minimum width of 60 feet required for all new streets. (Most of the streets in Potomac West are in this category).

Existing Traffic Flow

Potomac West's street system is adequate to serve the traffic generated by land uses located within the area. There is use of certain major streets by through commuter traffic which, during the rush hours, causes some congestion on Mt. Vernon Avenue, Commonwealth Avenue, Glebe Road and Monroe Avenue and Route 1. Local streets are also sometimes used to bypass points of congestion. However, overall traffic congestion within Potomac West is not a major problem.

Recent and Planned Capital Improvements

The recently opened Monroe Avenue Bridge has improved access to Potomac West from the south. While the new bridge retains the same four through lane configuration as did the old bridge the new bridge provides full turning lanes at either end of the bridge which does not interfere with through traffic movement.

Future road improvement projects included in the 1989 Capital Improvements Plan are the widening of Mt. Vernon Avenue from Russell Road to Four Mile Run and the widening of Jefferson Davis Highway north of Reed Avenue to Four Mile Run. Also scheduled is the widening of the four approaches to the Mt Vernon Avenue/Glebe Road intersection with a provision of left turn bays.

Public Transit Facilities

The Potomac West area is served by Metrorail immediately to the south of the study area by the Braddock Road and King Street Metro Stations and by both Metro bus and Dash bus routes. Metro runs four lines along Mt. Vernon Avenue and two along Route 1, which serve the study area. In addition, Dash has a bus route along Glebe Road and Russell Road connecting with the Braddock Road Metro Station which serves the Potomac West area.

Bike and Pedestrian Paths

One of the City's designated bikeways runs through the area on Commonwealth Avenue, north to Four Mile Run Park.

Future Traffic Flow

As a mostly built up area it is unlikely that Potomac West will internally generate much additional traffic impacting the overall street system. Future traffic growth will be generated by specific development sites within Potomac West which will impact streets and intersections immediately adjacent to the sites.

If the Arlandria Center/Berkey Photo site ever redeveloped as an office center as allowed under the C-2 zone, the site could theoretically be developed with over 1 million square feet of office development which could generate some 1900 peak hour vehicles. This level of peak traffic could not be accommodated by Mt. Vernon Avenue which has limited through capacity and virtually no capacity to handle left hand turning movements.

The Route 1 properties, a site three times as large as the Arlandria site, could also be developed at high densities and could also generate large peak hour traffic volumes. Traffic generation and directional flow would be lessened somewhat by the RD zoning which would allow mostly residential development for a portion of the entire site. Traffic impacts would also be mitigated by the fact that this site can access a six lane Route 1 with provisions for turning movements. South Glebe Road in Arlington affords this site good east west access which will not impact City streets.

Local Alexandria streets which could be directly impacted by development of this site are E. Reed Avenue and Commonwealth Avenue. This traffic would impact the residential areas and the Cora Kelly School. Care would have to be taken to emphasize Route 1 vehicular access to the site and to discourage, if not prohibit, commercial vehicular access to Commonwealth Avenue and to at least the residential portion of E. Reed Avenue to protect the neighborhood from traffic impacts generated by development of the Route 1 properties.

Although not within the study area itself, the possible redevelopment of the Potomac Yard could have an enormous traffic impact on the Potomac West area. Unless additional roadway capacity and alternative access are provided, development of the Yard would have a direct impact to Route 1 which during the peak hour is at or near capacity. More important to Potomac West neighborhoods would be the amount of east/west traffic attracted to the Yard site which would filter through residential streets. One mitigation solution would be the improvement of South Glebe Road in Arlington to serve as a major east/west connector to the site.

SUMMARY--TRANSPORTATION

- o Vehicular access to the study area is, on the whole, good, with adequate north-south and east-west connections. Commuter traffic filters through the study area on primary collector streets, but there are no major points of congestion.
- o The Braddock Road Metro Station, immediately south of the study area, affords good transit service to Potomac West, as does the Metro and DASH feeder bus routes and service.
- o Future traffic growth will focus on potential development sites. Depending upon how these sites are developed, the mix and intensity of uses, these sites could have a significant traffic impact on the surrounding street system.
- o Unless additional road improvements could be constructed to facilitate north/south and east/west movement, possible redevelopment of the Potomac Yard could have an enormous impact on Potomac West.

URBAN DESIGN

The Potomac West area is primarily a low scale residential area comprised of single-family detached and semi-detached two and three story housing units. Most of the older housing is generally frame construction on lots ranging from 2500 to 5000 square feet. Neighborhoods are not always well defined because of the varied housing styles that exist; housing unit sizes can vary dramatically within each block. Nevertheless, the placement of mostly single family homes on a fairly uniform grid system gives the residential areas an overall cohesiveness.

The main commercial area in Potomac West is along Mt. Vernon Avenue. Low scale, two story buildings prevail; most businesses are small scale and neighborhood serving. The type, scale and character of most of the businesses along the Avenue relate well and are compatible with the abutting residential areas. Among other factors, it is this relationship, hearkening back to a quieter historic era, which makes Potomac West unique.

The principle industrial area is the Oakville Triangle and a strip along Route 1. The commercial and industrial frontage along Route 1 could be characterized as the typical arrangement of highway oriented buildings ranging from commercial service uses to manufacturing and light industrial activities.

To some extent the relationship between the highway oriented industrial uses and the abutting residential uses further west are compatible. In other cases the transitions are awkward; industrial uses seem to encroach upon the residential character of a street such as Raymond Avenue.

With the overall built form of Potomac West well established, the focus of the urban design analysis is on those elements within the area that are likely to change - the commercial uses along Mt. Vernon Avenue and potential growth sites - and how these elements might affect the character of Potomac West.

Mt. Vernon Avenue

Cutting through the middle of Potomac West is Mt. Vernon Avenue, a major commercial corridor serving much of Potomac West. As indicated previously, Mt. Vernon Avenue does not present a linear procession of stores and commercial uses. Schools, parks, playgrounds and residential uses are interdispersed among shops and stores.

Nor are the types of commercial uses uniform. The upper Mt. Vernon Avenue area, including Arlandria and Glebe Road, contain mostly larger scaled commercial uses which are auto oriented and fronted by surface parking lots. Within this area only the row of buildings beginning with the Waffle Shop and ending before the Datatel Building present an urban facade of small shops close to the street. The remainder of Mt. Vernon Avenue between Glebe and Four Mile Run is a jumble of garden apartment residential, large frontages of vacant lots, gas stations, the Arlandria Shopping Center, free standing commercial buildings, a suburban style dry cleaners and an auto parts store.

More confusing from an urban design perspective is the commercial area at the intersection of Mt. Vernon Avenue and Glebe Road and the area between West Reed Avenue and Glebe Road. The streets themselves are in large measure the source of the problem by diagonally cutting up parcels and fragmenting the area. The overwhelming auto orientation of the commercial uses with numerous curb cuts, large asphalted parking lots and lack of landscaping contribute to the harshness of the environment.

Finally, the buildings themselves are undistinguished and semi-industrial in character. There are several free standing buildings which have been vacant and boarded for some time, others in disrepair.

The remainder of the Avenue moving southward stands in contrast to Upper Mt. Vernon Avenue. Although there are still gas stations and auto oriented uses, there are more blocks of small shops with a strong street presence along the section of the Avenue south of Commonwealth Avenue than there are north of Commonwealth.

In some cases this concentration of commercial uses is broken up by non-commercial uses, by small vacant lots and by lots which have marginal buildings on them. This section of Mt. Vernon Avenue offers many opportunities for small scale infill development.

In other cases there are larger, possibly underutilized, sites which could redevelop as focal points along the Avenue. Sites such as the Crestar Bank property at Hume Avenue and Mt. Vernon and the Jack Taylor Toyota properties at Mason Avenue and Mt. Vernon Avenue are larger than simply infill sites, yet smaller than the potential development sites identified in Arlandria and along Route 1. Because of their size and their frontage along the Avenue, redevelopment of these sites will play an important role in shaping the character of the surrounding areas.

A major urban design consideration with respect to infill development along the Avenue is scale compatibility and building orientation. Keeping the building scale low and the building frontage oriented towards the street would be principles consistent with maintaining or strengthening the pedestrian orientation of the street and the character of the surrounding neighborhoods.

In contrast, the introduction of large scale buildings amidst three to three and a half story buildings may weaken the character of the Avenue. Such is the effect of the Datatel Building which looms oddly above its surroundings. Similarly, the pedestrian orientation of an Avenue is weakened by a succession of buildings which are set back from the street to allow for parking and curb cuts. Such is the effect of the buildings along Glebe Road.

In addition to building scale, building orientation and parking, other design considerations for Mt. Vernon Avenue include; maintaining adequate sidewalk widths for pedestrian movement, providing pedestrian crosswalks, with perhaps special pavement treatment at major crosswalk points, special pavement treatment for sidewalks coupled with standardized street furniture, landscaping and street trees, undergrounding of utilities and commercial signage controls.

Potential Development Sites

Arlandria Center/Berkey Photo

As described earlier, this site, in consideration of all abutting properties which could be assembled, is 8.5 acres. The site is dominated by the three story art deco styled Arlandria Shopping Center which sits to the north; the other large element on the site being the one story Berkey Photo Building.

The site has extensive frontage along Mt. Vernon Avenue. The most significant feature of the site in terms of its development potential is the depth of the lots. The bulk of the site faces Four Mile Run Park and the Tower Homes and Potomac West apartments to the south and the Potomac Village apartments to the north. The context for the site is residences and open space for the rear portion and commercial uses for the front portion of the properties.

In terms of redevelopment, a possible option would be to encourage residential development to the rear of the site and focused on the Berkey Photo property, allow for office and retail uses to fill in the Mt. Vernon Avenue frontage and to revitalize the Arlandria Shopping Center through building redesign, modernization and reconfiguration.

The size of the site would allow for some flexibility and variety in heights. Taller buildings could be placed to the rear of the site and adjacent to the park areas. Care would have to be taken to provide for transitions to existing low scale residential uses.

Also important, the scale of infill buildings along Mt. Vernon Avenue should relate to the low scale retail buildings across the street. Parking should be to the rear of buildings or in structure. Any parking which needs to front the street should be screened.

This option envisions that the Arlandria Center/Berkey Photo site would be redeveloped mostly with a combination of retail and residential with some office uses. Although the C-2 zoning of this site would allow for this combination of uses, this zoning category would also allow for high density office development up to 150 feet in height.

There is a question as to whether this type of zoning is appropriate. From a design perspective, redevelopment of the Arlandria Center site for high density office uses and tall buildings would result in a project which would be out of scale and character with the surrounding residential and retail uses. From a market perspective, there seems to be little market support for high density office centers along Mt. Vernon Avenue.

Lastly from a traffic perspective, Mt. Vernon Avenue functions efficiently because it has no major traffic generators at any one location. However, redevelopment of the Arlandria Center site as an office center would cause considerable local traffic congestion at Mt. Vernon and Glebe Road and at Mt. Vernon Avenue and Russell Road.

Route 1 Properties

The major design considerations for the Route 1 properties are that the site fronts Jefferson Davis Highway and the Railroad Yard to the east; Four Mile Run, and the Sewer Treatment Plant to the north; Four Mile Run Park and the Cora Kelly School and ballfields to the west and low scaled residences with some auto oriented commercial uses to the south.

These adjacency factors suggest that commercial uses would be most appropriate fronting Jefferson Davis Highway where there is good visibility and access afforded by the six lane highway. Similarly, residential uses would be most appropriate along Commonwealth Avenue and E. Reed Avenue. These uses would not have as significant a traffic impact as office uses and would be compatible with existing residential uses and community facilities.

Consideration of these adjacency factors also suggest what would be appropriate height relationships; taller buildings towards the northeastern portion of the site and smaller buildings as building sites approach the existing residential areas.

Overall, a large mixed use office, residential, retail and hotel project could be accommodated on this site. Commercial uses would be focused on Jefferson Davis with buildings of descending height from north to south. The residential areas would front along Commonwealth Avenue and E. Reed Avenue with a possible mix of townhouses, garden apartments and mid-rise units - gradually scaling up the further away from existing residential uses.

Coupled with a possible coordinated mixed use development for this site may be City and/or private efforts to upgrade Four Mile Run Park, provide screening of the Arlington side of Four Mile Run and upgrading the surrounding residential areas and school site. These efforts could improve the environment for residential development along Commonwealth Avenue and E. Reed Avenue.

Another important consideration for residential redevelopment is the possible displacement of existing residents along E. Reed Avenue. The City should consider strategies to ensure that relocation needs and replacement housing are provided to existing tenants and that the impacts of displacement are minimized.

POLICY HISTORY

Over the past three decades, City policy in the Potomac West area has focused consistently on four main themes which have been articulated and acted upon in Planning documents, Council resolutions, City expenditures, special programs and zoning actions. These four themes have been:

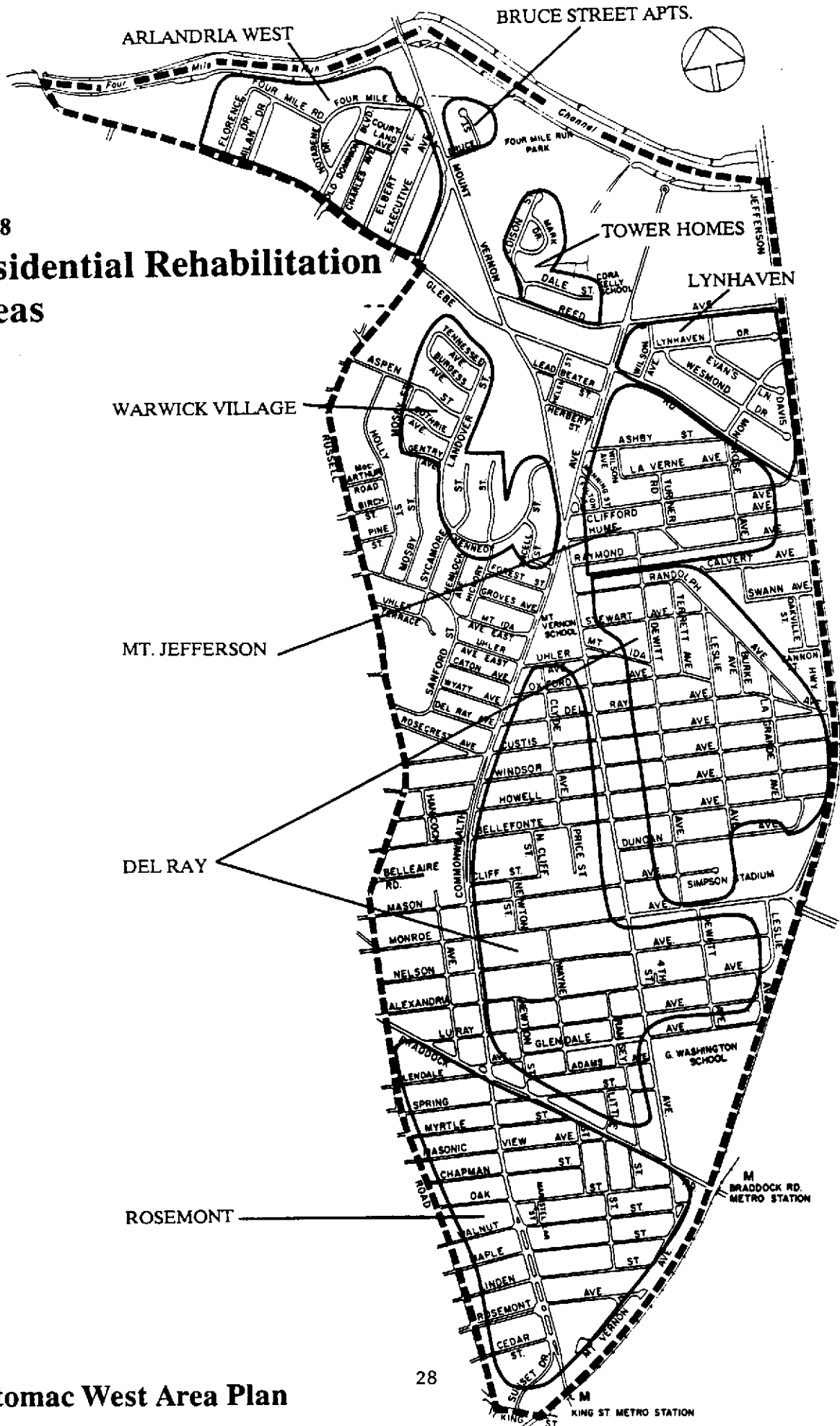
- o preserving and strengthening existing neighborhoods and creating housing opportunities for a range of household incomes
- o encouraging commercial revitalization and business development along Mt. Vernon Avenue
- o focusing of potential development or redevelopment at limited select locations
- o Using capital improvement, commercial revitalization and housing programs to support the above policies.

City policies for Potomac West for neighborhood conservation, housing rehabilitation, retail revitalization and controlled development are reflected in the Adopted 1982 Potomac West Plan. The Plan emphasized;

- o recognizing Potomac West as a mostly built up "non-growth" area
- o encouraging conservation of most existing uses
- o strengthening the existing residential character of Potomac West
- o encouraging infill residential development consistent with the scale and density of surrounding housing
- o providing effective buffers between residential and adjoining commercial and industrial uses
- o encouraging mixed use medium density development along Mt. Vernon Avenue
- o retaining industrial uses fronting on Route 1 as far north as Reed Avenue
- o revitalizing neighborhood serving commercial areas along Mt. Vernon Avenue
- o consolidating commercial activity into nodes
- o designating the Arlandria Center area and the Route 1 Properties as development/redevelopment sites

In concert with the 1982 Plan, the City has developed ongoing programs in housing conservation, commercial revitalization and capital improvements.

Map 8
**Residential Rehabilitation
 Areas**



Map 9

Commercial Revitalization 1980-1987

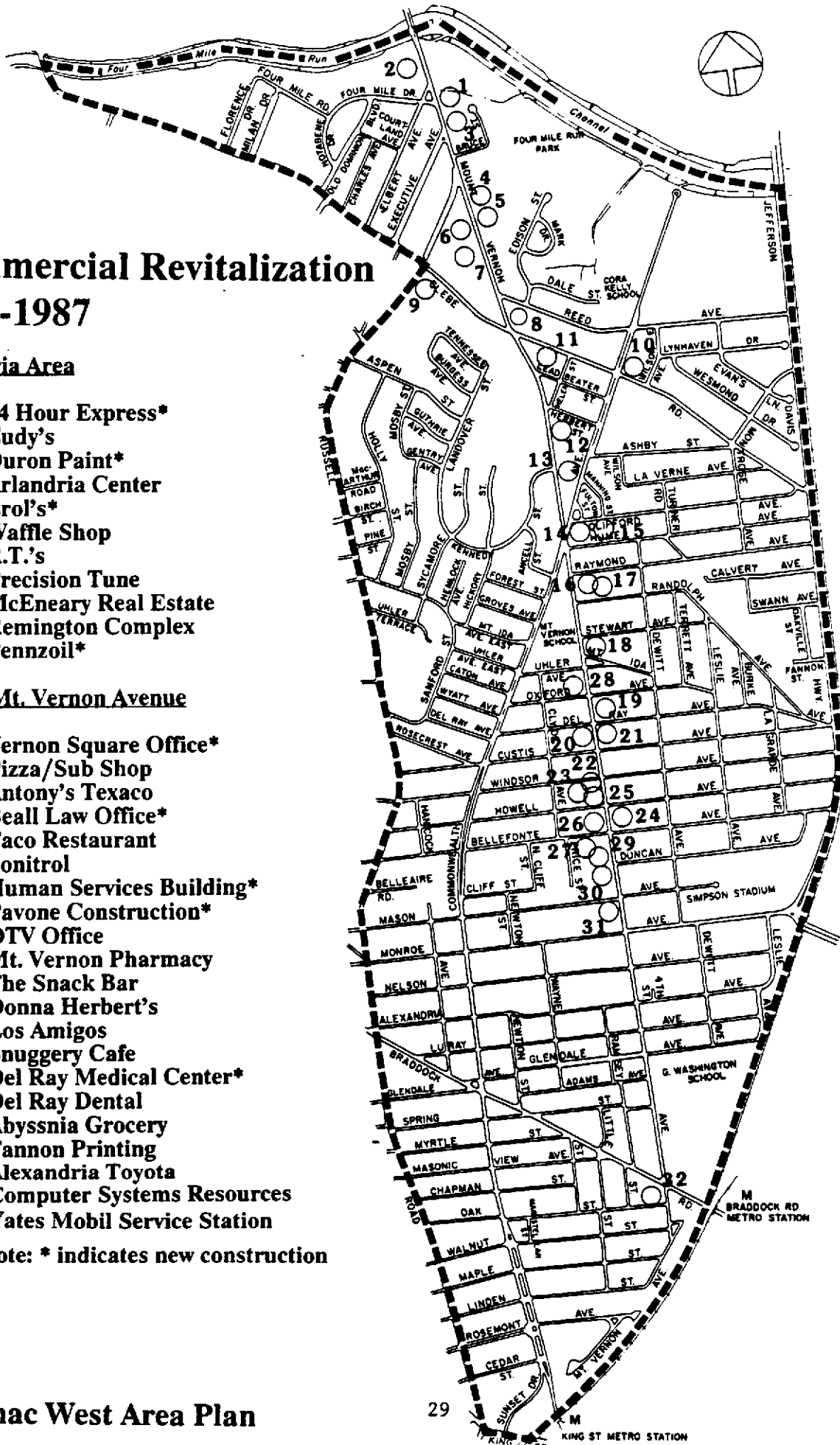
Arlandria Area

1. 24 Hour Express*
2. Eudy's
3. Duron Paint*
4. Arlandria Center
5. Erol's*
6. Waffle Shop
7. R.T.'s
8. Precision Tune
9. McEneary Real Estate
10. Remington Complex
11. Pennzoil*

Lower Mt. Vernon Avenue

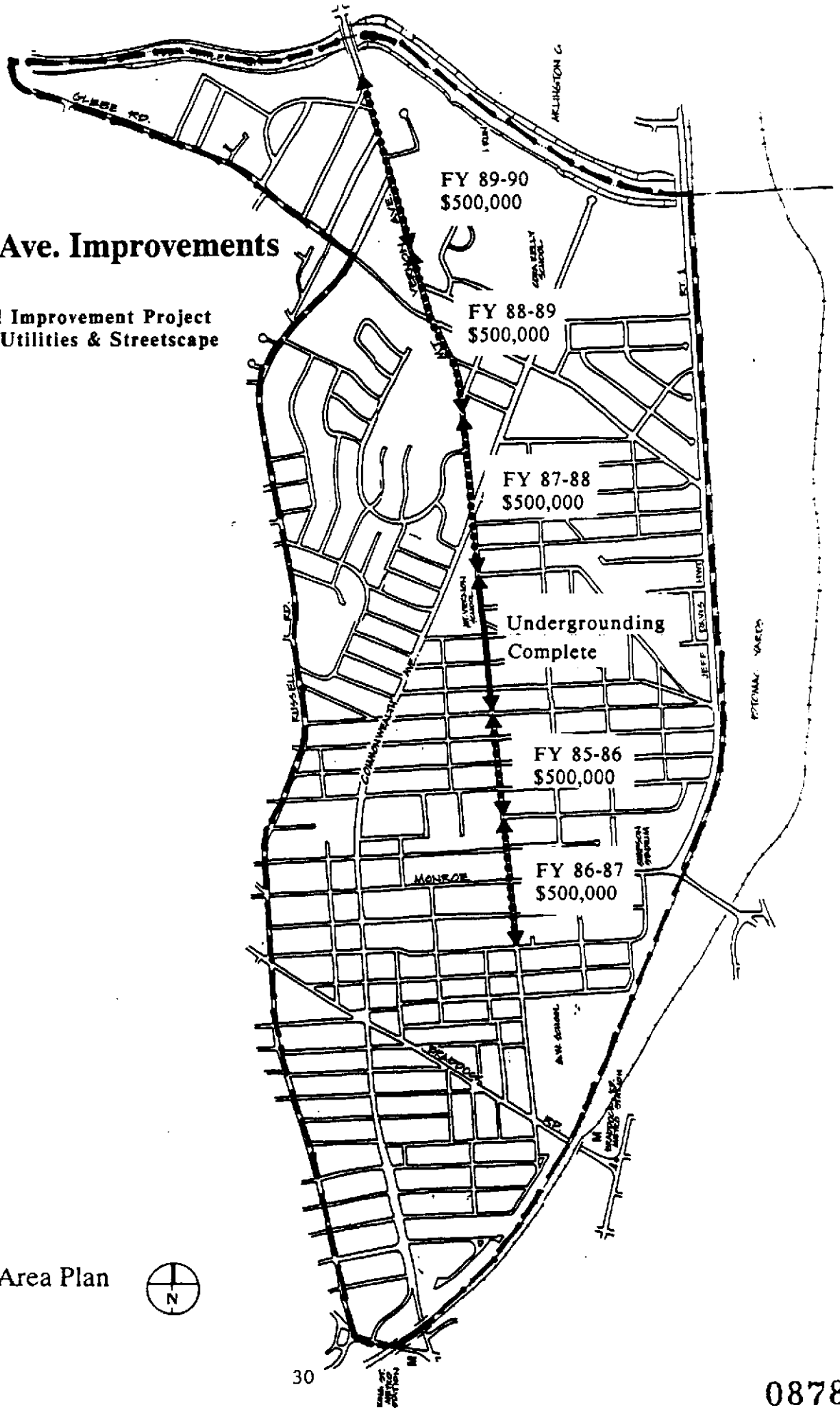
12. Vernon Square Office*
13. Pizza/Sub Shop
14. Antony's Texaco
15. Beall Law Office*
16. Taco Restaurant
17. Sonitrol
18. Human Services Building*
19. Pavone Construction*
20. OTV Office
21. Mt. Vernon Pharmacy
22. The Snack Bar
23. Donna Herbert's
24. Los Amigos
25. Snuggery Cafe
26. Del Ray Medical Center*
27. Del Ray Dental
28. Abyssnia Grocery
29. Fannon Printing
30. Alexandria Toyota
31. Computer Systems Resources
32. Yates Mobil Service Station

Note: * indicates new construction



Map 10
Mt. Vernon Ave. Improvements

1974-1990 Capital Improvement Project
 for Underground Utilities & Streetscape



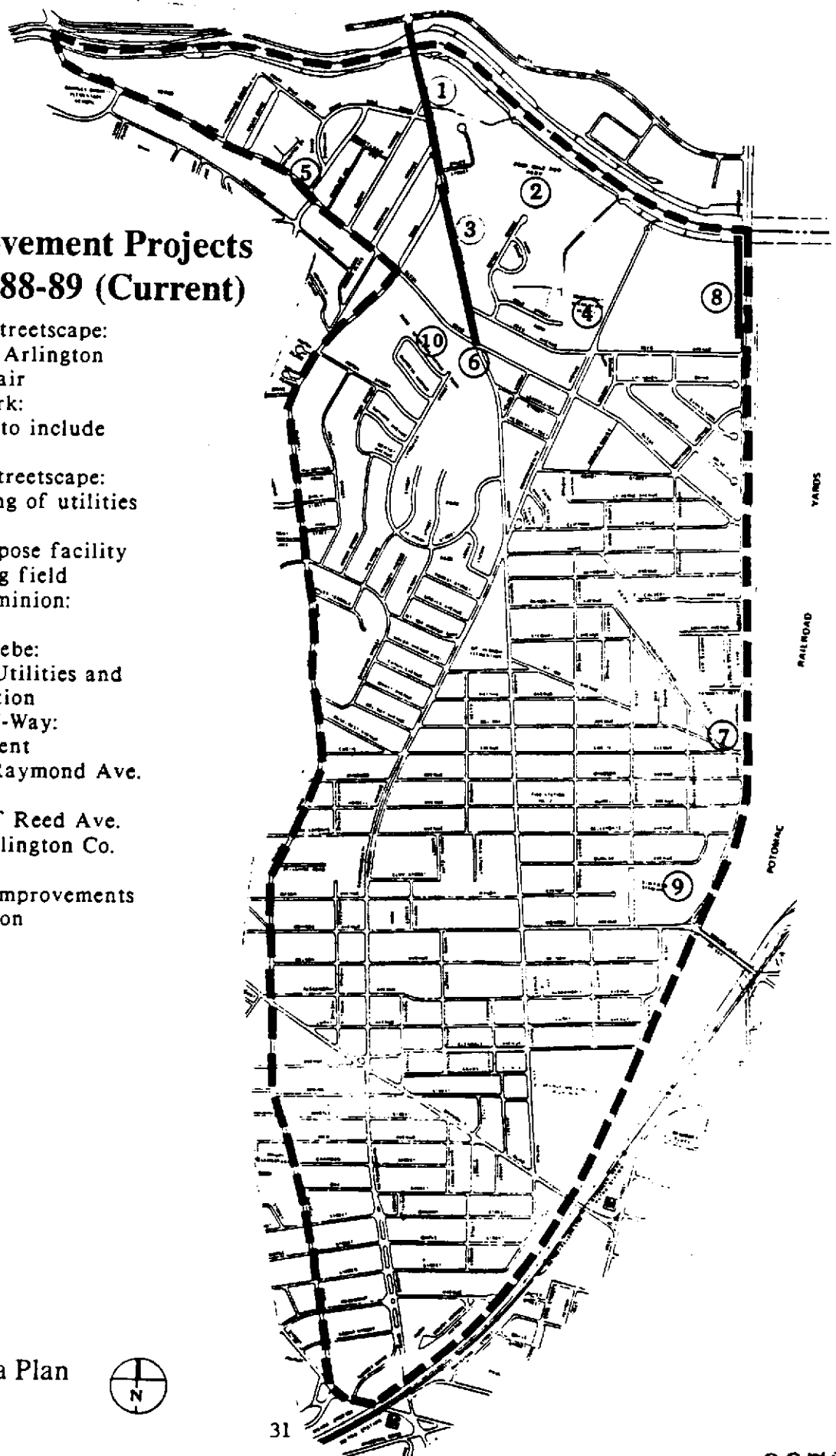
Potomac West Area Plan



Map 11

Capital Improvement Projects Fiscal Year 1988-89 (Current)

1. Mt. Vernon Ave. Streetscape:
Russell Rd. to Arlington
Co. bridge repair
2. Four Mile Run Park:
Improvements to include
tennis courts
3. Mt. Vernon Ave. Streetscape:
Undergrounding of utilities
4. Cora Kelly School:
New, multipurpose facility
Expand playing field
5. Glebe and Old Dominion:
Tot lot
6. Mt. Vernon and Glebe:
Underground Utilities and
widen intersection
7. W. & O.D. Right-of-Way:
Remove abutment
Landscape to Raymond Ave.
8. Rt. 1 widening:
124 ft. north of Reed Ave.
to City line/Arlington Co.
9. Simpson Stadium:
Jogging track improvements
10. W. & O.D. Acquisition



The City's neighborhood conservation program includes rehabilitation loans, home ownership assistance, senior rehabilitation grants, blighting influences removal and rat baiting. Since the mid 1970's, over \$2,872,934 have been spent to improve over 324 residences in the area. (Map 8.)

In support of commercial revitalization, in 1982 the City initiated a loan subsidy program to assist neighborhood businesses and to encourage new business growth along the Avenue. Nearly \$ 2 million in City, Federal and private funds have gone into renovations, new construction, signs and equipment to over 25 Potomac businesses (see Map 9) resulting in more than 150 jobs.

Most recently, the Mt. Vernon Revitalization Task Force, the City's Office of Housing and the joint City Chamber of Commerce Economic Development Program sponsored production of a brochure promoting business development along the Avenue.

Since 1972, the City has used the Potomac West Neighborhood Program to preserve and upgrade residential areas. During the first two years of the seven- year, \$5 million improvement program, the following projects were initiated: acquisition of land for future park and greenway construction; closing of four streets in the Lynhaven neighborhood at their intersections with Route 1; execution of extensive curb, gutter and sidewalk construction; installation of pedestrian oriented lighting; planting of landscape beautification at Ancell Street, Mount Ida, Commonwealth Avenue and Mount Avenue; development of the W&OD trailway; development of Hooff's Run Park.

The City has also used capital improvements to stimulate commercial revitalization. Since FY '85, the City has spent \$1.5 million to underground utility wires and poles along Mt. Vernon Avenue. Another \$1 million is programmed for utility undergrounding by FY ' 90 (Map 10). Other capital improvement projects programmed for Potomac West for the upcoming fiscal year are shown on Map 11.

In 1986, because of proposed purchase and rehabilitation of many of the apartments housing low and moderate income households in Arlandria, City Council appointed two Councilmen to form the Arlandria Subcommittee. Although the Subcommittee focused on the most immediate problem of tenant dislocation due to private upgrading of the housing stock, the scope of its recommendations included all of Upper Mt. Vernon Avenue, Arlandria East, Lynhaven and the Route 1 properties.

City Council adopted the Subcommittee Report which included recommendations to:

- o promote the revitalization of the upper Mt. Vernon Avenue area as a vibrant commercial retail center
- o develop a gateway to Mt. Vernon Avenue by encouraging redevelopment and in-fill development, providing additional landscaping, and by working with developers to coordinate plans
- o use capital improvements to encourage revitalization
- o encourage coordinated mixed use development of the Route 1 properties

SUMMARY - POLICY

- o The City has viewed Potomac West as mostly a built up non-growth area and has encouraged programs emphasizing the conservation and rehabilitation of existing uses.
- o To further enhance and serve residential neighborhoods, the City has encouraged commercial revitalization along Mt. Vernon Avenue using a business loan program and capital improvements.

- o Significant capital improvements in the forms of flood control, parks, street closings, streetscaping and the undergrounding of utilities have been made by the City to strengthen the residential and commercial components of the area.
- o The City has adopted policies to preserve existing industrial areas.
- o The City has selected two sites for coordinated development/redevelopment; Arlandria Center and Route 1 Properties.

ISSUES

Potomac West is one of the older neighborhoods in the City. Its character and built form have developed over at least the past century. Potomac West is changing; it is beginning to renew itself gradually, and mostly through renovation and small scale infill development.

Over the past 20 years, City policies have fostered the process of self-renewal, emphasizing preservation rather than redevelopment, and viewing Potomac West as a non-growth area except for selected key sites where development could invigorate and serve the area. The City's revitalization and conservation programs have been successful and need to continue.

Perhaps the key issue facing Potomac West and addressed in the Plan is that the commercial and industrial zoning within Potomac West is largely discordant, or out of sync, with this process of self renewal and with the policy objectives and programs pursued vigilantly by the City the past two decades.

The industrial zones and the C-2 commercial zone were established in 1952 upon adoption of the City's first comprehensive zoning code. The zones allowed many different uses and were applied to many different urban contexts. The application of the C-2 zone to commercial, residential, recreational and institutional uses within Potomac West exemplifies the wide range use of a single zone which was designed primarily for commercial uses.

The cumulative nature of the industrial and commercial zoning means that high density office uses are allowed by right. Although the height by right allowance within the industrial zone has been reduced to 77 feet, the C-2 zone still carries a 150 foot height allowance (this despite the reduction in the allowable C-3 zone to 77 feet).

At a time in the 1950's when the City was less complex, less diverse, more industrial less commercial these all encompassing zones seemed appropriate and seemed to work. The notion of the City developing into an employment center with high density office development was remote. The notion that office development would price out the use of land for residential development was also remote.

Over the past 30 years the City has become more urban, more diverse, far less industrial. Certain areas of the City such as downtown, the Metro Station areas, the north waterfront have established themselves as office centers. Potomac West has not; it has retained some of its industrial character and has experienced small scale infill retail and professional office development. Yet despite these trends and City policies, the old high density zoning persists.

What also sometimes persists are expectations among landowners that their C-2 zoned property should be priced for high density office development despite physical, zoning and market constraints which probably preclude such development. The result of these unrealistic expectations can be that underutilized or vacant land is kept off the market to remain unproductive until price expectations are met. Alternative uses such as residential, which may be more marketable than office development may get priced out.

The industrial and commercial zoning in Potomac West needs to be changed to insure that the scale of commercial development is compatible with abutting residential areas. It is also important that the zoning support the City's goals for Potomac West renewal and preservation. The industrial areas to be retained should not be subjected to zoning which encourages office redevelopment. The residential sites to be retained, zoned C-2, should not be subjected to possible office conversion. Those neighborhood serving commercial uses such as grocery stores, convenience stores and shopping centers which can be vital to the quality of life in a neighborhood need to be preserved and not zoned for high density office uses. Instead, the zoning should be structured to preserve those uses desired for the neighborhood and to allow upgrading and possible infill development or redevelopment in scale with the surrounding neighborhoods.

Where larger scaled development is desirable, the zoning should be used to implement planning guidelines for coordinated development. This relates to the larger issue of developing guidelines for future development of the Arlandria Center site and the Route 1 Properties.

The Arlandria Center site, zoned C-2, is one of the few areas in Potomac West where high density office development could be physically realized. Yet this type of development would be undesirable in consideration of the low scale residential, retail and park uses adjacent to the site.

The analysis suggests that the existing shopping center should be preserved and modernized to once again serve as a thriving retail center. A mix of residential uses seems appropriate for the back portions of the site where the Berkey Photo building is located. Low scaled office and retail uses could fill the now vacant frontage along the Avenue. What is needed is a zone which is tailored to this general concept and which provides incentives for coordinated development of this site.

The 25 acre Route 1 properties site is probably the only location within Potomac West which can accommodate high density development including an office center without harming the adjacent residential areas. Commercial development could be concentrated on Jefferson Davis Highway with access limited to the highway and to the easternmost portion of East Reed Avenue. Residential development could focus on those portions of the site fronting Commonwealth Avenue and the western portions of East Reed Avenue.

What is desirable is coordinated mixed use development of the site. However, there are many obstacles to overcome before this concept could be realized. Although the site is a gateway to the City, has good access and exposure, and is proximate to Crystal City and to National Airport, the site does not present itself well and is not helped by the condition of adjacent uses.

Moreover, the fragmentation of ownership and expectations of the owners concerning the value of the site may make coordinated development of the site difficult. Also problematic are the zoning patterns which poorly relate to this concept. Whereas frontage along Commonwealth Avenue is most suitable for residential development there is industrial zoning. (From this perspective, it is unfortunate that the Hertz building is located on a site more suitable for residential use.)

Whereas residential development of the site should provide a mix of housing types with height transitions, the zoning pattern pits an elongated, high density, 100 unit per acre RD zoned parcel next to a long strip of RB townhouse zoned parcels along East Reed Avenue with no transition. The shape of the RD parcel is not ideal for development because of its narrowness and lack of frontage along Commonwealth Avenue. The RB zoned parcels, if redeveloped, could result in a three block long row of townhouses unrelieved by side streets.

What is needed for the Route 1 properties is a concept and design guidelines for mixed use redevelopment of the site and a zone which is tailored to the concept and which provides a combination of zoning incentives and controls to encourage coordinated development of the site.

GOALS AND OBJECTIVES

The goals of the 1988 Potomac West Plan are to:

- o to preserve and strengthen the residential area in Potomac West
- o revitalize and support neighborhood oriented, small scale retail and office development
- o to preserve existing concentrations of industrial uses and the job base these uses provide
- o to encourage coordinated mixed use development on the Arandria Center and Route 1 Properties sites
- o discourage the use of streets in Potomac West for through traffic
- o provide for the use of effective buffer areas between residential sites and adjacent higher-density and non-residential uses
- o require any new residential development to be of the same scale and density as the surrounding residential neighborhood
- o discourage the development of major office and commercial sites within Potomac West
- o encourage the consolidation and revitalization of commercial areas that serve the Potomac West neighborhood, particularly along Mt. Vernon Avenue

These goals translate into the following specific objectives:

- o provide a land use plan which reflects the City's policies to preserve and to protect existing uses and to indicate where coordinated mixed use is desired
- o redesign the industrial zones to encourage retention of existing industrial uses and to prohibit high density office development
- o remove commercial C-2 zoning from non-commercially used land to replace this zoning with more appropriate zoning categories
- o replace commercial C-2 zoning with zones which emphasize low scaled neighborhood serving uses
- o reduce overall heights in Potomac West to reflect the low scale character of the area
- o continue existing City capital improvement, housing and commercial revitalization programs
- o develop guidelines and appropriate zoning controls and incentives for development of the Arandria Center and the Route 1 sites
- o increase and coordinate public transportation services along Mt. Vernon Avenue.

LAND USE RECOMMENDATIONS

The Adopted Land Use Plan Map for Potomac West, based on the 1982 Plan is shown on Map 12. The Plan designates most of the residential areas in accordance with existing land use patterns; either residential low or medium with the mid to high rise apartments designated for residential high. The two major potential development sites are designated for mixed use. Along Mt. Vernon Avenue, the Glebe Road area is designated for commercial while the "main street" portion of the Avenue is designated for mixed use low.

Map 13 shows the proposed land use concept for Potomac West. The concept is similar to the 1982 Land Use Plan but provides more detail and specificity for the commercial and development areas.

Map 14 shows the proposed changes to the land use plan. The land use designations used are more detailed than the previous plan. The purpose of these more detailed land use categories and the changes to the Adopted Land Use Map is to better reflect the diversity of uses in Potomac West and to better express the types and scales of uses desired for the area and consistent with City policy.

The CL or commercial low category is designed for the "Main Street" portion of Mt. Vernon Avenue. The intent of CL is to provide for the types of low scale retail, office and residential uses which are typically found along this section of the Avenue.

The CLS designation or commercial service low, is designed for low scale commercial uses with some light industrial activity which would be compatible with nearby residential areas.

The CG category or commercial general, is intended for larger scale retail uses such as shopping centers, grocery stores, auto dealerships and fast food establishments. The special use permit requirement should continue to be enforced for fast food restaurants and auto dealerships. Auto dealerships and fast foods will not be allowed in CGX category.

The CDD designation or Coordinated Development District, is applied to the two potential development sites; Arlandria Center and the Route 1 Properties. The intent of this designation is to demarcate areas where development/redevelopment is desired in accordance with a coordinated plan for mixed use development. The CDD designation sets the stage for specialized zoning which provides for greater control over the future development of important sites within the City yet which also provides more flexibility for the developer than conventional zoning.

The I industrial category is designed for light industrial, warehouse, service or limited office or flex space.

The Oakville Triangle should remain industrial. The City holds open the possibility of reevaluating the area in the future as development occurs in the Route 1 corridor. The area may be considered as a CDD in the future.

The area known as Arlandria East (bounded by Mt. Vernon Avenue, Four Mile Run, Route 1 and Rood Avenue should be designated by the City to be planned as a whole in a creative innovative manner to encourage development of the sites now under fragmented ownership, and to examine the best location for the school, recreation, park and land use elements for a quality design. Development should include open space and recreational facilities to accommodate the additional residential and employment populations. Open space should be reconfigured to better serve the existing and new communities; wet lands should be protected.

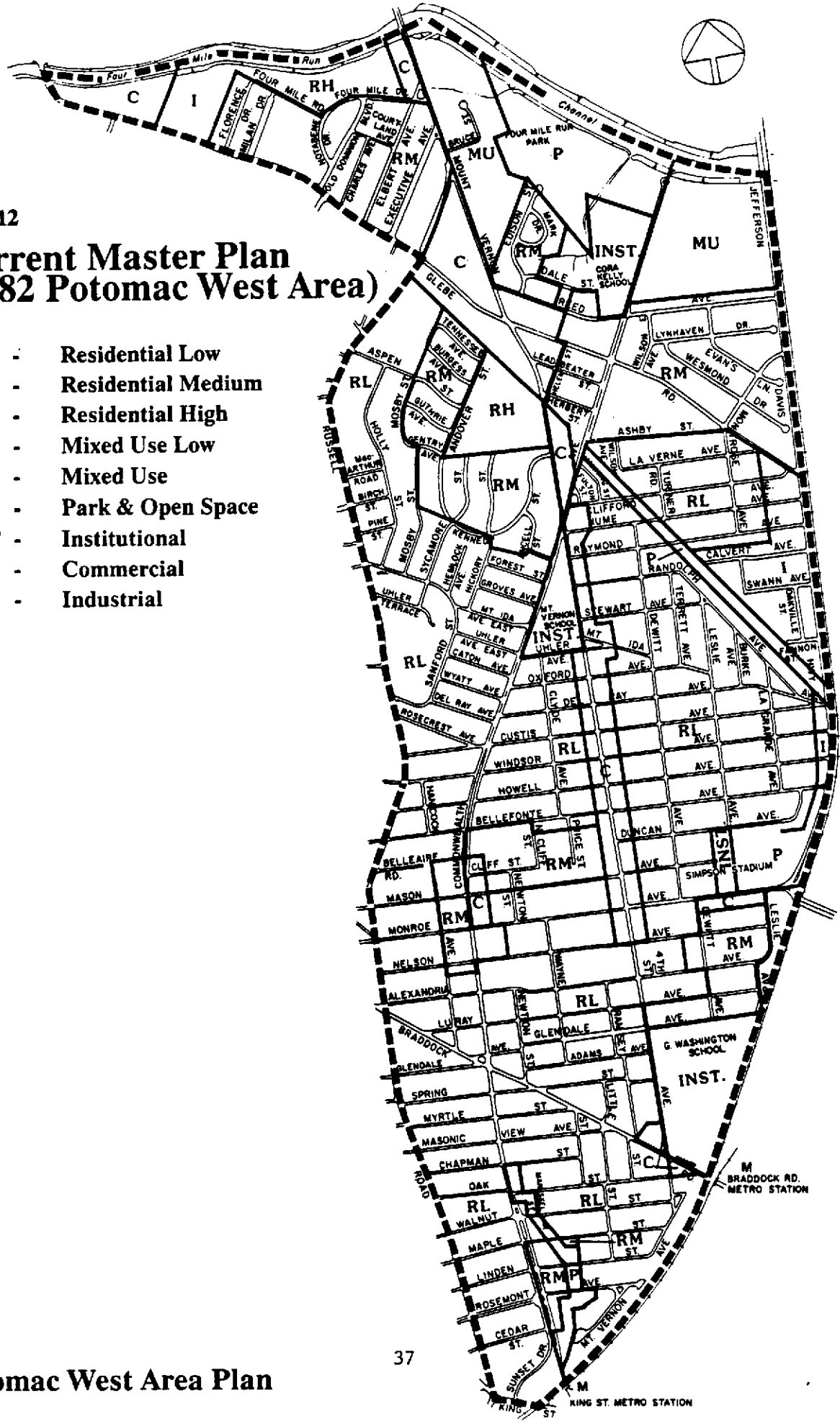
A park-like entrance and improved portal into the community should be created at Reed Avenue. A connection should be built between the Wayne Anderson and W & OD bike trail.

Map 15 shows the Proposed Land Use Plan.

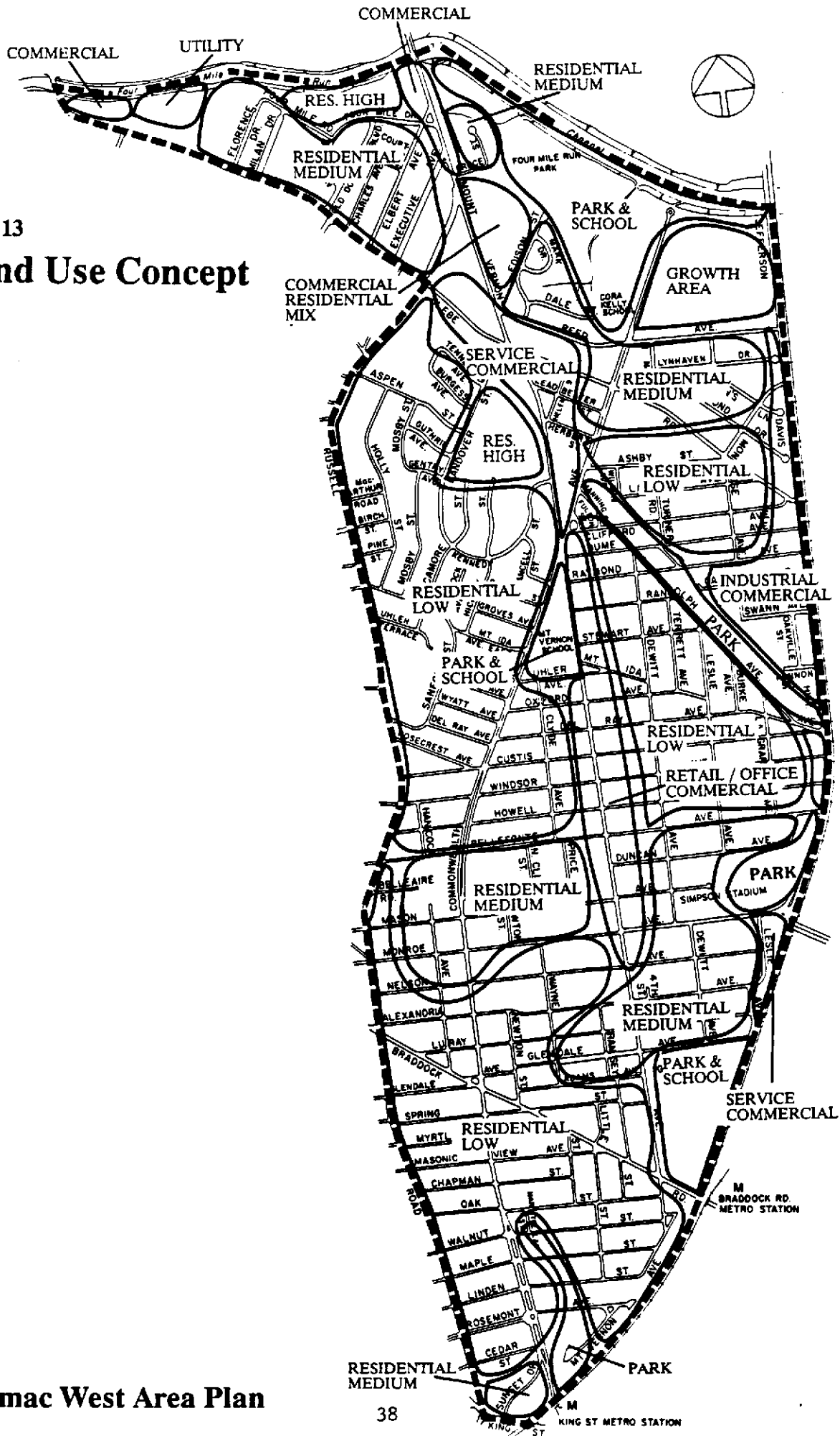
Map 12

Current Master Plan (1982 Potomac West Area)

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- MUL - Mixed Use Low
- MU - Mixed Use
- P - Park & Open Space
- INST - Institutional
- C - Commercial
- I - Industrial



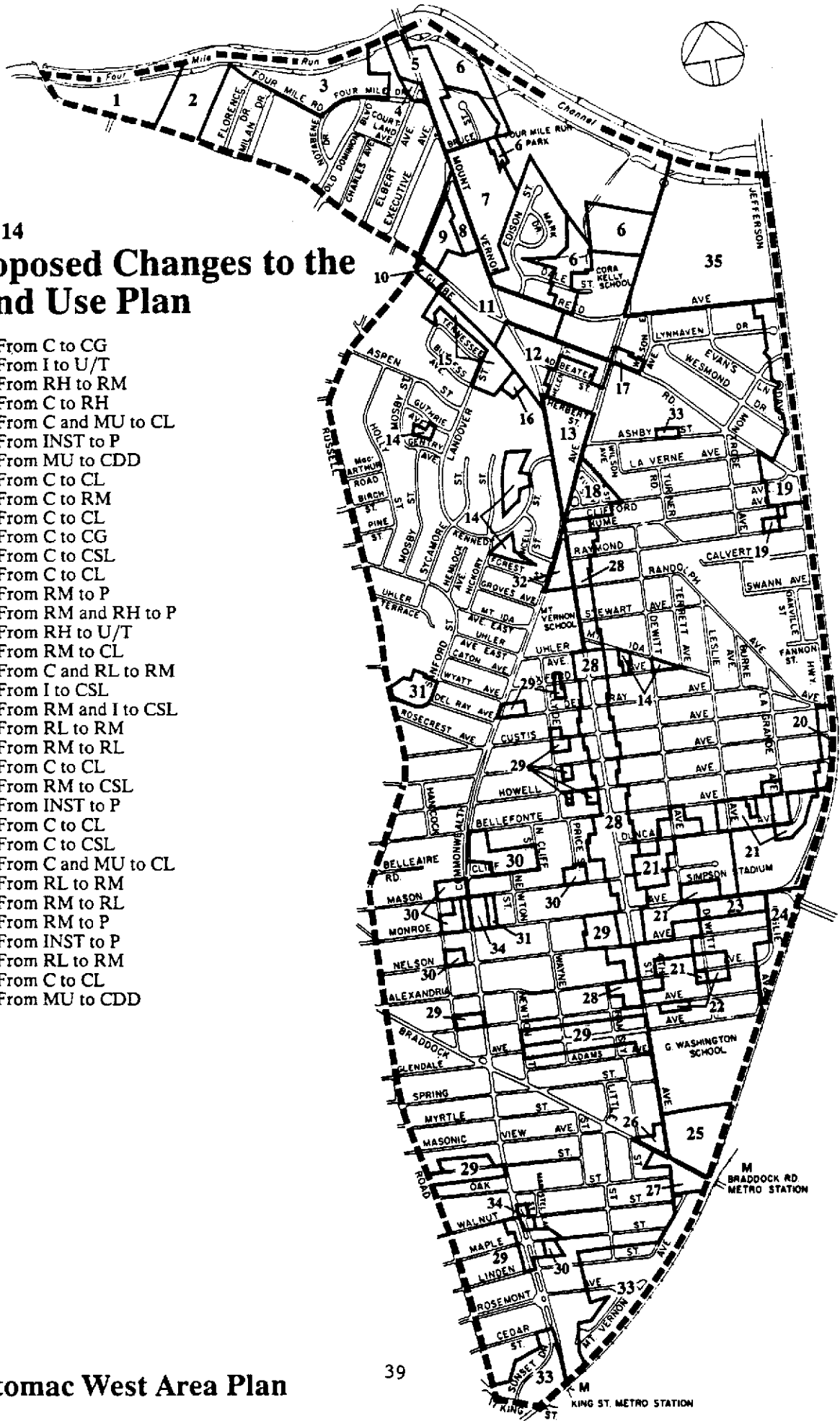
Map 13
Land Use Concept



Map 14

Proposed Changes to the Land Use Plan

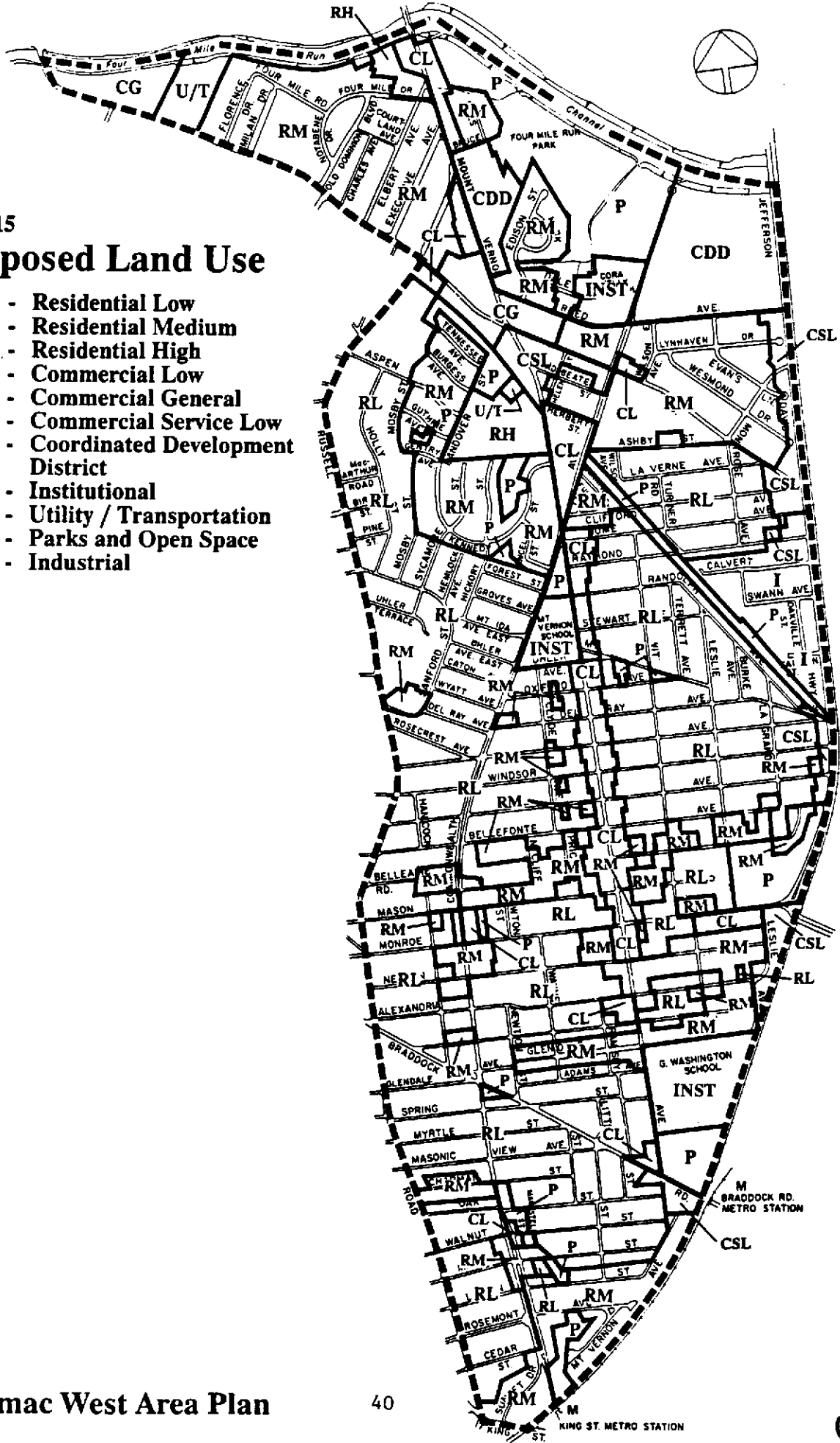
1. From C to CG
2. From I to U/T
3. From RH to RM
4. From C to RH
5. From C and MU to CL
6. From INST to P
7. From MU to CDD
8. From C to CL
9. From C to RM
10. From C to CL
11. From C to CG
12. From C to CSL
13. From C to CL
14. From RM to P
15. From RM and RH to P
16. From RH to U/T
17. From RM to CL
18. From C and RL to RM
19. From I to CSL
20. From RM and I to CSL
21. From RL to RM
22. From RM to RL
23. From C to CL
24. From RM to CSL
25. From INST to P
26. From C to CL
27. From C to CSL
28. From C and MU to CL
29. From RL to RM
30. From RM to RL
31. From RM to P
32. From INST to P
33. From RL to RM
34. From C to CL
35. From MU to CDD



Map 15

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- CSL - Commercial Service Low
- CDD - Coordinated Development District
- INST - Institutional
- U/T - Utility / Transportation
- P - Parks and Open Space
- I - Industrial



Proposed Changes to the Land Use Plan

1. From Commercial to Commercial General

The change to Commercial General is more appropriate for these auto oriented retail uses including a Pizza Hut and a 7/11 store.

2. From Industrial to Utility/Transportation

This is the Virginia Power site and the utility designation reflects the present use of the site.

3. From Residential High to Residential Medium

This medium density residential designation reflects the character of the existing and surrounding residential development.

4. From Commercial to Residential High

This is a residential site, and the proposed land use plan should reflect the desire to maintain the residential use.

5. From Commercial and Mixed Use to Commercial Low

This is the northernmost section of Mt. Vernon Avenue. The change in classification would provide for low scale commercial development compatible with the planning of Mt. Vernon Avenue.

6. Institutional to Park and Open Space

This area includes the parts of Four Mile Run Park not already designated park and recreational facilities including ball fields located next to Cora Kelly School. The recommended change more accurately reflects existing uses.

7. From Mixed Use to Coordinated Development District

This is the Arlandria Center site. The Plan calls for mixed use retail and residential development with some office uses. The Arlandria Shopping Center would be modernized or redeveloped and the Berkey Photo building redeveloped for residential. Other portions of the site would be developed for smaller scale retail and office uses. The CDD designation would be the basis for rezoning the site to a new zoning category which could accomplish these land use objectives.

8. From Commercial to Commercial Low

This is the commercial retail block along Mt. Vernon Avenue across from the Arlandria Center. This CL designation would allow these uses to continue and remain a low scale retail area.

9. From Commercial to Residential Medium

This is a residential area that was shown as commercial in the existing plan. A goal of the Potomac West plan is to preserve existing residential areas. The designation to a residential land use reflects this goal.

10. From Commercial to Commercial Low

This is a small office complex on the south side of Glebe Road at Russell Road. The change to CL would be compatible with the existing use of this site and insure continued low scale uses.

11. From Commercial to Commercial General

This area along the corner of Glebe Road and Mt. Vernon Avenue includes the Food Barn site, Ray Burnettes Volkswagen, Murrays Steak and McDonalds. The Commercial General designation reflects the retail nature of this area.

12. From Commercial to Commercial Service Low

This would more appropriately reflect existing uses. It would retain low scale commercial uses compatible with the surrounding residential character and would be consistent with the development along Mt. Vernon Avenue.

13. From Commercial to Commercial Low

This site is the triangle between Commonwealth Avenue, Mt. Vernon Avenue and Herbert Street. The change to Commercial Low would provide for low scale commercial uses and allow uses compatible with the surrounding residential area.

14. From Residential Medium to Park

The Park designation reflects the existing park use.

15. From Residential Medium and Residential High to Park

This area includes the old W&OD right-of-way and the existing parks at the ends of Landover Street and Mosby Street. The City should consider purchasing the right-of-way, or at least obtaining an easement.

16. From Residential High to Utility/Transportation

This designation reflects the existing use.

17. From Residential Medium to Commercial Low

This is a small commercial complex located at the northeast corner of Commonwealth Avenue and Glebe Road. The uses are compatible with the surrounding residential area and the CL classification would be in keeping with the present uses and scale.

18. Commercial and Residential Low to Residential Medium

The proposed designation reflects the existing use.

19. From Industrial to Commercial Service Low

The CSL designation would not only more appropriately reflect the existing uses along Route 1, but it would provide for low intensity uses compatible with the surrounding residential area.

20. From Residential Medium and Industrial to Commercial Service Low
This would remove the possibility of heavy industrial development next to low scale residential and allow the continuation of low scale development on these properties.
21. From Residential Low to Residential Medium
A goal of the Potomac West plan is to maintain existing residential densities. This designation reflects the existing medium density residential use.
22. From Residential Medium to Residential Low
This designation reflects the existing low density residential uses.
23. From Commercial to Commercial Low
The designation of this site, which contains a Peoples Drug Store and a Giant Food Store, to Commercial General would allow these uses to continue. This classification is designed for retail uses and small offices and would restrict major office development. Fast foods and auto related uses are not permitted.
24. From Residential Medium to Commercial Service Low
This designation would eliminate the risk of intrusion of industry in the surrounding residential area. The low scale uses would be compatible with the general residential character of the area.
25. From Institutional to Park and Open Space
This is the George Washington School ballfield.
26. From Commercial to Commercial Low
This is a vacant site located at the northwest corner of Mt. Vernon Avenue and Braddock Road. The Commercial Low classification would insure low scale, residentially compatible, development of this site.
27. From Commercial to Commercial Service Low
This area is situated south of Braddock Road and includes both sides of Mt. Vernon Avenue. The change to Commercial Service appropriately reflects the current uses of these properties.
28. From Mixed Use and Commercial to Commercial Low
This area is frequently referred to as the "main street" of Mt. Vernon Avenue. Most of the area is low scale commercial, office, retail and residential. The Commercial Low classification would allow the continuation of a mixture of uses including residential while maintaining low scale appearance.
29. From Residential Low to Residential Medium
This designation reflects the existing density of development.

30. From Residential Medium to Residential Low
This designation reflects the existing density of development.
31. From Residential Medium to Park
This designation reflects the existing park use.
32. From Institutional to Park and Open Space
This is the Mt. Vernon School ballfield.
33. From Residential Low to Residential Medium
This designation reflects the existing density of development.
34. From Commercial to Commercial Low
These two areas are low scale commercial along Monroe Avenue. The proposed use designation is more appropriate for these uses and would insure continued low scale commercial use of these properties.
35. From Mixed Use to Coordinated Development District
This is the Route 1 Properties site. The plan calls for mixed use residential, office, retail and hotel uses on the site as part of a coordinated development. This plan supports high density and tall buildings on part of this site, but only in the context of a coordinated, mixed use development plan which concentrates the dense commercial development on the northeast part of the site, with residential development to the south and west along Reed and Commonwealth. Further, the plan calls for the heights and densities to moderate toward Reed Avenue for compatibility with nearby residential areas. The plan would be the basis for rezoning the entire site to a new zoning category which could accomplish these objectives.

ZONING RECOMMENDATIONS

In order to implement the proposed land use plan it is critical that rezonings occur. One of the problems with the 1982 Potomac West Plan is that there was not a comprehensive rezoning of the area following adoption of the Plan.

Map 16 shows the recommended zoning changes. Almost all the zoning changes affect commercial and industrial parcels, parks and institutional uses, and some high density residential uses. Virtually no zoning changes are recommended for residential neighborhoods.

Many of the changes will require new zones which will have to be developed by the Zoning Task Force and eventually acted upon by City Council. Map 17 shows the proposed zoning.

Proposed Changes to Zoning Map

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

Low scale general commercial is the current use of the property and the commercial general designation would be more appropriate for these uses to continue.

2. Rezone from I-1 to new zone consistent with the Master Plan Utility/Transportation designation (U/T).

This area is the Virginia Power Company and is designated as utility on the proposed land use plan.

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

This is the northernmost section of Mt. Vernon Avenue. The change in zoning would provide for low scale commercial development compatible with adjacent residential and appropriate to commercial parcels of limited depth.

4. Rezone from C-2 to RC Residential

This site was known formerly as the Warner Towers high rise apartments. The proposed change in zone classification will properly place this use in a residential high density zone rather than in a commercial high density zone.

5. Rezone from C-2 to new zone consistent with the Master Plan Coordinated Development District designation (CDD).

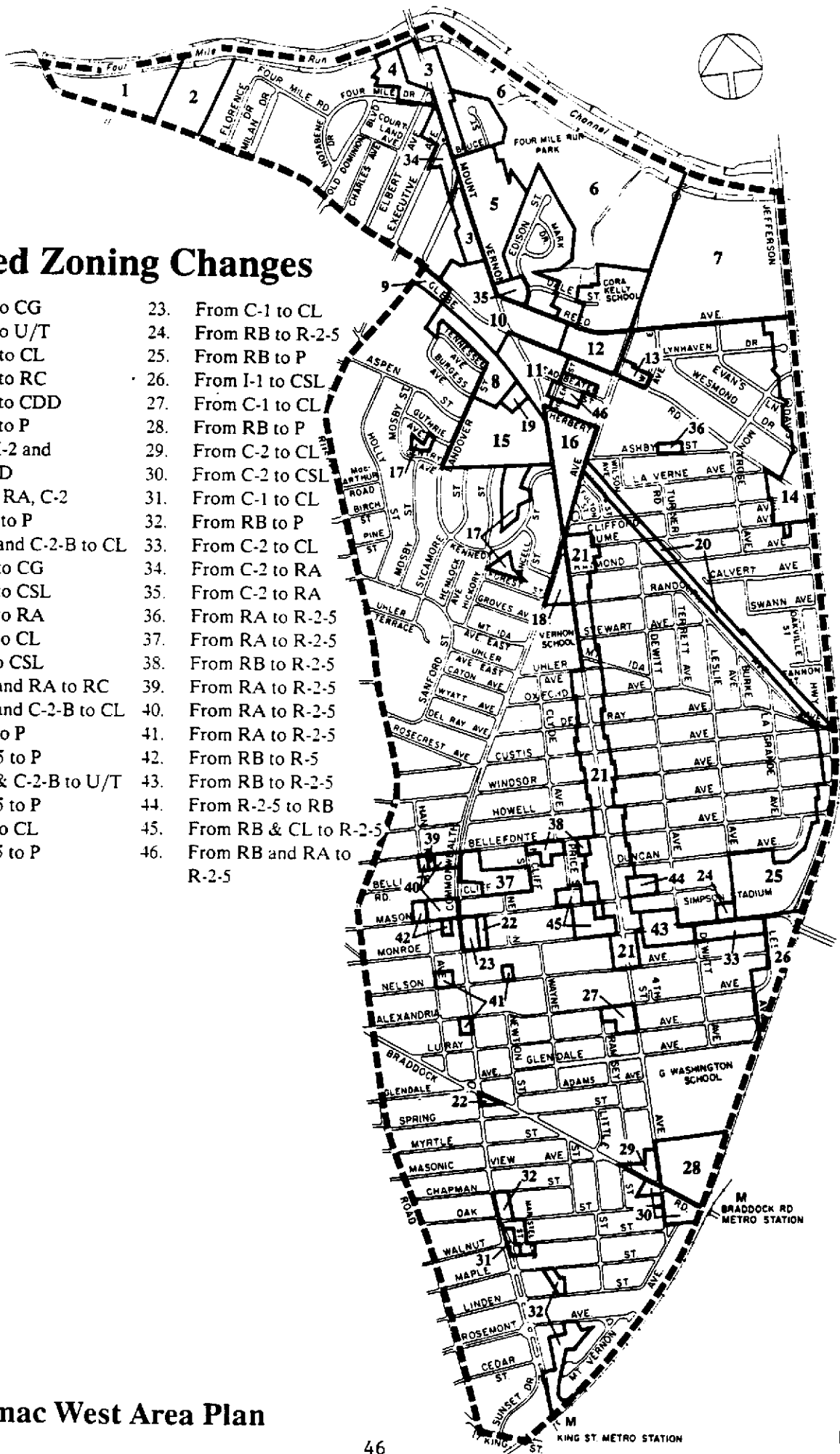
This is the Arlandria Center site. The proposed change to CDD would provide for more specific use, density and height guidelines within the context of a coordinated plan. (For detail on these guidelines see Urban Design Recommendations.)

6. Rezone from RA to a new zone consistent with the Master Plan Park and Open Space designation (P).

This area includes Four Mile Run Park and recreational facilities associated with Cora Kelly School. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.

Map 16 Proposed Zoning Changes

- | | |
|-------------------------------------|-----------------------------|
| 1. From I-1 to CG | 23. From C-1 to CL |
| 2. From I-1 to U/T | 24. From RB to R-2-5 |
| 3. From C-2 to CL | 25. From RB to P |
| 4. From C-2 to RC | 26. From I-1 to CSL |
| 5. From C-2 to CDD | 27. From C-1 to CL |
| 6. From RA to P | 28. From RB to P |
| 7. From I-1, I-2 and RD to CDD | 29. From C-2 to CL |
| 8. From R-8, RA, C-2 and C-2-B to P | 30. From C-2 to CSL |
| 9. From CO and C-2-B to CL | 31. From C-1 to CL |
| 10. From C-2 to CG | 32. From RB to P |
| 11. From C-2 to CSL | 33. From C-2 to CL |
| 12. From C-2 to RA | 34. From C-2 to RA |
| 13. From C-2 to CL | 35. From C-2 to RA |
| 14. From I-1 to CSL | 36. From RA to R-2-5 |
| 15. From C-2 and RA to RC | 37. From RA to R-2-5 |
| 16. From C-2 and C-2-B to CL | 38. From RB to R-2-5 |
| 17. From RA to P | 39. From RA to R-2-5 |
| 18. From R-2-5 to P | 40. From RA to R-2-5 |
| 19. From RA & C-2-B to U/T | 41. From RA to R-2-5 |
| 20. From R-2-5 to P | 42. From RB to R-5 |
| 21. From C-2 to CL | 43. From RB to R-2-5 |
| 22. From R-2-5 to P | 44. From R-2-5 to RB |
| | 45. From RB & CL to R-2-5 |
| | 46. From RB and RA to R-2-5 |



Map 17

Proposed Zoning

- R-5 - Residential Single Family
- R-8 - Residential Single Family
- R-12 - Residential Single Family
- R-2-5 - Residential Single Family
- R-A - Residential Multi-Family
- R-B - Residential Multi-Family
- RC - Residential Multi-Family
- CL - Zone consistent with Commercial Low land use designation
- CG - Zone consistent with Commercial General land use designation
- CSL - Zone consistent with Commercial Service Low land use designation
- CDD - Zone consistent with Coordinated Development District land use designation
- INST - Institutional
- U/T - Zone consistent with Utility / Transportation land use designation
- P - Zone consistent with Parks and Open Space land use designation
- I - Zone consistent with Industrial land use designation



7. Rezone from I-1, I-2 and RD to new zone consistent with the Master Plan Coordinated Development District designation (CDD).

This is the Route 1 Properties site. The CDD designation calls for a coordinated development plan in which the uses, heights and densities can be made flexible and subject to negotiation within the context of design guidelines. (see Urban Design Recommendations)

8. Rezone from R-8, RA, C-2 and C-2-B to a new zone consistent with the Master Plan Park and Open Space designation (P).

This area includes the old W&OD right-of-way and the existing parks at the ends of Landover Street and Mosby Street.

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

This is a small office complex on the south side of Glebe Road at Russell Road. The change to CL would be compatible with the existing use of this site and insure continued low scale uses.

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

This area includes the Food Barn, Ray Burnettes Volkswagen, Murrays Steak and McDonalds. The change to CG would seek to retain neighborhood retail use of the property and to remove the high density office zoning.

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

This would more appropriately reflect existing uses. It would retain low scale commercial uses compatible with the surrounding residential character and would be consistent with the development along Mt. Vernon Avenue.

12. Rezone from C-2 to RA Residential

This is the Arlandria Apartments. This use is more appropriately placed in a multifamily residential zone than in a high density commercial zone.

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

This is a small commercial complex located at the northeast corner of Commonwealth Avenue and Glebe Road. The uses are compatible with the surrounding residential area; the CL classification would be in keeping with the present uses and scale.

14. Rezone from I-1 to a new zone consistent with the Master Plan Commercial Service Low designation (CSL).

The CSL designation reflects the existing uses along Route 1, and provides for low intensity uses compatible with the surrounding residential area. The designation also allows highway-related commercial uses.

15. Rezone from C-2 and RA to RC Residential.

The area is presently known as the Calvert high rise apartments. The proposed zone allows high density residential with ground floor commercial. This zoning change would properly place this primarily residential use in a residential zone.
16. Rezone from C-2 and C-2-B to a zone consistent with the Master Plan Commercial Low designation (CL).

This site is the triangle between Commonwealth Avenue, Mt. Vernon Avenue and Herbert Street. the change to CL would provide for low scale commercial use and allow uses compatible with the surrounding residential area.
17. Rezone from RA to a new zone consistent with the Master Plan Park and Open Space designation (P).

This includes the Goat Hill, Timberland and Gentry parks. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.
18. Rezone from R-2-5 to a new zone consistent with the Master Plan Park and Open Space designation (P).

This area is the northern portion of the Mt. Vernon school site, situated between Commonwealth and Mt. Vernon Avenues. The site is used for recreational activities which include tennis, swimming and a landscaped park. The new zone would be appropriate for the present use of the site.
19. Rezone from RA & C-2-B to a zone consistent with the Master Plan Utility/Transportation designation (U/T).

The new utility zone is appropriate for this utility use.
20. Rezone from R-2-5 to a new zone consistent with the Master Plan Park and Open Space designation (P).

The property is known as the old W&OD right-of-way and was acquired by the City for use as a park and greenway system. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.
21. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

This area is low scale commercial, office, retail and residential. The Commercial Low classification would allow the continuation of a mixture of uses including residential while maintaining low scale appearance compatible with nearby low scale residential.
22. Rezone from R-2-5 to a new zone consistent with the Master Plan Park and Open Space designation (P).

These are two small parks. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.

23. Rezone from C-1 to a new zone consistent with the Master Plan Commercial Low designation (CL).
- The site is a small low scale commercial retail center along Commonwealth Ave. north of Monroe Ave. The Commercial Low category is similar to C-1 and insures continued low scale use of this site.
24. Rezone from RB to a new zone consistent with the Master Plan Residential Low designation (R-2-5).
- This is the YMCA building on Monroe Avenue. Institutional uses are recommended for rezoning to residential zones which are consistent with the character of the surrounding residential neighborhoods, so that if redevelopment occurs it will be to compatible residential uses.
25. Rezone from RB to a new zone consistent with the Master Plan Park and Open Space designation (P).
- This site is currently known as Simpson Stadium and is and will continue to be used as a recreational facility. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.
26. Rezone from I-1 to a new zone consistent with the Master Plan Commercial Service Low designation (CSL).
- This designation would grandfather existing uses but would insure that any new uses would be compatible with the general residential character of the area.
27. Rezone from C-1 to a new zone consistent with the Master Plan designation (CL).
- This block is along the west side of Mt. Vernon Ave. between Alexandria and Luray Ave. The Commercial Low designation maintains the low scale character of the commercial uses adjacent to residential.
28. Rezone from RB to a new zone consistent with the Master Plan Park and Open Space designation (P).
- This site is the present location of George Washington school recreation facility, also known as Braddock Field. All park, open space and recreation areas in the City are begin recommended for rezoning to a new Park and Open Space zone.
29. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).
- This is a vacant site located at the northwest corner of Mt. Vernon Ave. and Braddock Rd. The Commercial Low classification would insure low scale, residentially compatible development of this site.
30. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Service Low designation (CSL).
- This area is situated south of Braddock Rd. and includes both sides of Mt. Vernon Ave. The change to Service Commercial appropriately reflects the current use of these properties but limits intensity of development to that which is compatible with nearby residential.

31. Rezone from C-1 to a new zone consistent with the Master Plan Commercial Low designation (CL).

This is a small low scale commercial area east of Commonwealth Ave. along Walnut St. It contains a market and a bank. The proposed zoning designation is more appropriate for these uses and would insure continued low scale commercial use of these properties.

32. Rezone from RB to a new zone consistent with the Master Plan Park and Open Space designation (P).

These sites are the Hooff's Run Park and Greenway between Rosemont and Commonwealth Avenues. All park, open space and recreation areas in the City are being recommended for rezoning to a new Park and Open Space zone.

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

The designation of this site, which contains a People's Drug Store and a Giant Food Store, to Commercial Low would allow these uses to continue. This classification is designed for retail and small office uses and would restrict major office development. Fast foods and auto related uses are excluded.

34. Rezone from C-2 to a new zone consistent with the Master Plan Residential Medium designation (RA).

This is a part of the "Presidential Greens" apartments which face onto Mt. Vernon Ave. Since the area is residential, the change would conform to the use of the property.

35. Rezone from C-2 to RA residential.

This area is residential and the change would conform to the use of the property.

Changes 35 through 45, below, resulted from a request by the Del Ray Citizen's Association to study the rezoning of 114 residential properties in the Potomac West study area to zones which are consistent with the existing development of the sites. All of these changes were considered and approved by City Council on February 23, 1991 for inclusion in this plan.

36. From RB and RA to R-2-5 Residential.

37. From RA to R-2-5 Residential.

38. From RA to R-2-5 Residential.

39. From RB to R-2-5 Residential.

40. From RA to R-2-5 Residential.

41. From RA to R-2-5 Residential.

42. From RA to R-2-5 Residential.

43. From RB to R-5 Residential.

44. From RB to R-2-5 Residential.

45. From R-2-5 to RB Residential.
46. From RB to R-2-5 Residential.

HEIGHT RECOMMENDATIONS

As shown on Map 18, most of the Potomac West area is low scale residential limited to 35' by right with 45' by right allowed in the medium density residential zones. The Plan recommends no change to these heights.

Along Mt. Vernon Avenue, within the commercially zoned areas, the present C-2 zoning allows for heights of 150' by right. Because of the low scale character of the surrounding residential areas, the Plan recommends that heights be reduced along Mt. Vernon Avenue to 35 feet (45 feet with SUP) for areas designated Commercial Low and up to 50' for those areas designated Service Commercial Low. The Commercial General designated parcels would have a 35' height limit.

Map 19 is the recommended height map.

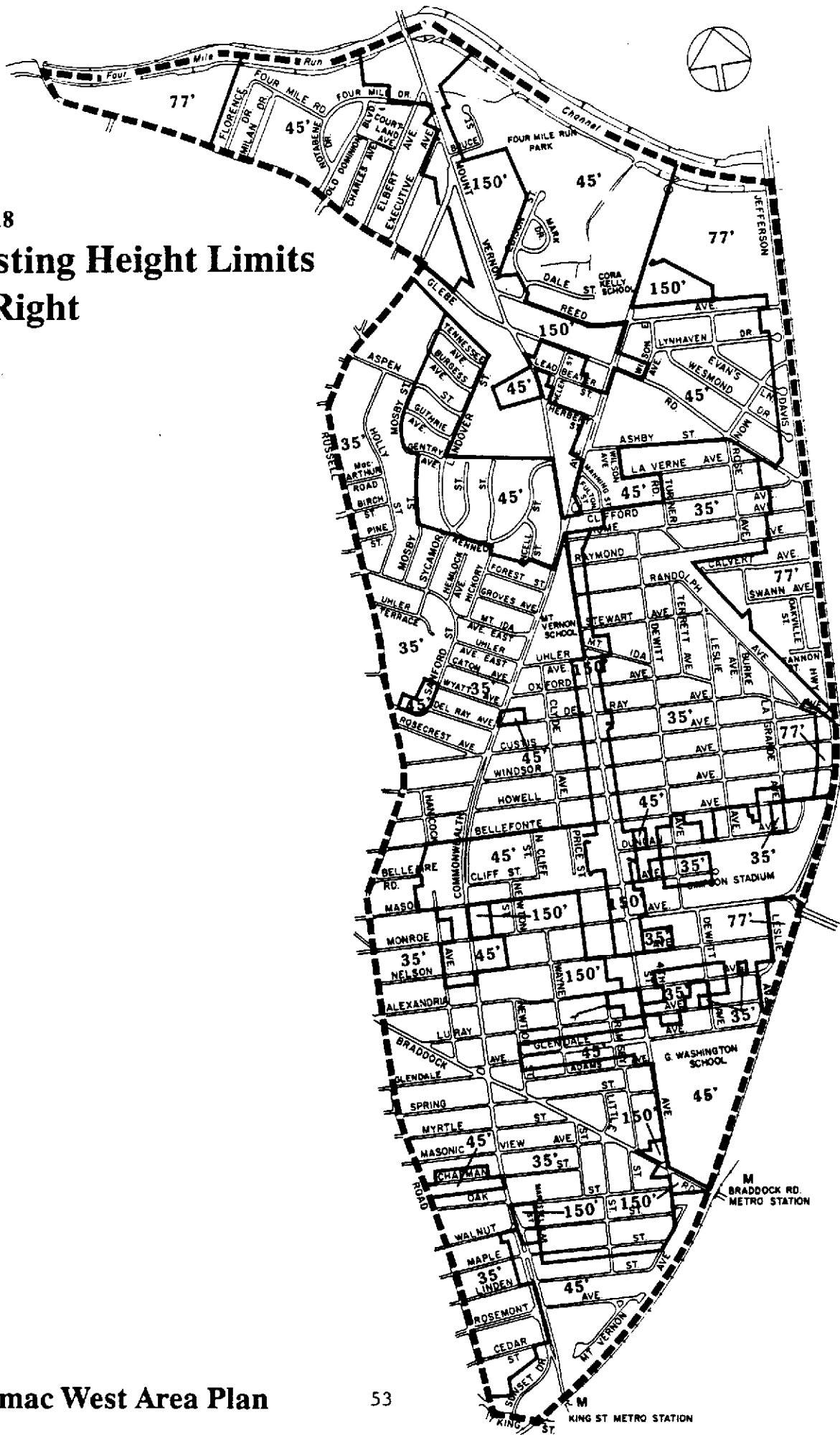
The proposed heights for the industrial properties along Route 1 would be 50' reduced from 77' to make the height allowance more compatible with adjacent residential areas.

For the CDD designated sites, Arlandria Center and the Route 1 Properties, heights would be based on the design principles established as part of new Coordinated Development District zones.

Recommendations:

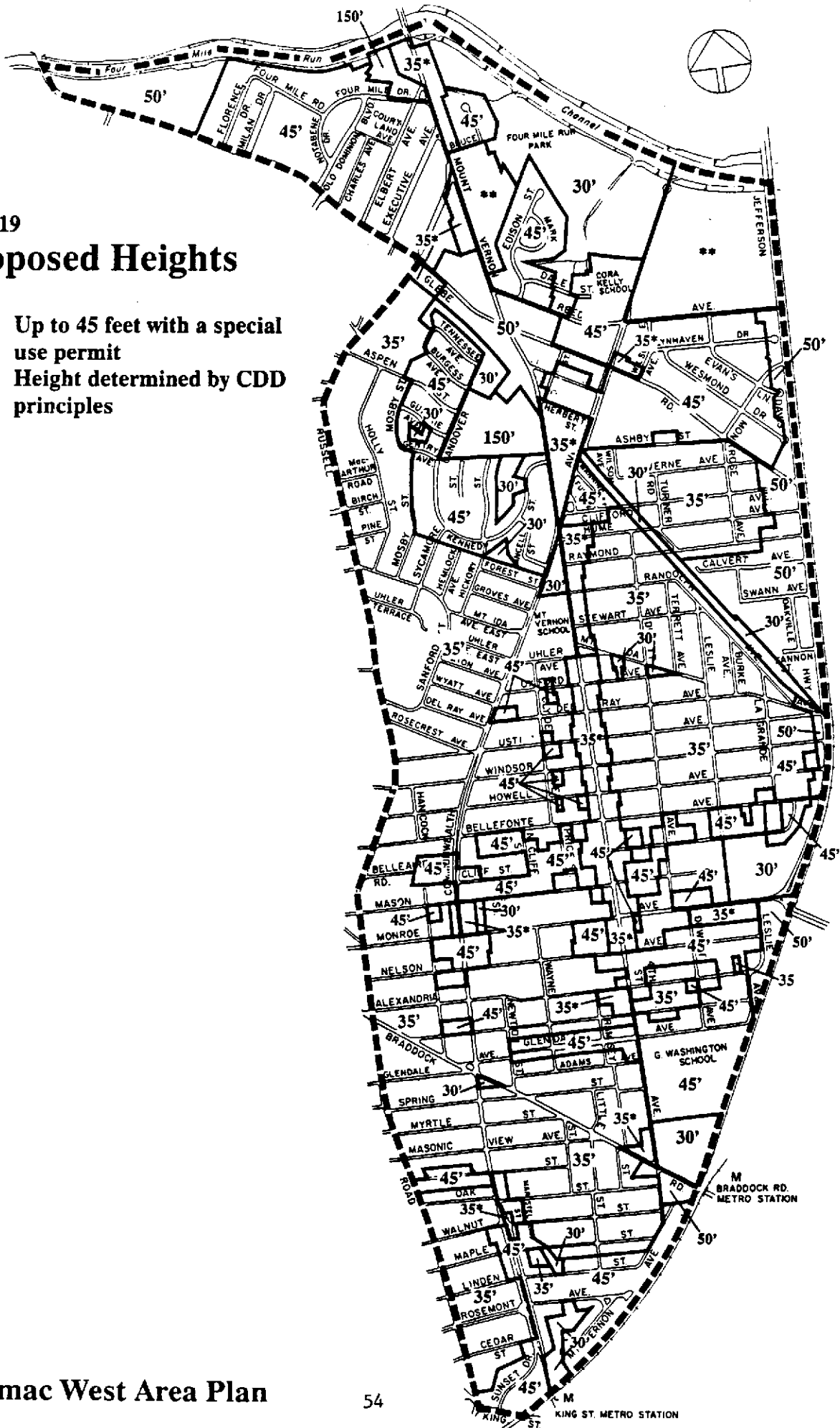
1. that the height map as indicated on Map 19 be adopted.

Map 18
**Existing Height Limits
 By Right**



Map 19 Proposed Heights

- * Up to 45 feet with a special use permit
- ** Height determined by CDD principles



URBAN DESIGN RECOMMENDATIONS

The urban design recommendations focus on establishing design guidelines for development/redevelopment of the designated Coordinated Development Districts; Arlandria Center and Route 1 Properties. These guidelines should form the basis of specific CDD zoning categories to be devised by the Zoning Task Force. The diagrams (maps 20 and 21) illustrate the guidelines and are not intended to be applied rigidly.

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

CDD Principles for the Arlandria Center and Berkey Photo Properties

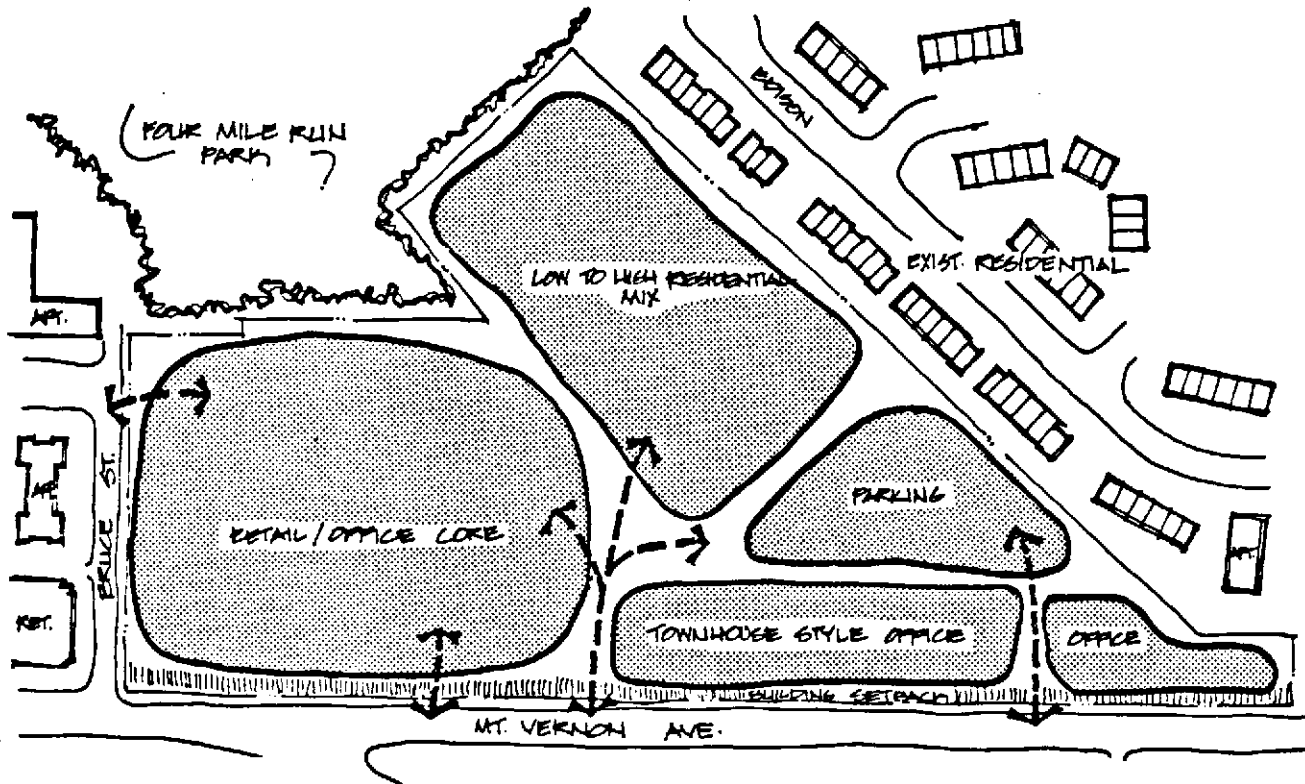
Development without a special use permit

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

Development with a special use permit

1. That the retail shopping center function on the site be retained.
2. That parking to serve the site be integrated into the development schemes and not be concentrated along the fronts of buildings on Mt. Vernon Avenue.
3. That office development considered for the site be low scale, oriented towards Mt. Vernon Avenue and limited to perhaps 20 -25% of the total development package.
4. That the 10' highway setback along Mt. Vernon Avenue be maintained for pedestrian use free and clear of parking and major structures such as buildings or related enclosures.
5. That any larger scale residential development be oriented towards the rear of the site and nearest the park. There should be a height transition away from existing residential in the Tower Homes area.
6. That Four Mile Run Park be recognized as an integral part of the development scheme; every effort should be made to consider views and access to the park as part of the development concept.
7. That access to the site be provided with a minimum of curb cuts along Mt. Vernon Avenue.
8. That as much parking on the site as possible be structured with surface parking reserved for short term use.

Map 20 shows an illustration of the land use principles for this site.



THIS SKETCH IS AN ILLUSTRATION OF THE LAND USE GUIDELINES.



CDD Principles for the Route 1 Properties

Development without a special use permit

Within the designated CDD area, the RB zone regulation shall apply along Reed Avenue, the RC zone regulation shall apply along Commonwealth Avenue to the depth of 100 feet and the OC regulation shall apply on the remainder of the site, provided that heights in the area along Commonwealth Avenue do not exceed 45 feet.

Development without a special use permit

1. That the entire site be developed for a mix of office, residential, retail, hotel and open space uses.
2. That higher density commercial uses be oriented toward Route 1 and that the tallest buildings be oriented toward the northeast portion of the site furthest away from existing residential uses. The scale of commercial buildings would descend as building sites approached Reed Avenue.
3. That residential uses be located along the middle and western portions of East Reed Avenue and along Commonwealth Avenue.
4. That vehicular access to and from the site along Commonwealth Avenue be limited to residential uses only while all commercial traffic should be limited to access along Route 1 or on the easternmost part of East Reed Avenue.
5. That as much parking as possible be accommodated within structures and, wherever possible, upper decks and plazas should be landscaped and designed for public uses.
6. That the residential portion of the project include a mix of housing types - townhomes, garden apartments, mid-rise and possibly high rise with consideration of replacement housing for displaced low and moderate income households along E. Reed Avenue.
7. That the scale of residential buildings decrease as building sites approach E. Reed Avenue and the Cora Kelly School and that there be gradual height transitions among the residential uses.
8. That as much parking be placed in structure as possible.

Map 21 shows an illustration of the land use principles for this site.

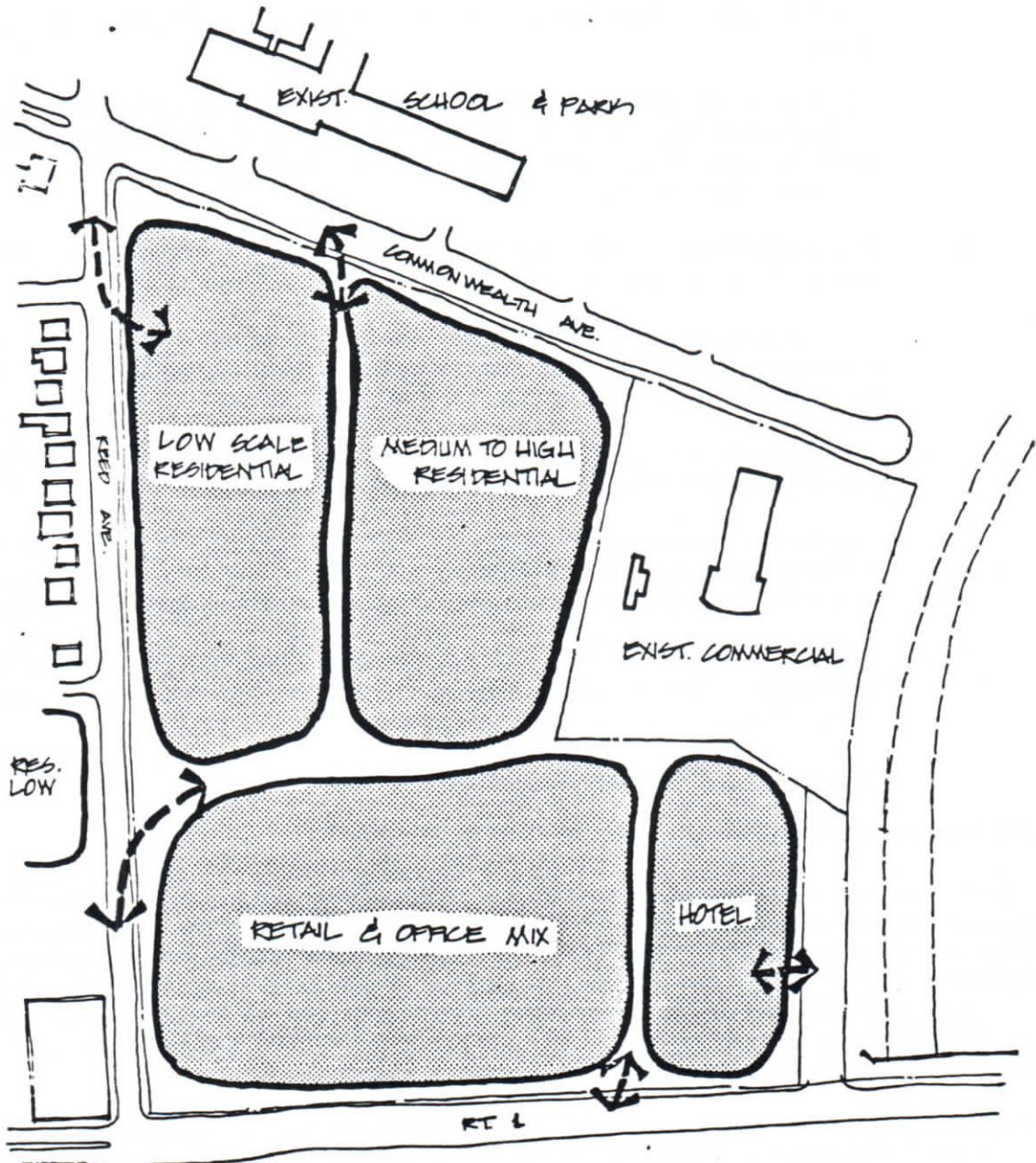
To further encourage residential development on the Arlandria Center site and on the Route 1 Properties site and to improve the quality of recreational facilities in Arlandria it is recommended that the City develop a Master Recreational Improvement Plan for Four Mile Run Park. A master plan should be developed for this area that would reflect improved treatment of the drainage areas and Four Mile Run embankment. Natural areas should be retained, and community recreational needs, as well as any future growth or development changes adjacent to the park, should be provided for. The relationship of park functions and future park uses should be improved.

Connections to the park need to be enhanced and additional pedestrian access should be considered, where needed. The park provides a splendid opportunity for improving the relationship between passive and active use of the park and its adjacent uses. This should be studied in greater detail.

Map 21

Rt. One North Properties

land use concept



THIS SKETCH IS AN ILLUSTRATION OF THE LAND USE GUIDELINES.



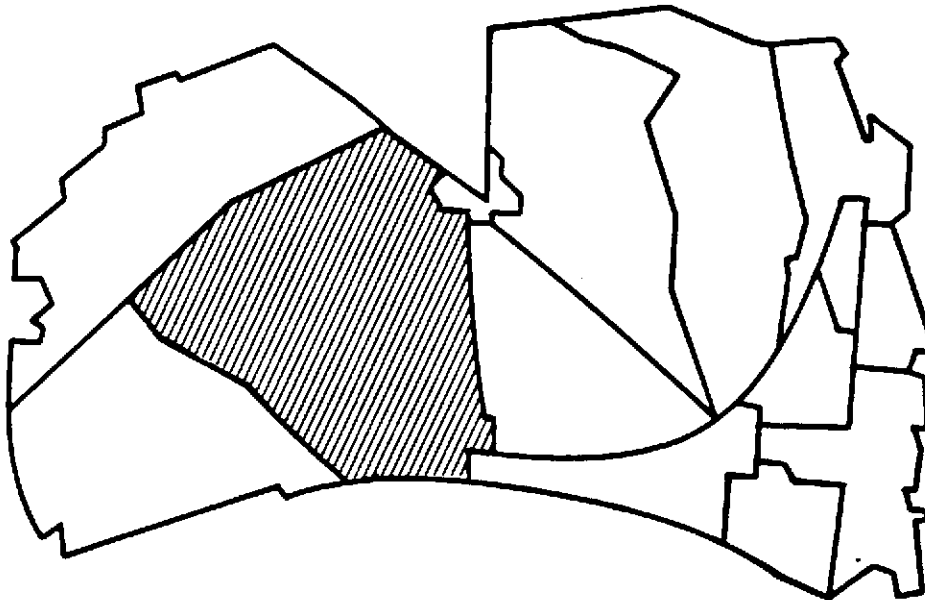
PLEASE RETAIN

SEMINARY HILL/STRAWBERRY HILL

SMALL AREA PLAN

ADOPTED JUNE 27, 1989: ORDINANCE 3392

AMENDED JANUARY 25, 1992: ORDINANCE 3554



**MASTER PLAN
ALEXANDRIA, VIRGINIA**

SEMINARY HILL/STRAWBERRY HILL

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

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JUNE 1989

REVISED SEMINARY HILL/STRAWBERRY HILL

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor Patricia S. Ticer

Vice Mayor William C. Cleveland

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Redella S. Pepper

Lonnie C. Rich

David G. Speck

CITY MANAGER

Vola Lawson

PREPARED BY:

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Adopted by City Council

JANUARY 1992

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PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1974 Consolidated Master Plan for the Seminary Hill/ Strawberry Hill 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 Seminary Hill/ Strawberry Hill 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 the area.

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

PLANNING PROCESS

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

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

DESCRIPTION OF THE AREA

The Seminary Hill/Strawberry Hill area is bound by North Quaker Lane, South Quaker Lane and Bluestone Road on the east, King Street on the north, the Shirley Highway on the northwest, Holmes Run Channel on the west and the City boundary at the Capital Beltway on the south (Map 1).

Most of the Seminary Hill/Strawberry Hill area is located on a hill which descends north to south toward the Cameron Run Valley. The main natural feature is Holmes Run which flows southeasterly from the City's northern boundary toward the study area's southern boundary where it joins Cameron Run Channel.

The Seminary Hill/Strawberry Hill area consists of several diverse neighborhoods with a mix of housing ranging from low density, large single family homes to medium density two family duplexes, townhomes, and garden apartments to high density high - rise apartment buildings.

The Bradlee neighborhood is generally located between King Street, Van Dorn Street (which parallels I-395) and Janney's Lane. The area consists of the Fairlington Town Home condominiums which abut the Bradlee Shopping Center to the west, the Braddock Lee apartments and single family detached homes along North Early Street. Fort Ward Towers, a high rise building which stands somewhat isolated from the rest of the neighborhood, is located between N. Van Dorn Street and I-395.

The major institutional uses in the neighborhood are the Minnie Howard School Administrative Center, St. Stephen's School Lower Division and Fort Ward Park; all located along Braddock Road.

The Seminary Hill neighborhood includes the mostly single family residential areas along N. Quaker Lane, Ft. Williams Parkway, Seminary Road and Howard Street.

A dominant feature of this neighborhood is the Virginia Theological Seminary, founded in 1823, and the Episcopal High School, a private, residential boys preparatory school. Situated atop Seminary Hill, the Seminary and School encompass some 144 acres of mostly forested grounds and playing fields between N. Quaker Lane, Braddock Road and Seminary Road.

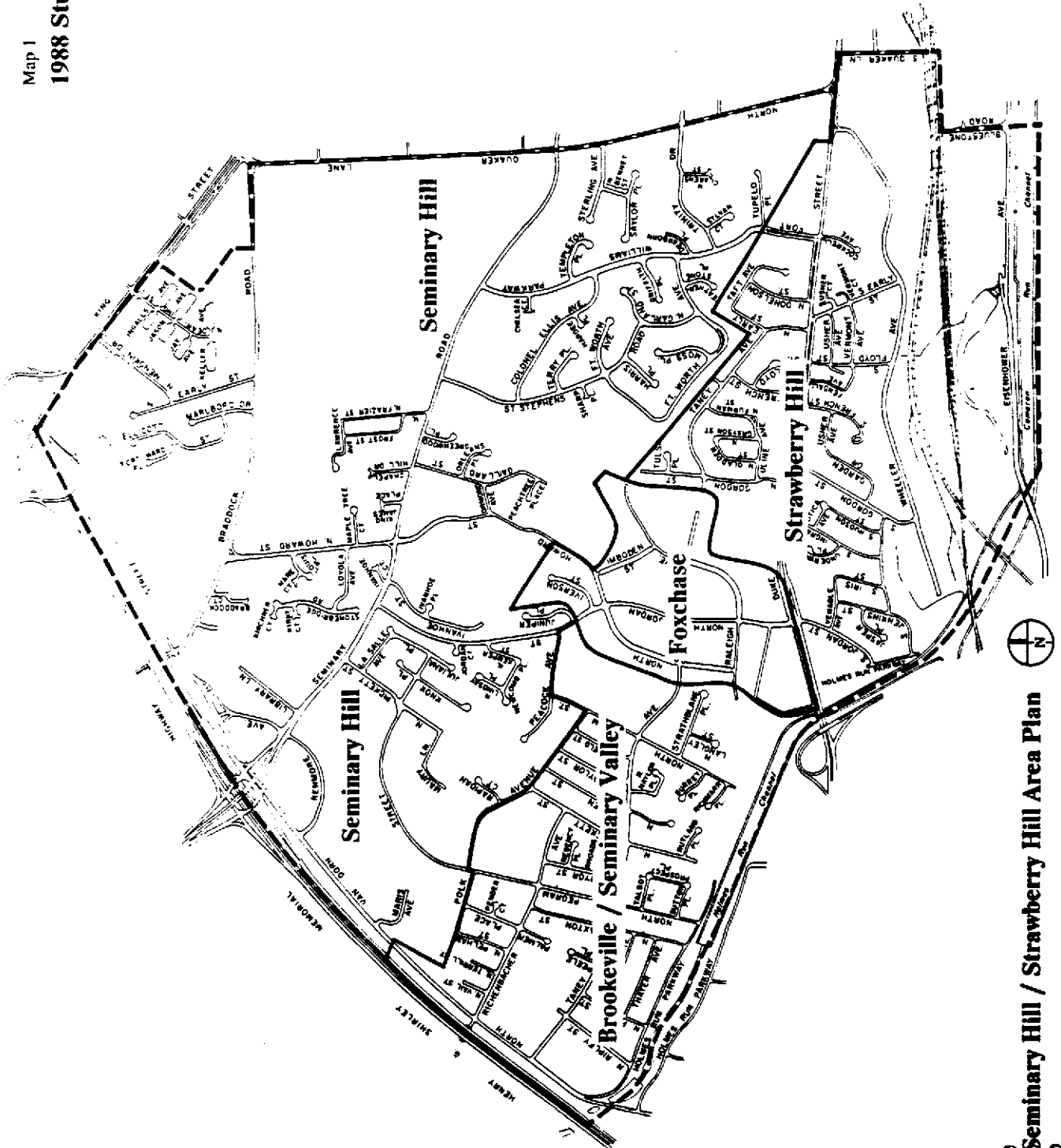
The other major institutional use in the neighborhood is the Alexandria Hospital located on 33 acres between Seminary Road and N. Howard Street. The Hospital has 414 beds and has recently expanded to include a Surgical Center and a Patient Services Center.

The Strawberry Hill neighborhood includes the residential areas along Duke Street between South Jordan Street and Wheeler Avenue. This area is characterized by a concentration of duplex homes and recently constructed townhouses on the south side of Duke Street and by a mix of garden apartments and single family detached homes on the north side of Duke Street. Strawberry Hill abuts the Wheeler Avenue industrial area, the RF&P Railroad tracks and the Cameron Run Valley to the south.

The Holmes Run/Brookville/Foxchase neighborhoods encompass the areas north of Duke Street between N. Gordon Street, Holmes Run, I-395 and N. Jordan and Peacock Avenue plus 4600 Duke Street, a high rise residential building located on the south side of Duke Street next to Holmes Run. Although these areas contain a range of housing types, the dominant forms of residential uses are garden apartments, townhouses and mid to high rise structures.

Within these neighborhoods are two community shopping centers, The Shops at Foxchase and the Seminary Shopping Plaza.

Map 1
1988 Study Area



DEMOGRAPHICS

Population

The population of the Seminary Hill/Strawberry Hill study area has decreased from 24,177 in 1970 to approximately 20,753 in 1985, or a decline of roughly 14%. It is expected to stabilize at its current level.

The reduction in population from 1970 to 1985 is primarily attributable to an ongoing national trend toward a contraction in average household size. This trend is noticeable in other parts of Alexandria. From 1970 to 1980, average household size in the Seminary Hill/Strawberry Hill area went from 2.74 persons per household to 2.37; this decreased further to 2.25 by 1985. Decreased household size may also be attributable to the renovation of the 2,100 units contained in the Shirley Duke-Regina apartments (Foxchase).

With no large tracts of land available for residential development, it is anticipated that the population in the study area will remain stable.

Employment

An estimated 7,761 people worked within the Seminary Hill/Strawberry Hill area in 1985. This reflects a 50 percent increase in employment since 1976, when there were 5,170 jobs in the area (Table 1).

The most significant growth, 181%, was experienced by the industrial category, with an increase from 654 to 1,840 jobs between 1976-1985. This is primarily due to the industrial development along Wheeler Avenue.

Table 1

EMPLOYMENT Seminary Hill/Strawberry Hill Area

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>% Change</u>
Industrial	654	720	1,840	-181.3
Wholesale/Retail	835	868	1,281	+53.4
F.I.R.E.	419	171	403	-3.8
Services	2,300	2,609	2,772	+17.0
Federal/State/Local	519	768	736	+41.8
Self Employed	443	735	729	+64.6
Total	5,170	6,113	7,761	+50.1

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

Summary -- Demographics

- o The Seminary Hill/Strawberry Hill area has experienced a slight decline in population over the last ten years due to a national trend toward declining household size and the renovation of the Shirley Duke-Regina Apartments.
- o Over the last ten years, industrial employment has increased substantially in the Seminary Hill/Strawberry Hill area as a result of the development along Wheeler Avenue.

- o With no large vacant tracts in the study area, population rates are expected to remain fairly stable in the area.

EXISTING LAND USE

The Seminary Hill/Strawberry Hill study area (excluding street and alley right-of-ways) includes approximately 1,370 acres of land. While there is a mix of residential, commercial, industrial, institutional, open space and recreational uses, the predominant land use is residential (Table 2). Generally, the non-residential uses are concentrated along Wheeler Avenue, Duke Street and Kenmore Avenue, and between Seminary and Braddock Road and Quaker Lane. Institutional uses, which constitute about 25% of the total land area, are the second most prevalent category (Map 2).

Table 2

**EXISTING LAND USE
Seminary Hill/Strawberry Hill Area**

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>
Residential	736.4	53.8
Commercial	76.6	5.6
Industrial	48.0	3.6
Institutional	349.5	25.4
Open Space/Recreational	108.5	7.9
Vacant	32.4	2.4
Common Areas	18.5	1.4
Total	1369.9	100.0

Residential Land Use

About 53.8% of the total land area (736.4 acres) in the Seminary Hill/Strawberry Hill area is developed in residential uses. These uses vary in density and housing type. The estimated total number of housing units in the area in 1985 was 9,425. Of these, 33% were single family, detached homes and 67% were multi-family dwellings.

Single family detached housing is located in the eastern portion of the study area in the Sterling, Fort Williams Park and Vauxclease subdivisions between Seminary Road, Quaker Lane, Duke Street, North Jordan and North Howard Streets, as well as in the western portion of the study area along Richenbacher Avenue, North Pegram Street, Taney Avenue and along the streets and cul-de-sacs leading off of these major streets. Other pockets of single family detached homes are scattered throughout the study area.

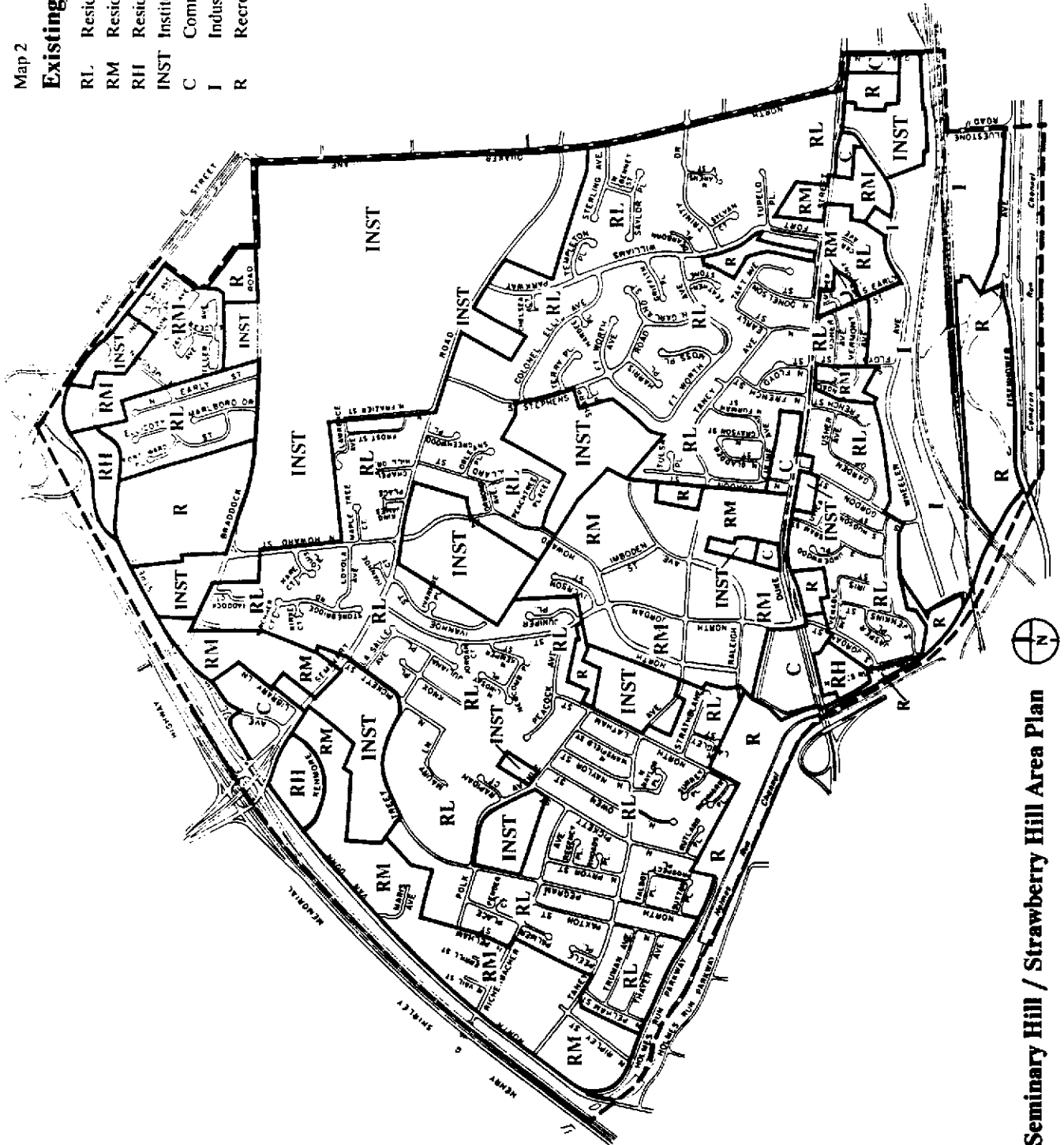
Low density, semi-detached single family housing, primarily duplex units, is located in the Strawberry Hill area, south of Duke Street between South Early and South Jordan Street.

Medium density garden apartments and townhouses are located throughout the study area. In the northern portion are the Jamestown Village, Fairlington Towne (Bradlee); Braddock-Lee, Seminary Forest and Seminary Hills garden apartments. In the western edge of the study area are the Brookville and Van Dorn garden apartments, while in the center are the Foxchase apartments, along North Jordan Street. Further east on Duke Street are the Normandy Hill apartments, at Normandy Drive. There is also a mid-rise apartment development, Hunters Run, near Duke and North Gordon Streets.

Map 2

Existing Land Use

- RL Residential Low
- RM Residential Medium
- RH Residential High
- INST Institutional
- C Commercial
- I Industrial
- R Recreation And Open Space



Seminary Hill / Strawberry Hill Area Plan

High density residential development is primarily concentrated along the I-395/Shirley Highway corridor, on the western edge of the study area, where the Fort Ward Towers, Seminary Towers East and Seminary Towers West apartments are located. In the center of the study area are the Battery Hill/Plaza apartments and the 4600 Duke Street apartments.

Commercial Land Use

Commercial uses account for about 5.6% (76.6 acres) of the total land use in the study area. The commercial uses are concentrated on Duke Street and North Van Dorn Street. Commercial uses include high rise and medium density office, a hotel and neighborhood oriented retail and service firms.

At the eastern edge of the study area, at Duke Street and South Quaker Lane, there is a pocket of commercial activity which includes a fast food restaurant and the government offices at the recently renovated and converted former Stonewall Jackson elementary school building. At the next intersection, where Wheeler Avenue branches off of Duke Street, there is another pocket of mixed retail services.

Continuing west on Duke Street, the next focus of commercial activity is a strip between North French and North Gordon Streets. Included in this area are several retail establishments, two restaurants, a gas station, the Northern Virginia Law School and the defunct Holly Farms outlet at the former Safeway Store site. Across the street, on the corner of South Gordon Street, there is a C&P Telephone Company office and an insurance firm.

At the intersection of North Jordan and Duke Streets is the Shops of Foxchase Shopping Center, the major commercial development on Duke Street. The Center has 132,251 net square feet of retail space and contains about 40 establishments. A supermarket, drugstore, restaurants, a movie theatre, a bank branch and a variety of retail stores are typical of these firms.

A pocket of commercial activity exists across the street from Foxchase and includes a restaurant, a convenience store and a couple of service firms. There are also several gas stations in this area.

The other significant focus of commercial retail activity in the study area is the Seminary Plaza Shopping Center, located on Kenmore Avenue between North Van Dorn Street and Seminary Road. The Center contains 85,000 square feet and includes a supermarket, drugstore, a gas station, a bank branch, several convenience stores, restaurants and a bowling alley.

Adjacent to the shopping center is a Ramada Inn hotel and the Seminary Plaza office building. The office building is 12 stories, contains 113,462 net square feet of space, and houses medical and other professional offices. This building is the only significant office building in the study area.

Industrial Land Use

Industrial uses cover about 3.6% (48 acres) of the total land area and are concentrated along Wheeler Avenue.

Wheeler Avenue is a 1.1 mile, two lane roadway which intersects with Duke Street on the east and dead ends near Holmes Run on the west. Aligned on both sides of Wheeler Avenue is an assortment of one and two story split level buildings which house service, light industrial and some office uses.

Wheeler Avenue represents one of the relatively few remaining concentrations of light industrial activity in the City. There are approximately 73 businesses located on Wheeler Avenue with an estimated 1,799 employees occupying some 700,813 square feet of space.

Overall, the Wheeler Avenue industrial area has been a compatible neighbor with the Strawberry Hill residential areas to the north. Truck traffic using residential streets has been a concern; however far less so since the prohibition of truck traffic on South Gordon, Floyd and Early Street enacted in 1981.

Institutional Land Uses

The Seminary Hill/Strawberry Hill area uniquely includes several large institutional uses. Schools, hospitals and other institutional uses cover 25.5% (349.5 acres) of the study area.

The largest institutional uses are the Virginia Theological Seminary and the Episcopal High School. Other institutional uses include the Alexandria Hospital, at Seminary Road and North Howard Street, St. Stephen's School, Patrick Henry Elementary School, John C. Polk Elementary School, Francis C. Hammond Middle School, the Minnie Howard School Administration Building, Fire Station No. 6, a branch of the Alexandria Public Library and a corner of the City vehicle maintenance shops.

Other Land Use

The Seminary Hill/Strawberry Hill area has several parks and recreational facilities. In the northern portion is Fort Ward Park and the Minnie Howard Field. Along the southwest boundary is Holmes Run Park, while at the southern end of the study area is the Cameron Run Regional Park, Cameron Valley Park and Lake Cook. Other parks include Fort Williams, Taney Avenue, Ewald, Lockett Field, Moore-Hill, Tarleton and Brookvalley. Moreover, all of the schools have playing fields and open space. In total, open space and parks cover about 7.9% (108.5 acres) of the study area.

Vacant Parcels

Only 2.4% (32.4 acres) of the study area is vacant. Most of the vacant residential land consists of sites less than one acre, suitable for in-fill housing. Most of the commercial/industrial land is covered by filed site plans with proposed development projects.

The 20.4 acre Radnor property, located along Eisenhower Avenue, has an approved site plan for 277,000 square feet of office space. The owner plans to construct eventually 900,000 square feet of commercial space on the site. The owners of the 1.94 acre Cockrell property, located on the south side of Duke Street near the Duke Street/ Wheeler Avenue intersection has filed plans for a 195,000 square foot medical office building. This site represents the only vacant commercial land in the study area.

Summary – Land Use

- o The Seminary Hill/Strawberry Hill area is mostly built up; there are no large parcels of vacant land without development plans in the study area.
- o The predominant land use category in the Seminary Hill/Strawberry Hill area is residential. While the full range of housing types and densities exists in the area, multi-family dwelling units constitute the largest percentage of housing units.
- o Institutional uses, primarily private and public schools and a hospital, account for a significant proportion of the land in the study area and lend it a unique character.
- o There are two neighborhood shopping centers in the area located at Duke Street and North Van Dorn Street/Kenmore Avenue.
- o Industrial uses are focused along Wheeler Avenue and represent one of the few remaining concentrations of light industry in the City.

ZONING

More than three-fourths (87.8%) of the Seminary Hill/Strawberry Hill area is zoned for residential uses. Of the remainder, 6.4% is zoned commercial and 5.8% is zoned industrial. Included in the residentially zoned land are non-residential land uses such as institutional, parks or open space (see Table 3).

Residential Zoning

The Residential zoning in the area varies widely, containing every residential category except RM and RD, but the predominant categories are R-20, R-8 and R-12 (Map 3), which are all for single family housing.

Table 3

EXISTING ZONING
Seminary Hill/Strawberry Hill Area

	<u>Acres</u>	<u>% of Total</u>
Commercial	87.8	6.4
Industrial	79.3	5.8
Residential	<u>1,203.1</u>	<u>87.8</u>
Total	1,369.9	100.0

The R-20 category, which allows a maximum of 2.18 dwelling units per acre, is found primarily in the northeast portion of the study area between Braddock Road, North Howard Street, North Quaker Lane and south of Seminary Road. In addition, on the west side of the study area, R-20 zoning is found along North Pegram Street between Seminary Road and Polk Avenue. At the southwest corner of the study area two patches of R-20 zoning are also located: one along North Paxton and North Pegram Streets to Taney Avenue, the other immediately west of Foxchase Shopping Center. Thirty-three percent of the study area is zoned R-20.

The R-8 category, which allows a maximum of 5.45 dwelling units per acre, is found in the center of the study area running north-south from North Van Dorn Street to Holmes Run Channel. In addition, R-8 zoning is found along Taney Avenue east of North Gordon Street, to the east of Fort Williams Parkway; along St. Stephen's Road, and the streets leading off of it, and in two small patches: one along Duke Street near its intersection with Wheeler Avenue, the other south of Duke Street along Cockrell Avenue. Approximately 23.2 percent of the study area is zoned R-8.

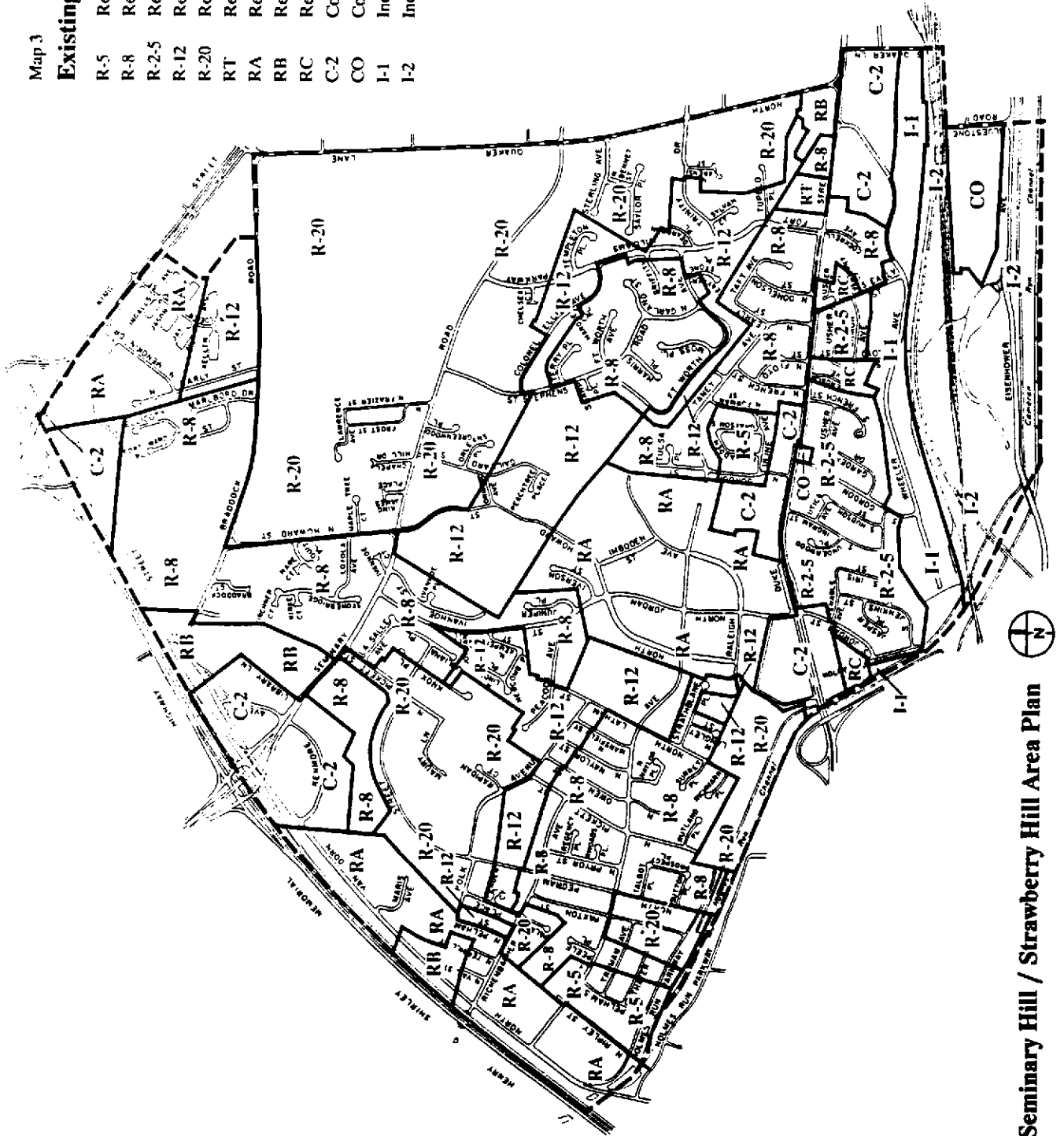
The R-12 category, which allows a maximum of 3.63 dwelling units per acre, is primarily concentrated in the center of the study area, near Alexandria Hospital and St. Stephen's School, and in other patches in the northern and southwestern portions of the study area. About 11 percent of the study area is zoned R-12.

The other residential zones, R-5, R-2-5, RA, RB and RC, allow both single and multi-family dwellings. Of these, RA is the most prevalent residential zone and allows densities of up to 27.23 dwellings per acre. Land zoned RA are located along North Van Dorn Street in the northern and western parts of the study area and along North Howard and North Jordan Streets and Raleigh Avenue in the center of the study area.

Map 3

Existing Zoning

- R-5 Residential Single Family
- R-8 Residential Single Family
- R-2-5 Residential Single Family
- R-12 Residential Single Family
- R-20 Residential Single Family
- RT Residential Single Family
- RA Residential Multi-Family
- RB Residential Multi-Family
- RC Residential Multi-Family
- C-2 Commercial
- CO Commercial
- I-1 Industrial
- I-2 Industrial



Seminary Hill / Strawberry Hill Area Plan

There are two neighborhoods within the study area which were developed under special zoning controls. As shown in Map 4 the Bradlee and the Brookville neighborhoods are part of Community Unit Plans and are governed by special use conditions affecting the design, density and mix of uses permitted in these areas.

Commercial Zoning

There are two categories of commercial zoning within the study area: C-2 and CO, with the former more prevalent.

The C-2 zone allows office, retail, service and residential uses at a density of 3.0 F.A.R. and at heights of up to 150 feet. C-2 zoning is located along the south side of Duke Street, between South Quaker Lane and Cockrell Avenue, and between South Jordan Street and Holmes Run Channel. Along the north side of Duke Street it extends from west of North French Street to the Hunters Run apartments and from North Jordan Street to Holmes Run Channel.

In addition, C-2 zoning is concentrated along Kenmore Avenue near the Seminary Road interchange of the Shirley Highway and in the northern corner of the study area near the King Street interchange of the Shirley Highway. C-2 zoning represents approximately 7.1% of the land in the study area.

As shown in Table 4 and Map 5, the C-2 zone is the underlying zone for a multitude of divergent uses ranging from parks to residential, commercial and industrial uses. Although primarily a commercial zone allowing high density office development, only one-third of the C-2 zoned land is used for commercial uses; virtually little of this land is used for office development.

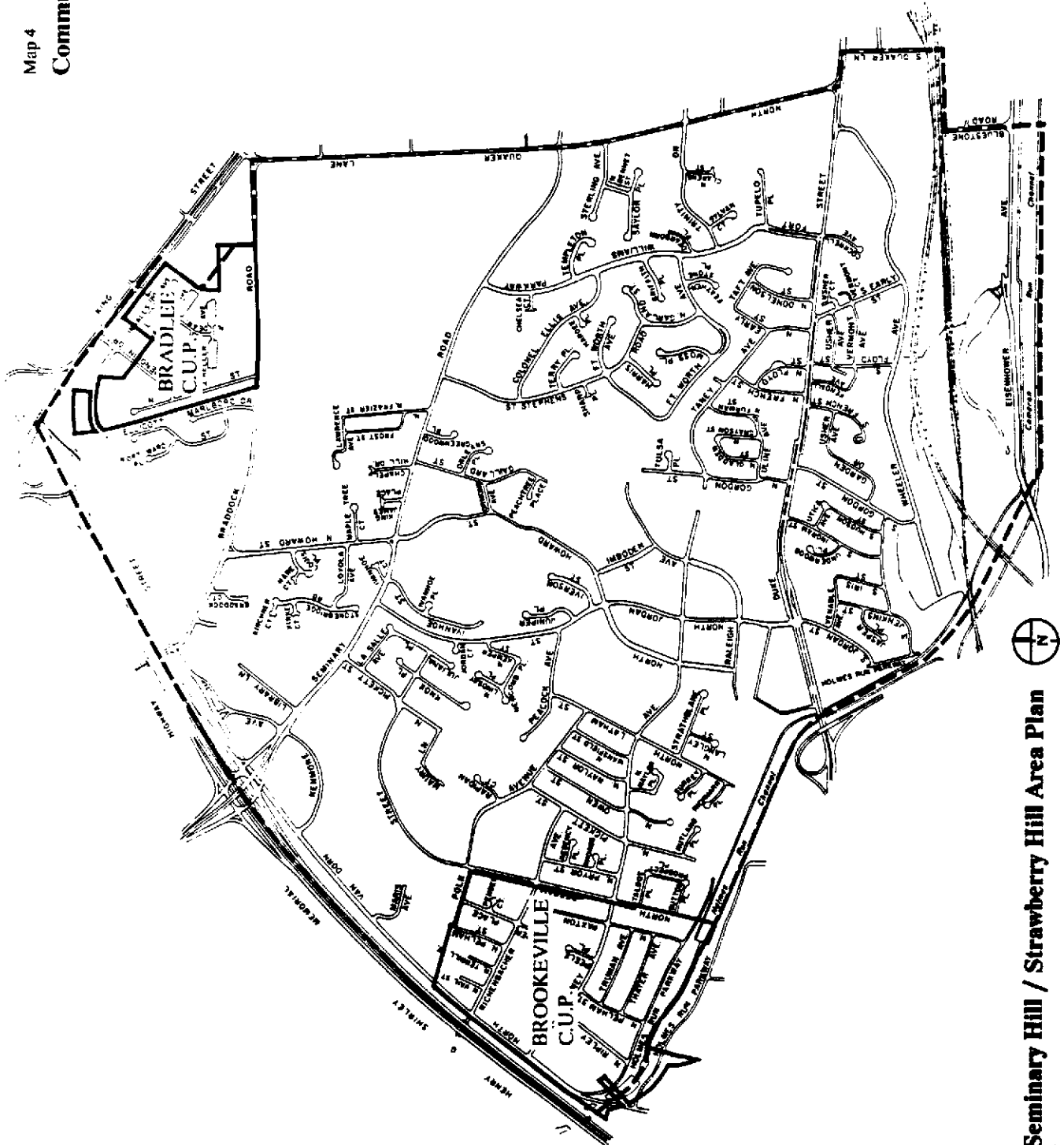
Table 4
C-2 COMMERCIAL ZONED LAND BY USE, FEBRUARY 1989
Seminary Hill/Strawberry Hill Area

Land Use	Land Area		Percent of C-2 Property	Percent of Total Area ¹
	Square Feet	Acres		
Residential Medium	1,179,224	27.1	27.8	1.98
Residential High	983,133	22.6	23.2	1.65
Commercial	1,357,634	31.2	32.0	2.28
Commercial (Vacant Structures)	120,945	2.8	2.8	0.20
Industrial	45,039	1.0	1.1	0.07
Institutional	278,693	6.4	6.5	0.47
Recreational	225,537	5.2	5.3	0.38
Vacant (Vacant Lot)	55,304	1.2	1.3	0.09
Total	4,245,509	97.5	100.0	7.12

¹ The Seminary/Strawberry Hill Area is 59,672,844 square feet or 1369.9 acres exclusive of street rights-of-way.

The other commercial category in the study area, the CO zone, also allows all office, retail and service uses, as well as residential uses, but at a density of 2.0 F.A.R. for commercial uses and 0.75 F.A.R. for residential uses and at heights of up to 150 feet. Moreover, for planned developments which are only residential, a maximum of 27.23 dwelling units per acre may be built, while for mixed use planned developments there may be as many as 130 dwelling units per acre and "unlimited" heights.

Map 4
Community Unit Plan Areas

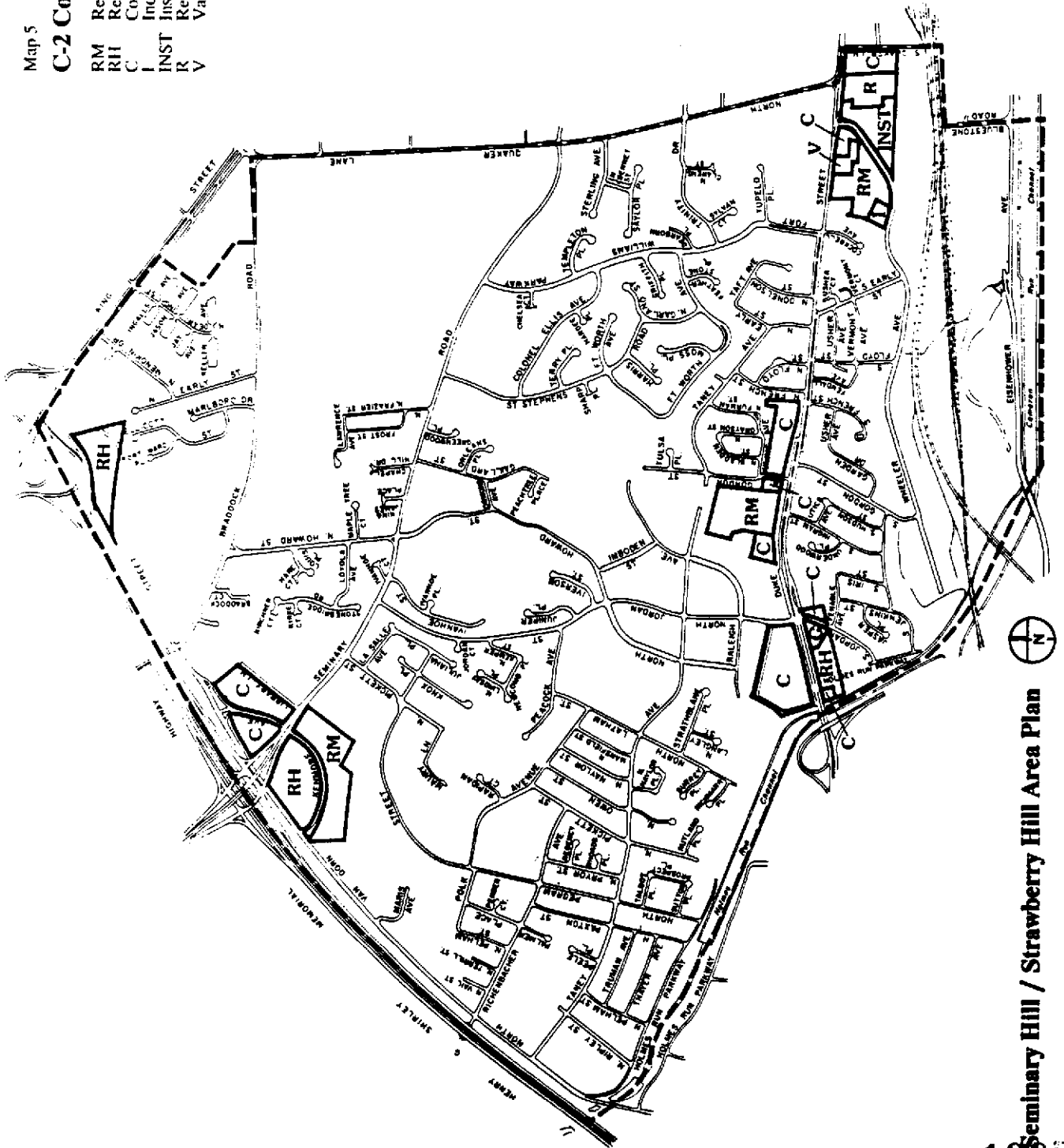


Seminary Hill / Strawberry Hill Area Plan

Map 5

C-2 Commercial Zoned Land By Use

- RM Residential Medium
- RH Residential High
- C Commercial
- I Industrial
- INST Institutional
- R Recreation Or Open Space
- V Vacant



Seminary Hill / Strawberry Hill Area Plan

This zone was designed for sites of two acres or more to encourage large scale office, commercial and residential complexes under a unified and approved development plan. The area between Bluestone Road and Lake Cook, to the south of the Norfolk Southern railroad tracks, is zoned CO. In addition, there is CO zoning at the southeast corner of South Gordon and Duke Streets. CO zoning constitutes about 2.3% of the land in the study area.

Industrial Zoning

The industrial zoning in the study area is split between the I-1 and I-2 categories. The I-1 category extends east to west between South Quaker Lane and Holmes Run Channel and north between the R.F.& P. railroad tracks and north of Wheeler Avenue.

The I-1 zone allows non-noxious industrial activities, including light manufacturing, storage, warehousing and distribution, and most commercial uses including office, retail and service uses. In addition, under a Planned Unit Development provision, residential uses are also allowed. Densities and heights permitted are a 2.5 F.A.R. and 77 feet by right or up to 5.0 F.A.R. and heights of up to 200 feet (not to exceed 150 feet average) with a P.U.D.. Approximately 3.1% of the study area is zoned I-1.

The I-2 zone allows certain heavy industrial uses and all I-1 industrial planned unit development zone uses. It has a lower density at 3.0 F.A.R. and 77 feet by right or up to 200 feet with a Planned Unit Development special use permit. The I-2 zone extends south of the R.F.& P. railroad tracks to the City boundary and runs east to west between Bluestone Road and Holmes Run/Cameron Run Channel. The I-2 zone contains about 2.7% of the land in the study area.

Theoretical Development Potential

Based on the commercial and industrial zoning in the Seminary Hill / Strawberry Hill area there is a theoretical potential to develop approximately 18 - 21 million square feet of office space on 167 acres of land.

Duke Street Height District

Not all of the C-2 zoned land can be developed at the 150 foot height limit allowed by the zone. Map 6 shows the boundaries of the Duke Street Height District which was enacted by City Council in 1986. Within the height district, buildings are allowed up to 50 feet by right and up to 77 feet with a Special Use Permit.

Summary -- Zoning

- o Zoning within the Seminary Hill/Strawberry Hill study area is predominantly residential.
- o All of the commercially zoned land is zoned C-2 or CO, which allows for very high density, high scale development.
- o The C-2 zone is used extensively for non-residential uses, such as residential, institutional and open space purposes.
- o Existing commercial and industrial zoning would allow up to 21 million square feet of development.

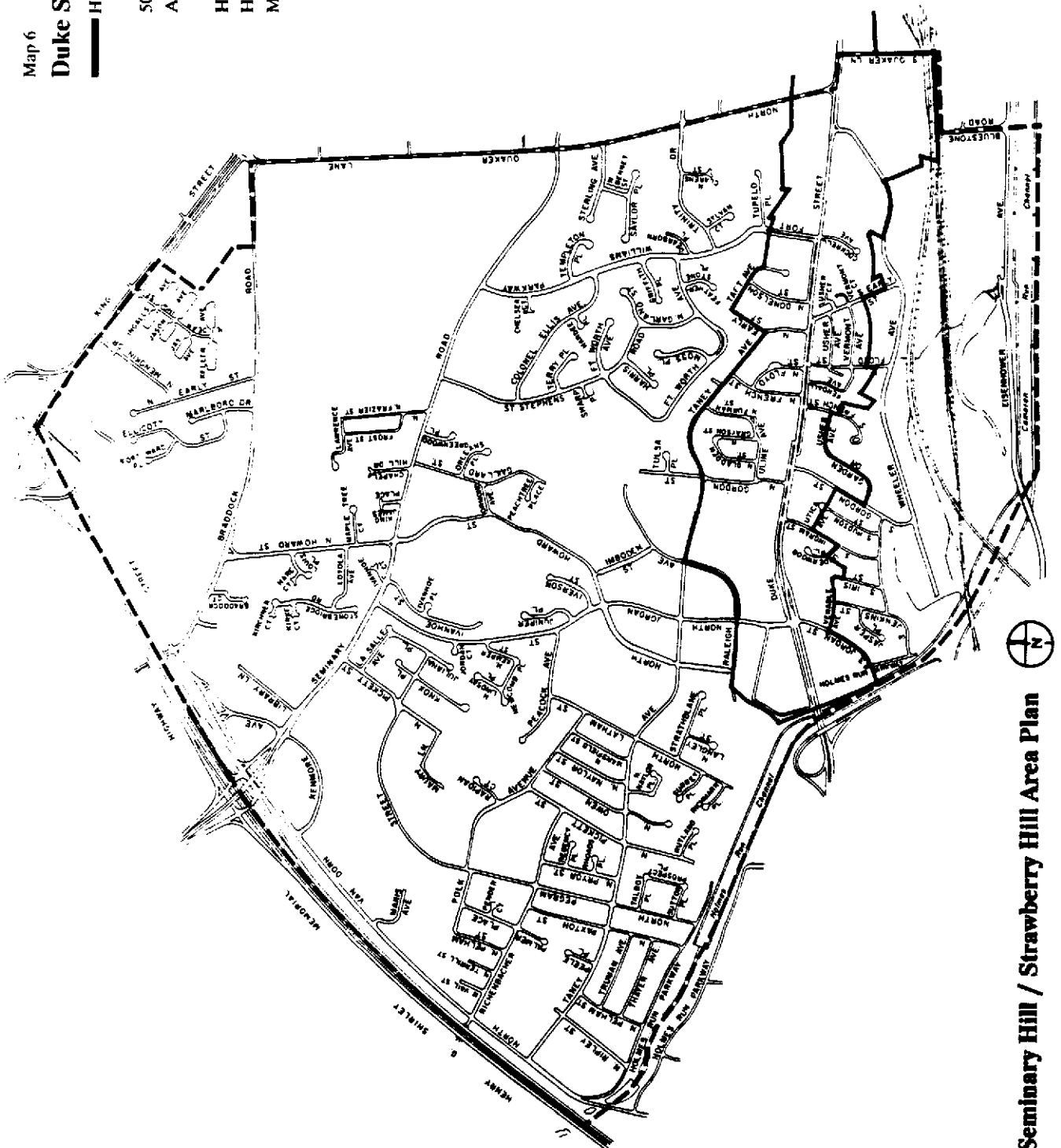
Map 6

Duke Street Height District

— Height District Line

50 Feet/ 77 Feet Allowed With
A Special Use Permit

Height Is Limited By Zone Or By
Height District, Whichever Is
More Restrictive



Seminary Hill / Strawberry Hill Area Plan

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

Over the past ten to fifteen years, the Seminary Hill/Strawberry Hill area has experienced a considerable amount of development. It has been a mixture of public and private sector investment, with residential development the largest category followed by parks/institutional.

Residential development has been split between low density, single family homes and medium density garden apartments. Single family housing was the predominant form of new construction, while renovation was the predominant form of multi-family development. The Foxchase Apartments was the largest renovation project (Map 7).

The largest institutional development activity was the renovation of Francis Hammond School, while the largest recreation improvement was the development of Cameron Valley Park and Lake Cook.

Commercial development activity has been more heavily focused on renovation than new construction and includes the remodeling of the Shops at Foxchase, the conversion of the Stonewall Jackson Elementary School to office space, the renovation of the McDonald's on Duke Street and the conversion of a former supermarket to the Pier 1 retail complex.

Industrial activity consisted of in-fill development along Wheeler Avenue when its east and west sections were linked in the early 1980s. A variety of industrial and service firms such as Capital Lighting, Spicer Upholstery, Coffee Butler and Regina Wrecking were among the companies which located there.

Potential Development and Redevelopment Sites

The Seminary Hill/Strawberry Hill area is largely built up, and the majority of developable sites are small, in-fill lots. The most significant sites subject to development are the Cockrell/FADCO site, on Duke Street, the Holly Farms/Safeway site, near North Gordon and Duke Streets, and the Northern Virginia Law School site, also near North Gordon and Duke Streets (Map 8).

Cockrell/FADCO Site

Consisting of a total of 1.94 acres, or 84,382 square feet, the Cockrell/First American Development and Construction (FADCO) property is one of the most significant developable properties in the study area. It is composed of three parcels, one of which is vacant, the other two of which contain the Cockrell hardware store and a vacant auto parts store. The property is currently zoned C-2, which permits intense commercial use at a 3.0 F.A.R..

The 1983 Duke Street Study called for the southwest corner of Wheeler Avenue and Duke Street to be medium density mixed use development, which would serve as a transition between existing commercial and residential uses.

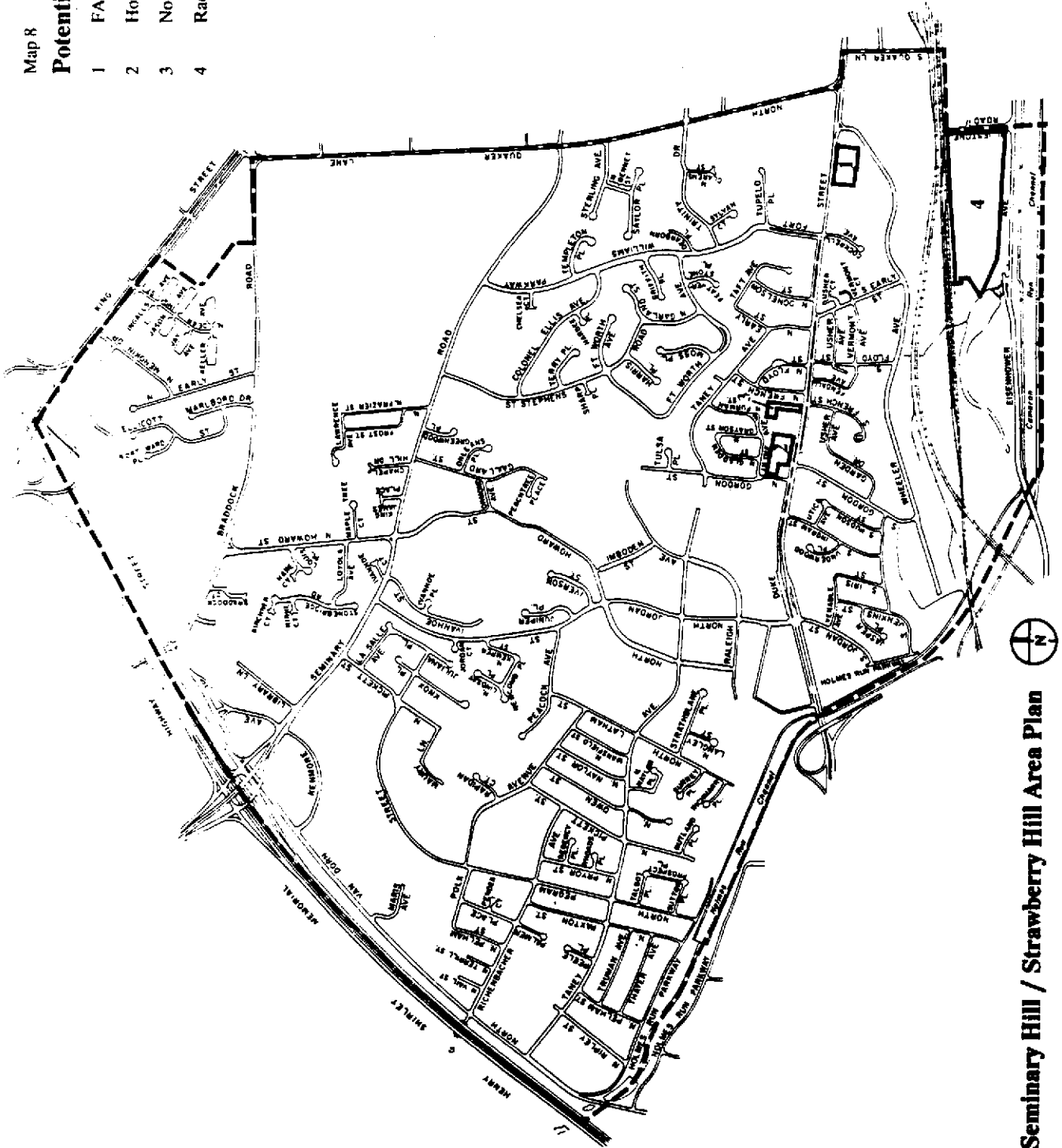
On November 25, 1986, City Council adopted a height ordinance (No. 3166) covering Duke Street from Longview Drive to Holmes Run. The ordinance set the maximum height of up to 77 feet with a special use permit. The purpose of this ordinance was to keep buildings in scale with the adjacent existing residential areas on the north side of Duke Street.

The First American Development and Construction Company (FADCO) filed a site plan on October 24, 1986, for the Cockrell property on Duke Street between Wheeler Avenue and Cockrell Avenue for a 150 foot tall medical office building which was denied by the Planning Commission on December 2, 1986, and the City Council on January 24, 1987, as being contrary to the height ordinance. A new site plan was filed on January 23, 1989, for the property for a 195,000 gross square foot, 70 foot high medical office building with associated support and retail services.

Map 8

Potential Development Sites

- 1 FADCO
- 2 Holly Farms
- 3 Northern Va. Law Center
- 4 Radnor



Seminary Hill / Strawberry Hill Area Plan

The property, located on Duke Street between Wheeler and Cockrell Avenues, is adjacent to a McDonald's fast food restaurant and the 156 unit Normandy Hill garden apartments. Across Duke Street there are some single family homes and low density townhouses. Thus, the property is adjacent to low scale, low to medium density residential land uses and sparse, low scale commercial development.

Site access would be from Duke Street and Wheeler Avenue. Duke Street is a major east/west arterial street which was recently widened to improve the connection between east and west Alexandria. Access to the medical building from Duke Street would necessitate a right turn lane for eastbound traffic into the building and a traffic light to allow left turning movements. In effect, to accommodate the proposed building, the capacity of Duke Street would have to be reduced, thus impairing through traffic.

Wheeler Avenue access also creates problems. The 50 foot access driveway to Wheeler is adjacent to residences; because of the curvature of Wheeler Avenue and its heavy use by trucks the driveway can be a dangerous exiting point for traffic leaving the proposed medical center.

Traffic constraints and the proximity of residential uses suggest that this site may be best suited to low scale, lower density commercial development and/or medium density residential development.

Holly Farms/Safeway Site

The Holly Farms/Safeway site, consisting of 2.1 acres, or 91,867 square feet, is another significant development site in the study area. This parcel is also currently zoned C-2, which permits intense commercial use, at an F.A.R. of 3.0.

The property is located on the Duke Street access road and North Gordon Street. To the rear of the site are single family detached homes. To either side of the Holly Farms/Safeway site is low density, low scale commercial development; a gas station and two restaurants.

Access to the property is via the Duke Street service road. The lack of direct access to Duke Street limits the attractiveness and the development potential of this property. These factors suggest that low scale retail or service uses may be the most feasible option for reuse or redevelopment of this site.

Northern Virginia Law School Site

This property is located on Duke Street between North Gordon and North French Streets. Immediately behind the site are single family detached houses; to the west a gas station. The law school building houses the school on the second floor and several small retail establishments on the first floor. Access to the site is directly from Duke Street.

The site consists of two parcels; the commercially improved property consisting of 25,089 square feet, zoned C-2 and fronting Duke Street and a vacant 21,720 square foot parcel zoned R-8 and R-5 located on the hill behind the commercial building and abutting existing residential homes.

The owner of the property has applied for a commercial rezoning with proffers of the residentially zoned vacant parcel to construct an extension of the law school, most likely a library. The concern of residents is the impact of the commercial development on abutting homes.

The proximity of the rear portion of the site to single family homes requires that any proposed commercial development be kept low in height and intensity and be well buffered from the abutting residential uses.

Summary – Economic Activity

- o Commercial and residential development activity has been split between new construction and renovation, with the renovation at Foxchase the most notable case of neighborhood upgrading.

- o Industrial development activity has focused on Wheeler Avenue, with in-fill development the prime type of activity.
- o The area has a diverse mix of active and viable light industrial and commercial uses.
- o There are potential development sites in the area; none of which are large and all of which are constrained by lack of good access, proximity to low and medium density residential areas and lack of proximity to major activity centers.

TRANSPORTATION

Street System

The street system in the Seminary Hill/Strawberry Hill area is a mixture of quiet, curving residential streets; heavily trafficked streets serving the area's commercial and industrial locations; and heavily traveled expressways serving through commuters.

The area is bounded on the west by the eight lane I-395 (Shirley Highway), with interchanges at King Street and Seminary Road, by King Street on the north, by Quaker Lane on the east and by the Capital Beltway on the south. Other heavily traversed streets inside the study area include Braddock Road, North Van Dorn Street, North Jordan Street and North Howard Street. Curvilinear residential streets with cul-de-sacs are spread throughout the study area.

1974 Major Thoroughfare Plan

Map 9 shows the 1974 Major Thoroughfare Plan for the Seminary/Strawberry Hill area. This plan classified streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets.

The 1974 plan designated I-395 (Shirley Highway) and the Capital Beltway as expressways. King Street, Quaker Lane, Seminary Road and Duke Street were all identified as arterial streets. Eisenhower Avenue, which in 1974, was not completed through the Cameron Run Valley was designated as a potential arterial. Five streets were designated as primary collectors: Braddock Road, North Howard (between Braddock and Seminary Roads), North Jordan (between Duke Street and the North Howard/North Jordan intersection), North Van Dorn Street and Wheeler Avenue. Taney Avenue, North Pegram Street, Fort Williams Parkway, South Gordon Street, and the branches of North Jordan and North Howard Streets are designated as residential collectors. The rest of the area's streets are designated local streets.

In addition, the 1974 plan called for the extension of Wheeler Avenue to Duke Street (which was completed in 1981), the extension of Eisenhower Avenue east from Clermont Avenue to Holland Lane and construction of a street connecting Seminary Road to Braddock Road near North Pickett Street.

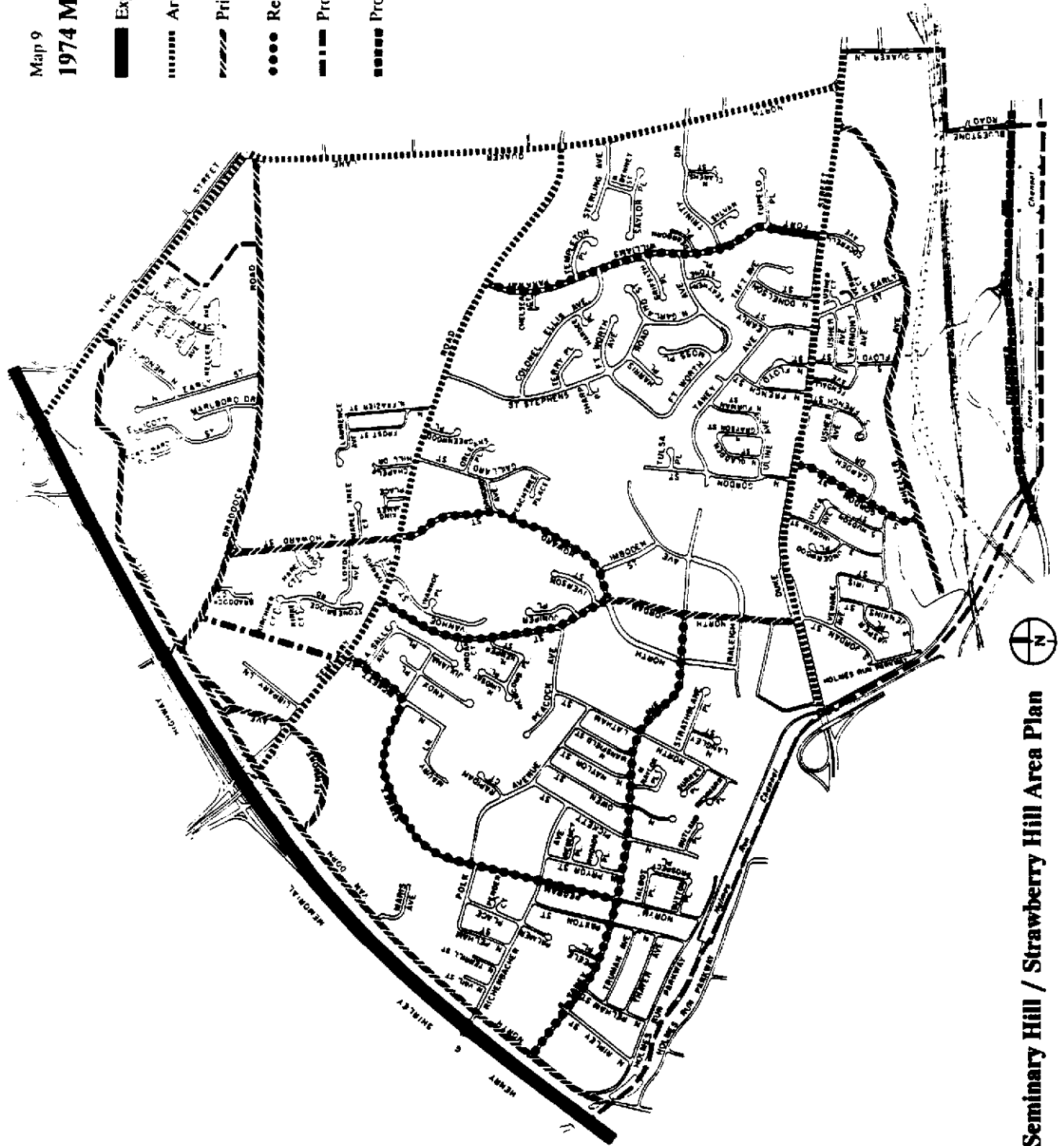
The proposed street connection between Braddock Road and Seminary is no longer included in the City's capital improvement plans. In addition, significant opposition from area citizens has been voiced against this proposal. While there are no plans to build this connection, it was never formally removed from the Major Thoroughfare Plan.

Although not on the Major Thoroughfare Plan, the City owns a street right-of-way along Taney Avenue which it obtained as part of a subdivision. This property is adjacent to Taney Park and could be incorporated into the park if the City vacates the right-of-way. In addition, the connection of North Gordon Street to North Raleigh Avenue, which is also a City street right-of-way, could be eliminated and the right-of-way vacated in response to citizen requests that these two streets not be linked.

Map 9

1974 Major Thoroughfare Plan

- Expressways
- Arterial
- Primary Collector
- Residential Collector
- Proposed Residential Collector
- Proposed Arterial



Residents have suggested that S. Gordon Street be reclassified from a residential collector to a local street and/or that S. Gordon Street be closed. The rationale is that S. Gordon had provided the only through access to Wheeler Avenue. Since, the two segments of Wheeler Avenue were connected in the early 1980s and since trucks are prohibited from using South Gordon Street this street would not be needed to connect with Wheeler.

There is no problem per se with reclassifying S. Gordon Street to a local street provided that the signal at Duke and S. Gordon remains and continues to be synchronized with S. Early Street to favor smooth traffic flow. If the signal at S. Gordon were removed or timed to discourage use of S. Gordon, then the residents along this street and neighboring streets are likely to use Ingram Street, the nearest signalized intersection, to exit from the area making Ingram, in effect, function as a residential collector.

Closing S. Gordon would have the effect of shifting employee traffic destined to Wheeler Avenue to other residential streets such as Floyd and Early Street. Closing S. Gordon, Floyd and S. Early at Wheeler would restrict non-residential traffic associated with the Wheeler Avenue industrial area to the Wheeler/Duke intersection and might place an enormous burden on this intersection, causing congestion and delays.

Existing Traffic Flow

Seminary/Strawberry Hill's street system is adequate to serve the traffic generated by land uses located within the area. The intersection of North Jordan and Duke Streets experiences some brief congestion during the morning and afternoon peak hours, with traffic sometimes backing up in the left turn lanes. This congestion is largely a function of the high percentage of turning movements at this intersection. However, the level of service for this intersection, which is a measure that indicates how good or bad traffic conditions are, does not exceed D, which means that the intersection is operating at 80 to 90 percent of capacity.

Recent and Planned Capital Improvements

Most of the capital improvement projects for the Seminary Hill/Strawberry Hill area can be characterized as ongoing, such as curb and gutter work on the north side of Duke Street between Wheeler Avenue and North Jordan Street, or upgrading the lights along Seminary Road or landscaping along Fort Williams Parkway. Improvements were recently completed to the Holmes Run bike trail where it crosses under Duke Street at Holmes Run Parkway.

Privately Financed Improvements

In conjunction with development of the vacant Eisenhower Valley area, Eisenhower Avenue will be widened from two lanes to four lanes from Lake Cook east to Telegraph Road.

Bike and Pedestrian Paths

Two of the City's designated bikeways transverse the area: one pathway starts along North Van Dorn Street to Holmes Run Parkway, then to Holmes Run Channel and then to Eisenhower Avenue which runs east/west through the Cameron Run Valley. The other pathway runs along Braddock Road and through Fort Ward Park.

Public Transit Facilities

The Seminary Hill/Strawberry Hill area is served by Metrobus and DASH. There are two DASH bus routes serving: the number 2 route and the number 5 route. There are 14 Metrobus routes serving the area: 3 along Seminary Road, 2 on Braddock Road, 2 along Quaker Lane, 3 on North Van Dorn Street, 3 along Taney Avenue and 2 on Duke Street. The study area lies between the existing Huntington Metrorail line to the east and the Van Dorn/Springfield line being constructed to the west.

Future Traffic Flow

As an area which is mostly built up , it is unlikely that the Seminary Hill/Strawberry Hill area will internally generate much additional traffic that would impact the area's streets. However, some future traffic growth will be generated by continued growth outside the area and outside the City.

One change to the Major Thoroughfare Plan which should be made now that Eisenhower Avenue connects through the Cameron Run Valley is to redesignate Eisenhower Avenue to an arterial.

Summary – Transportation

- o The capacity of the area's streets is adequate for the traffic currently generated within the study area.
- o The Major Thoroughfare Plan should be updated to consider deleting obsolete proposed street connections and to reflect road improvements completed since 1974.

POLICY HISTORY

The adopted land use plan map for the Seminary Hill/Strawberry Hill area, based on the 1983 Duke Street study and the 1974 Master Plan, is shown on Map 10. Most of the land in the study area is designated for residential uses, with institutional uses the second most prevalent category.

In general, commercial uses are focused along Duke Street, with a second concentration along part of Kenmore Avenue. Industrial uses are found along Wheeler Avenue and south to the railroad tracks. From the railroad tracks south to the City boundary, the 1974 Master Plan designated the land as mixed use.

The 1974 Master Plan for the City made general recommendations for Planning District III, including this study area. These recommendations were to:

1. Uphold the present zoning pattern to maintain the character of existing single-family sections.
2. Encourage the provision of ample open space and of in-structure parking in future apartment developments.
3. Provide stream valley parks along Holmes Run and a pedestrian trail along the length of the Run from the western city limits to south of Duke Street.
4. Provide for housing for all income groups in future development and redevelopment of Planning District III.
5. Encourage consolidation of commercial development.
6. Discourage through traffic in residential neighborhoods.

The 1974 Plan identified two locations as "Development Potential Sites": the Shirley-Duke and Regina Garden apartments (today known as Foxchase) and the area south of Duke Street to the beltway and between South Quaker Lane and Cameron Run. The first of these sites was recommended to be redeveloped at its existing density. Partial development was recommended for the second site, due to then existing drainage problems.

Map 10

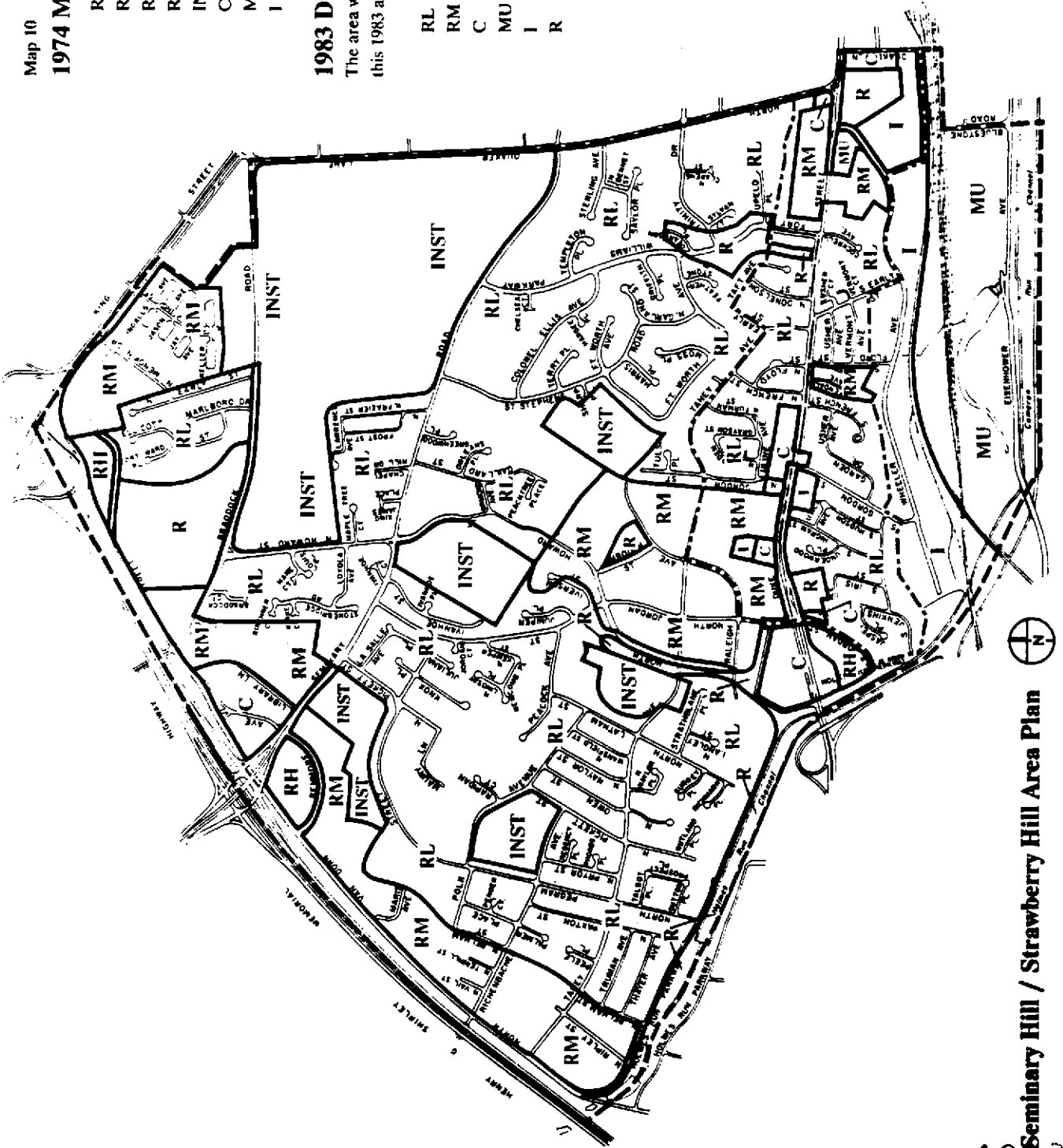
1974 Master Plan

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

1983 Duke Street Area Plan

The area within the dashed line is covered by this 1983 amendment to the Master Plan

- RL Residential Low
- RM Residential Medium
- C Commercial
- MU Mixed Use
- I Institutional, Municipal Facilities
- R Recreation Or Open Space



Seminary Hill / Strawberry Hill Area Plan

The 1974 Long Range Land Use Map showed most of the study area as residential, with institutional land use the second most predominant category. Commercial land uses were scattered along Duke Street, while industrial land uses were located along Wheeler Avenue. The area south of the R.F.&P.'s railroad tracks was designated for mixed use.

In 1983, the corridor along Duke Street from Longview Drive on the east to Jordan Street on the west was studied by the Planning Department at the request of City Council. The 1983 Duke Street study recognized that the area between Wheeler Avenue and Jordan Street was primarily residential and recommended that residential development and rehabilitation be encouraged in this area. Existing commercial enterprises were encouraged to be upgraded to make them more compatible with the neighborhood.

In addition, the 1983 Duke Street Study recommended two sites as suitable for commercial development: the northwest corner of Duke Street and Quaker Lane and the southwest corner of Quaker Lane, site of the former Stonewall Jackson School. The Plan also called for the southwest corner of Wheeler Avenue and Duke Street to be medium density mixed use development, which would serve as a transition between existing commercial and residential uses.

The 1983 study also recommended that a new zoning category be designed which would restrict commercial development along Duke Street and which would encourage a more gradual transition in building scale between commercial and residential development.

On November 25, 1986, City Council adopted a height ordinance (No. 3166) which affected Duke Street from Longview Drive to Holmes Run. The ordinance set the maximum height of a building at 50 feet, with an allowable height of up to 77 feet with a special use permit. The purpose of this ordinance was to keep buildings in scale with the adjacent existing residential areas along Duke Street.

The first American Development and Construction company (FADCO) filed a site plan on October 24, 1986 for the Cockrell property on Duke Street between Wheeler Avenue and Cockrell Avenue for a 150 foot tall medical office building which was denied by the Planning Commission on December 2, 1986, and the City Council on January 24, 1987, as being contrary to the height ordinance.

Rezoning

Over the last decade, there have been several rezonings in the study area. One major rezoning in the Seminary Hill/Strawberry Hill area was the northwest corner of Duke Street and North Quaker Lane, site of the proposed Quaker Village project. In 1988, this 7.8 acre site was rezoned from R-20 and R-8 to R-12 and RB zoning for the development of 55 townhouses and 7 single family detached dwelling units. Proffers with the project included the creation of two buffer zones, one at the northern end of the property as a transition to adjacent single family detached homes, the other at the south and east along Duke Street and North Quaker Lane; the provision of access to the project from Duke Street and the prevention of access from North Quaker Lane. The densities range from 3.63 to 18 dwelling units per acre.

The majority of other rezoning cases involved upzoning single family R-8 parcels to the RB townhouse zone. In addition to the Duke Street and North Quaker Lane site, these rezonings were located at Duke Street and Fort Williams Parkway, at South Early Street and Usher Court, at North Van Dorn Street and Braddock Road and at Barrister Place off of North Van Dorn Street. Many of these rezonings were with proffers that limited the maximum density allowed on the rezoned properties. This provided greater flexibility, as well as more refined controls, on the development of these parcels.

Summary – Policy History

- o The 1974 Master Plan goals for this area emphasized the protection of the residential character of this area. This goal was re-emphasized in the 1983 Duke Street Study.

- o A limited amount of single-family to medium density residential rezonings have occurred with conditions to improve project design and to limit densities.
- o The City has adopted policies to preserve existing residential areas by keeping the scale of commercial development along Duke Street compatible with adjacent residential uses.

ISSUES

The Seminary Hill/Strawberry Hill area is largely built up. The bulk of recent construction activity in both the residential and the commercial sectors has focused on renovating existing buildings, while most new construction has been in-fill.

The major issue facing the Seminary Hill/Strawberry Hill area is high density commercial zoning which underlies residential, industrial and low scale retail uses and poses the threat of displacing these existing uses for higher density commercial development. Since this area is mostly built up and is not designated as a growth area where redevelopment is desired, high density commercial zoning is inappropriate for this area.

To maintain its diversity of neighborhood serving commercial uses and Citywide serving industrial uses, the Seminary Hill/Strawberry Hill area needs commercial and industrial land use and zoning categories more tailored towards preserving the existing mix of uses and less oriented toward encouraging or allowing high density commercial office redevelopment.

GOALS AND OBJECTIVES

The goals of this plan are to preserve the primarily residential Seminary Hill/Strawberry Hill area, to protect its residential neighborhoods from incompatible intensive redevelopment of adjacent commercial and industrial parcels, to maintain existing concentrations of industrial uses and the job base these uses provide and to keep Duke Street as a major east/west arterial connector through the City while protecting residential sections from non-local traffic.

These goals translate into the following plan objectives:

- o preserve and protect the character, scale and density of existing residential uses,
- o remove C-2 zoning from residentially used land and replace this zoning with appropriate residential zoning categories,
- o reformulate the industrial zones to encourage the retention of existing industrial uses and to prohibit high density office development,
- o ensure preservation of open space,
- o replace high density commercial C-2 zoning with zones which are designed for lower scaled, residentially compatible, commercial uses.

LAND USE RECOMMENDATIONS

Map 11 shows the proposed land use concept for the Seminary Hill/Strawberry Hill area. The land use concept reflects the existing, primarily residential character of the area. There are significant concentrations of institutional land interspersed throughout the study area, which also parallels existing land use patterns. Similarly, park land is scattered across the study area in a way which corresponds to existing use patterns.

There are four areas of commercial land in the concept map: in the far southeast corner between Eisenhower Avenue and Bluestone Road; along the south side of Duke Street near its intersection with Quaker Lane; along both sides of Duke Street between Holmes Run Channel and North French Street; and along Kenmore Avenue between North and Van Dorn Street and Seminary Road. This closely equates to the existing land use for this category.

Lastly, industrial land is designated in the southern portion of the study area along Wheeler Avenue, which corresponds to light industrial uses already existing there.

Map 12 shows the proposed changes to the land use plan map. Map 13 shows the proposed land use plan.

Proposed Changes to the Land Use Plan

1. **From Residential Medium to Institutional**

The existing use is institutional and contains the Fairlington Methodist and Fairlington Presbyterian Churches.

2. **From Recreation and Open Space to Parks and Open Space**

This is the site of Minnie Howard Field and contains athletic playing fields. The recommended change reflects a change in nomenclature rather than use.

3. **From Residential Low to Parks and Open Space**

This is part of Fort Ward Park. The redesignation is in keeping with this existing use.

4. **From Recreation and Open Space to Parks and Open Space**

This is the site of Fort Ward Park. The recommended change reflects a change in nomenclature rather than use.

5. **From Recreation and Open Space to Institutional**

This is the site of St. Stephen's Lower School campus. The suggested change reflects the existing use.

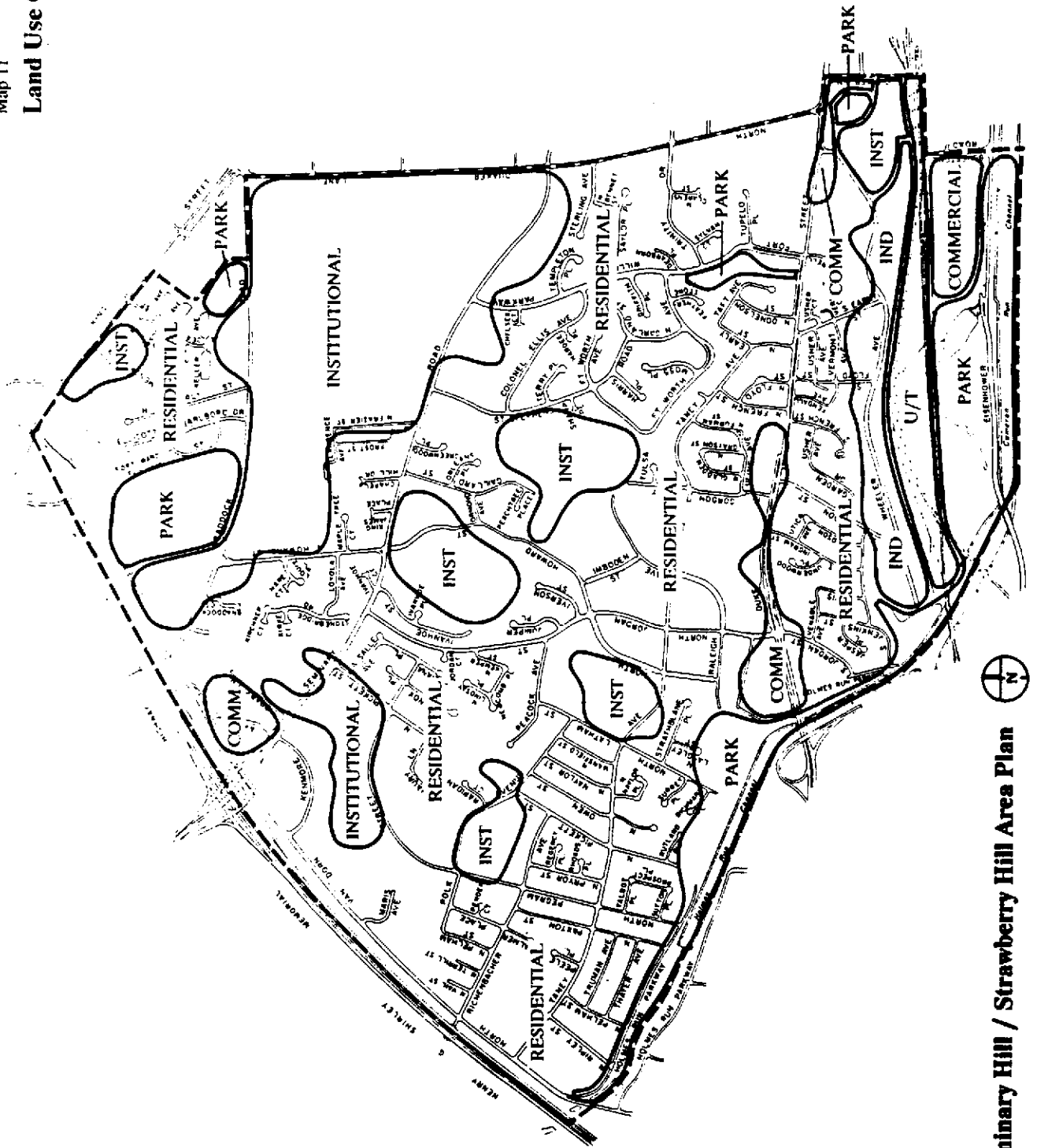
6. **From Residential Medium to Institutional**

This part of the St. Stephen's Lower School campus. The suggested change move accurately reflects the existing use.

7. **From Residential Low to Institutional**

This change reflects the existing use, a convalescent home.

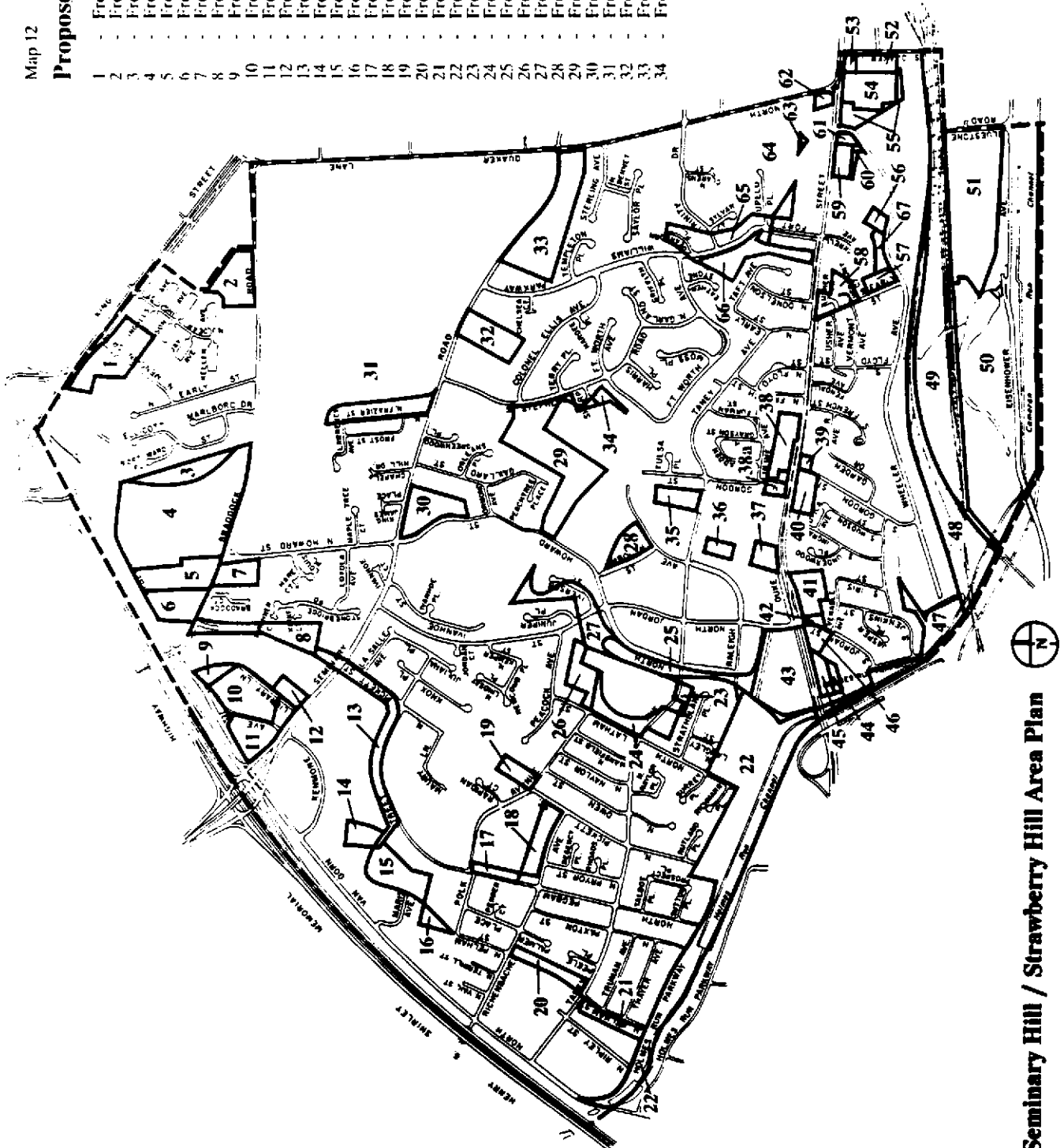
Map 11
Land Use Concept



Seminary Hill / Strawberry Hill Area Plan

Proposed Land Use Changes

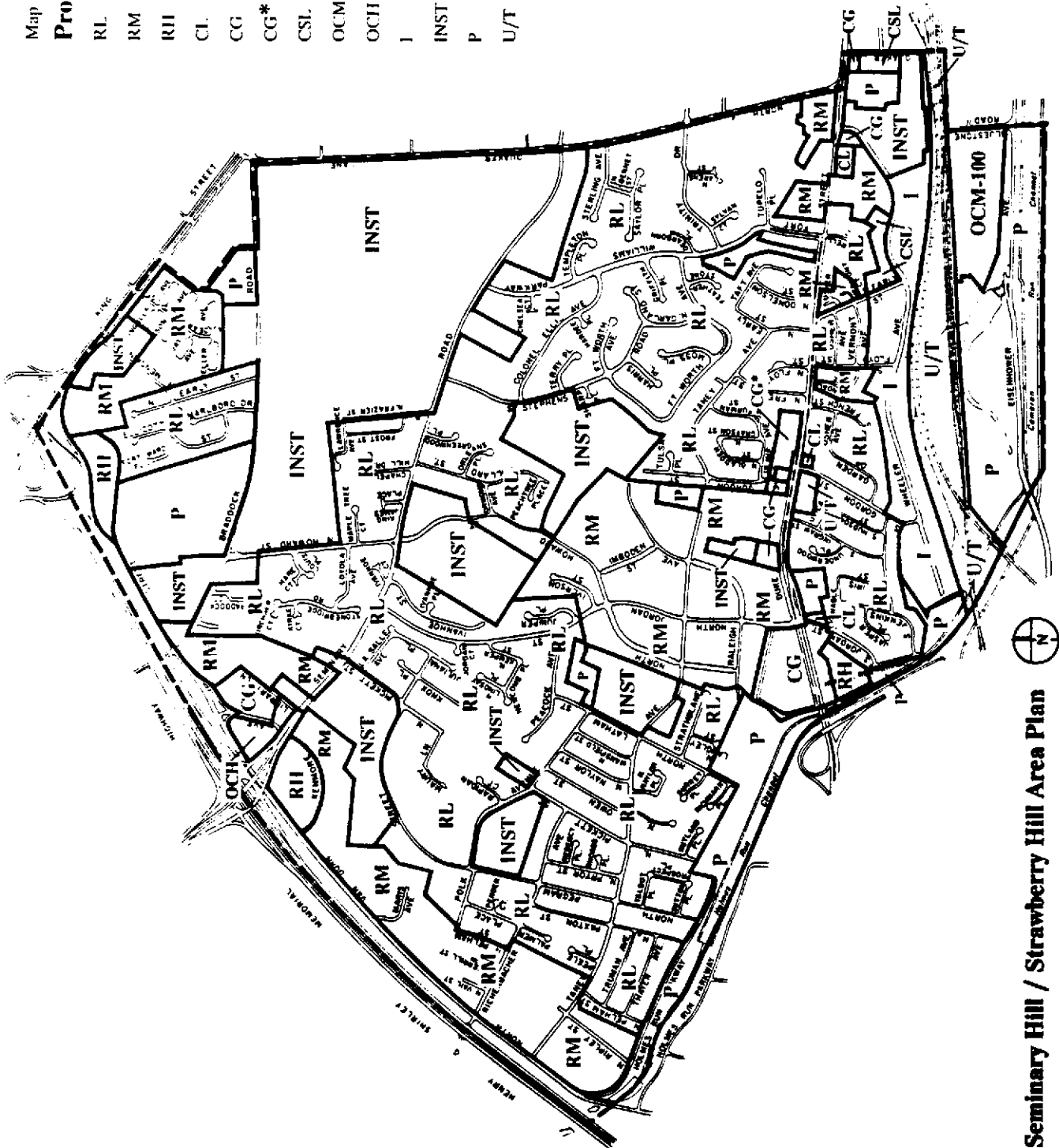
- 1 - From RM to INST
- 2 - From R to P
- 3 - From RL to P
- 4 - From R to P
- 5 - From R to INST
- 6 - From RM to INST
- 7 - From RL to INST
- 8 - From RM to RL
- 9 - From C to RM
- 10 - From C to CG
- 11 - From C to OCH
- 12 - From RL to INST
- 13 - From RL to INST
- 14 - From RM to INST
- 15 - From RL to RM
- 16 - From RL to RL
- 17 - From RL to INST
- 18 - From INST to RL
- 19 - From RL to INST
- 20 - From RL to RM
- 21 - From RM to RL
- 22 - From RL to P
- 23 - From INST to RL
- 24 - From RL to INST
- 25 - From R to RM
- 26 - From RL to P
- 27 - From RL to RM
- 28 - From R to RM
- 29 - From RL to INST
- 30 - From RL to INST
- 31 - From RL to INST
- 32 - From RL to INST
- 33 - From RL to INST
- 34 - From INST to RL
- 35 - From RM to P
- 36 - From RM to INST
- 37 - From C to CG
- 38 - From C to CG
- 38a - From C to CG
- 39 - From C to CL
- 40 - From INST to U/T
- 41 - From R to P
- 42 - From C to CL
- 43 - From C to CG
- 44 - From C to RH
- 45 - From C to CG
- 46 - From RH to CG
- 47 - From I to P
- 48 - From I to U/T
- 49 - From MU to P
- 50 - From MU to P
- 51 - From MU to OCM-100
- 52 - From C to CSL
- 53 - From C to CG
- 54 - From R to P
- 55 - From R to INST
- 56 - From RL to CSL
- 57 - From RL to CSL
- 58 - From RL to RM
- 59 - From RL to CL
- 60 - From RM to CL
- 61 - From MU to CG
- 62 - From C to RM
- 63 - From RM to RL
- 64 - From RL to RM
- 65 - From RL to RL
- 66 - From R to P
- 67 - From RL to CSL



Map 13

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- CG* - Commercial General Modified
- CSL - Commercial Service Low
- OCM-100 - Office Commercial Medium
- OCH - Office Commercial High
- I - Industrial
- INST - Institutional
- P - Parks and Open Space
- U/T - Utility and Transportation



Seminary Hill / Strawberry Hill Area Plan

8. From Residential Medium to Residential Low
This area contains single family dwellings. The change is in keeping with the existing land use.
9. From Commercial to Residential Medium
This area contains the Seminary Hills garden apartments; the suggested change reflects the existing residential use at this location.
10. From Commercial to Commercial General
The Seminary Shopping Plaza is at this location. The Commercial General designation is the appropriate category for shopping centers.
11. From Commercial to Office Commercial High
This change in designation reflects the existing high rise Seminary Plaza office building and the high rise Ramada Inn Hotel which are contained in this area.
12. From Residential Medium to Institutional
This change reflects the existing use, a public library.
13. From Residential Low to Institutional
This is Fire Station No. 13 and part of the Hammond Middle School and Fire Station No. 13. The redesignation is in keeping with this existing use.
14. From Residential Medium to Institutional
This is also part of the Francis Hammond school campus; the proposed change reflects the existing use.
15. From Residential Low to Residential Medium
This change reflects the existing use, the Van Dorn garden apartments.
16. From Residential Medium to Residential Low
This area contains single family dwellings. The redesignation is in keeping with the character of the existing use on the site.
17. From RL to Institutional
This is part of the James Polk elementary school.
18. From Institutional to Residential Low
This area contains single family dwellings. The redesignation is in keeping with the character of the existing use on the site.
19. From Residential Low to Institutional
This change is made to reflect existing use, a church.

20. From Residential Low to Residential Medium
This change reflects existing use, townhouses.
21. From Residential Medium to Residential Low
This area contains duplex dwellings. The change is in keeping with the existing land use.
22. From Residential Low to Parks and Open Space
This is part of the Holmes Run Greenway; the proposed change reflects the existing use.
23. From Institutional to Residential Low
This area contains single family homes. The change is in keeping with the existing land use and updates the 1974 Master Plan.
24. From Residential Low to Institutional
This change reflects the existing uses on this parcel. Patrick Henry Elementary School, a church and a senior citizens center.
25. From Recreation and Open Space to Residential Medium
This parcel was originally intended to be part of a linear park but is actually part of the Foxchase garden apartments complex. The change is in keeping with the existing land use and updates the 1974 Master Plan.
26. From Residential Low to Parks and Open Space
This change reflects the existing use, the Patrick Henry Park.
27. From Residential Low to Residential Medium
This is part of the Foxchase garden apartments complex. The suggested change reflects this existing use.
28. From Recreation and Open Space to Residential Medium
This is part of the Foxchase garden apartments complex. The proposed change more accurately reflects the existing use.
29. From Residential Low to Institutional
This change reflects the existing use, the main campus of St. Stephen's School.
30. From Residential Low to Institutional
This designation reflects existing use, a parking lot for Alexandria Hospital.
31. From Residential Low to Institutional
This is part of the Episcopal High School campus; the suggested change reflects this existing use.

32. From Residential Low to Institutional

This change reflects the existing use of the parcel for a religious facility, Temple Beth El Synagogue.

33. From Residential Low to Institutional

This is the site of the Virginia Theological Seminary and the Immanuel Church-on-the-Hill; the suggested change reflects the existing use.

34. From Institution to Residential Low

This area contains single family dwellings. The change is in keeping with the existing land use.

35. From Residential Medium to Parks and Open Space

This is Taney Avenue Park; the land use designation appropriately reflects the use of the public property.

36. From Residential Medium to Institutional

This is part of the Duke Street Baptist Church property. The proposed change reflects this use.

37. From Commercial to Commercial General

This is the site of several low scale retail firms, including Pier One, Blockbusters Video and Georgetown Carpet. The change reflects the need to maintain low scale commercial development which is compatible with the adjacent residential area.

38. From Commercial to Commercial General (Modified)

This area includes restaurants, the Holly Farms/Safeway site, the Northern Virginia Law School, Crown Gas Station and Eastpoint Raw Bar. The CG (Modified) designation would allow many of the uses allowed in the CG category deemed to be compatible with nearby low density residential development. Heights would be limited to 35 feet by right with up to 45 feet to be allowed with a special use permit.

38a. From Commercial to Commercial General

This area is designated CG, which allows for low density, low scale, auto-oriented uses, similar to the existing restaurant uses.

39. From Commercial to Commercial Low

This is the site of the Pullman Insurance Agency office. The Commercial Low intensity service uses, such as the existing use which are compatible with the adjacent low density residential areas.

40. From Institutional to Utility

The utility designation reflects the present use of this site as a facility for the C&P Telephone Company.

41. From Recreation and Open Space to Parks and Open Space
This designation reflects a change in nomenclature rather than use. It is the site of Ewald Park.
42. From Commercial to Commercial Low
This area includes the Pizza Box, a 7-11 store and Hair Design. The CL designation reflects the existing uses which are auto-oriented commercial services related to Duke Street.
43. From Commercial to Commercial General
The Shops of Foxchase are included in this area, as well as two service stations. This designation is appropriate for shopping centers but will not allow an office center.
44. From Commercial to Residential High
This change in designation reflects the existing high rise residential use of this site, the 4600 Duke Street condominium apartments.
45. From Commercial to Commercial General
This includes the parking lot in front of 4600 Duke Street
46. From Residential High to Commercial General
The Bombay Restaurant and the Grease Monkey auto service firm are located on this site. The proposed change reflects the existing use. The designation also covers Duke Street property fronting the 4600 Duke Street apartment building.
47. From Industrial to Parks and Open Space
This is the site of Tarleton Park; the suggested change reflects the existing use.
48. From Industrial to Utility/Transportation
This change reflects the existing use, a railroad right-of-way.
49. From Mixed Use to Utility/Transportation
This area includes the Norfolk Southern and R.F. & P. mainline rights-of-way. The proposed zoning change is in keeping with the existing land use.
50. From Mixed Use to Parks and Open Space
Cameron Valley Regional Park is located on this area, as well as Cameron Run Channel and Eisenhower Avenue right-of-way. The change is in keeping with the existing land use.
51. From Mixed Use to Office/Commercial Medium
This is the site of the proposed Radnor project, to consist of six office buildings totaling approximately 900,000 square feet of space. The suggested change reflects this proposed use. Mixed use is preferred but not required.

52. From Commercial to Commercial Service Low

This is the site of the former Stonewall Jackson school which was converted to office use. The commercial service low designation would allow this use to continue but would not allow higher density use, which would be inappropriate at this site given existing traffic conditions in the area.

53. From Commercial to Commercial General

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

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

This designation reflects a change in nomenclature rather than use. It is the site of Lockett Field.

55. From Recreation and Open Space to Institutional

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

56. From Residential Low to Commercial Service Low

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

57. From Residential Low to Commercial Service Low

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

58. From Residential Low to Residential Medium

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

59. From Mixed Use to Commercial Low

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

60. From residential Medium to Commercial Low.

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

61. From Mixed Use to Commercial General

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

62. From Commercial to Residential Medium

This reflects the recently approved Quaker Village townhouse project.

63. From Residential Medium to Residential Low

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

64. From Residential Low to Residential Medium

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

65. From Recreation and Open Space to Residential Low

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

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

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

67. From RL to Commercial Service Low.

This site fronts on Wheeler Avenue and is physically separated from the adjoining residential by a steep grade. The CSL is appropriate with a rezoning of this property approved by Council earlier.

ZONING RECOMMENDATIONS

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

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

Many of the proposed changes involve development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended master plan. These recommendations should serve as a guide to the development of new zones by the Zoning Task Force for subsequent enactment by the City Council.

The proposed zoning is shown on Map 15.

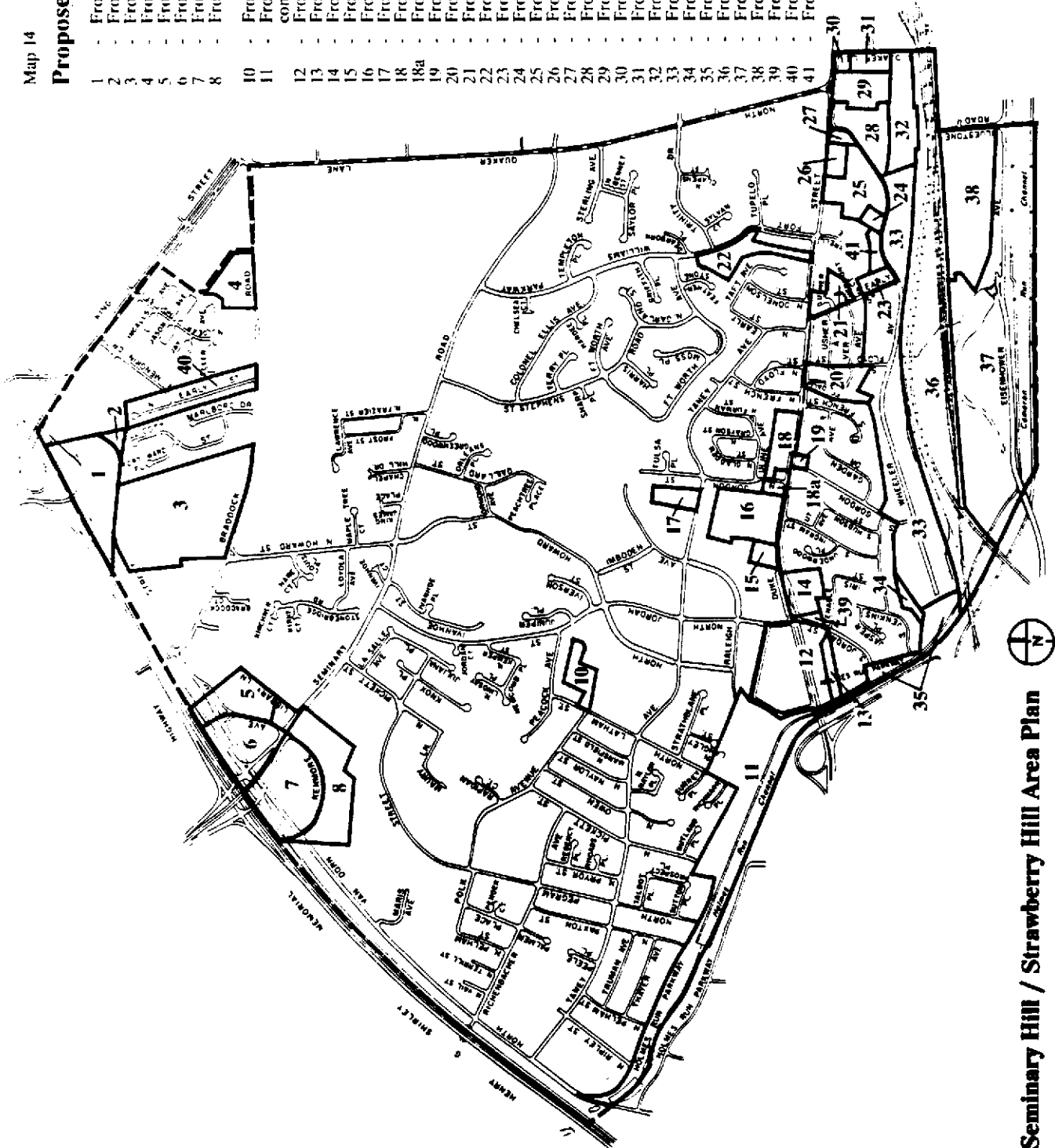
1. Rezone C-2 to RC.

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

Map 14

Proposed Zoning Changes

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

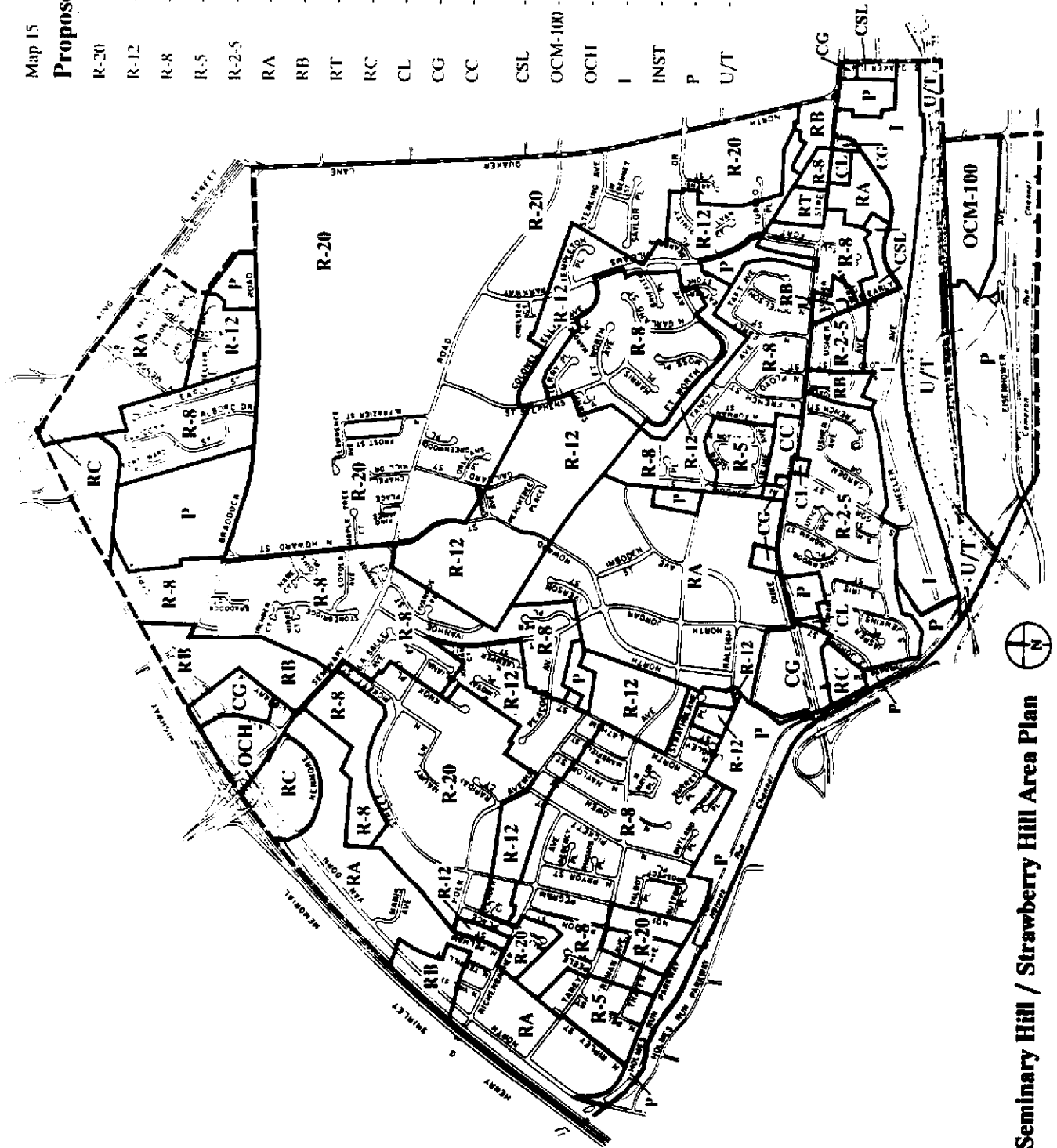


Seminary Hill / Strawberry Hill Area Plan

Map 15

Proposed Zoning

- R-20 - Residential Low
- R-12 - Residential Low
- R-8 - Residential Low
- R-5 - Residential Low
- R-2-5 - Residential Low
- RA - Residential Medium
- RB - Residential Medium
- RT - Residential Medium
- RC - Residential Medium
- CL - Residential High
- CL - Zone consistent with the CL Land Use Designation
- CG - Zone consistent with the CG Land Use Designation
- CC - Zone consistent with the (CG modified) Land Use Designation
- CSL - Zone consistent with the CSL Land Use Designation
- OCM-100 - Zone consistent with the OCM-100 Land Use Designation
- OCH - Zone consistent with the OCH Land Use Designation
- I - Zone consistent with the I Land Use Designation
- INST - Zone consistent with the INST Land Use Designation
- P - Zone consistent with the P Land Use Designation
- U/T - Zone consistent with the Utility and Transportation Land Use Designation



Seminary Hill / Strawberry Hill Area Plan

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

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

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

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

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

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

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

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

6. Rezone from C-2 to a zone consistent with the Master Plan Office Commercial High designation (OCH).

This is the existing Seminary Plaza Office Building and the Ramada Inn Hotel site. Both of these are high density buildings. The proposed rezoning will provide for the existing use or similar commercial uses consistent with the proposed land use designation.

7. Rezone from C-2 to RC.

This is the Seminary Towers East and West high rise apartments. The recommended rezoning would be compatible with this high density residential use.

8. Rezone from C-2 to RA.

The Seminary Forest Garden Apartments are at this site. This rezoning is recommended to reflect the existing residential use.

10. Rezone from R-8, R-12 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This is the site of Patrick Henry Park. The Proposed rezoning reflects the existing park use.

11. Rezone from RA, R-5, R-20, R-8 to a zone consistent with the Master Plan Parks and Open Space designation (P).

Brook Valley Park and Holmes Run Greenway are located in this area. The proposed rezoning is consistent with the existing use.

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

This is the Shops of Foxchase site and the commercial properties bracketing the 4600 Duke Street Apartments. This location is recommended for a general commercial use in the land use plan. Rezoning to a zone consistent with the commercial general land use designation will allow the existing use or a commercial use of similar density and scale but will preclude large scale office development.
13. Rezone from C-2 to RC.

This is the 4600 Duke Street high rise condominium apartments. The recommended rezoning would be compatible with this high density residential use.
14. Rezone from R-2-5 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This park area, Ewald Park, is recommended for rezoning to Parks and Open Space to reflect the existing use.
15. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This site is currently developed with several low scale retail and service uses: Pier 1, Blockbuster Video and Georgetown Carpet. It is recommended for commercial general use in the proposed land use plan. Rezoning from C- 2 will provide for the existing use or some other low density, low scale use consistent with the proposed land use designation.
16. Rezone from C-2 to RA.

This is the Hunter's Run Apartments. Currently zoned for high density commercial use, it is designated as residential medium in the proposed land use plan. The recommended rezoning to RA is consistent with the existing use and is a more appropriate form of zoning at this location.
17. Rezone from RA residential medium to Park (P).

This is Taney Avenue Park; the rezoning reflects the existing land use
18. Rezone from C-2 to a zone consistent with the Master Plan Commercial General (Modified) designation.

This area contains a variety of low scale service and retail uses, including a gas station, an appliance store and the former Holly Farms/Safeway site. In addition, the Northern Virginia Law School is located here. Rezoning to a zone consistent with the Commercial General (Modified) land use category as recommended in the land use plan will prevent development of an office center, which would not be appropriate at this location, and will allow only low density, low scale commercial development which is compatible with the adjacent single family residential area. The commercial general modified category is intended to allow many of the uses allowed in the CG category deemed compatible with nearby low density residential development. Heights would be limited to 35 feet by right with up to 45 feet to be allowed with a SUP.
- 18a. Rezone from C-2 to a zone consistent with the CG land use designation (CG).

This area includes two restaurants. The CG zone will provide for similar low scale and density commercial uses and prevent high density redevelopment.

19. Rezone from CQ to a zone consistent with the Master Plan Commercial Low designation (CL).
This is the site of the Pullman Insurance Company office. This designation allows for the continued use of the site for low density commercial activity compatible with the adjacent residential areas.
20. Rezone from RC residential high to RB residential medium.
This is the Cameron Knolls townhouse project; the change reflects the existing land use which is medium density residential townhouses.
21. Rezone from RC residential high to RB residential medium.
This is the Society Hill townhouse project; the change reflects existing land use which is medium density residential townhouses.
22. Rezone from R-12, R-8 to a zone consistent with the Master Plan Parks and Open Space designation (P).
This area, Fort Williams Park, is recommended for rezoning to Parks and Open Space to reflect the existing park use
23. From I-1 and R-8 to a zone consistent with the Master Plan Commercial Service Low designation (CSL).
This area, located at the northeast corner of S. Early Street and Wheeler Avenue, contains single family detached units. The CSL designation would allow the existing residential uses to continue but would restrict redevelopment to light commercial uses or medium density residential uses. The existing industrial zoning would not permit residential or would allow industrial development not compatible with nearby residential areas
24. Rezone from C-2 to a zone consistent with the Master Plan Commercial Service Low designation (CSL).
This is the site of the Spicer Upholstery Company and American Management Systems, Inc.. The Commercial Service Low designation would allow low density service and commercial uses, light industry and warehouse activities compatible with the existing use of the site and adjacent residential uses.
25. Rezone from C-2 to RA.
This is the Normandy Hill Apartments. Currently zoned for high density commercial use, it is designated as residential medium in the proposed land use plan. The recommended rezoning to RA is consistent with the existing use. This change will prevent the spread of commercial development to the west along Duke Street and will help to preserve the residential nature of this part of Duke Street.
26. Rezone from C-2 to a zone consistent with the Master Plan Commercial Low designation (CL).
This is the FADCO site. The Commercial Low designation will allow for low scale, low density service and retail uses which are compatible with existing adjacent low intensity residential uses.

27. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).
This is the site of McDonald's fast food restaurant. The Commercial General designation will allow for the existing use or some other low scale, low density commercial use.
28. Rezone from C-2 to a zone consistent with the Master Plan Industrial designation (I).
This parcel is part of the City's Vehicle Maintenance Facility. This rezoning is recommended to leave the property in the zoning category appropriate to Wheeler Avenue.
29. Rezone from C-2 to a zone consistent with the Master Plan Parks and Open Space designation (P).
Lockett Field is located at this site. The parcel is recommended for park use in the Proposed land use plan, the suggested rezoning reflects this existing use.
30. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).
Wendy's fast food restaurant is located on this site. The Commercial General designation, which is recommended for this site in the proposed land use plan, will allow for the existing use or some other low scale, low density commercial use.
31. Rezone from C-2 to a zone consistent with the Master Plan Commercial Service Low designation (CSL).
This is the converted former Stonewall Jackson school/office building. Currently zoned for high density commercial use, it is recommended for low density service commercial development in the proposed land use plan. The suggested rezoning to CSL is consistent with this recommendation and with the existing use.
32. Rezone from I-1 to a zone consistent with the Master Plan Industrial designation (I).
The area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and limited access to this area. Moreover, this is not one of the areas in the City which has been designated as a site appropriate for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with heights and densities more consistent with industrial uses.
33. Rezone from I-2 to a zone consistent with the Master Plan Industrial designation (I).
This area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and the limited access to this area. Moreover, this is not one of the areas in the City which has been designated as an appropriate site for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with decreased height and density more consistent with industrial uses.
34. From R-2-5 to a zone consistent with the Master Plan Parks and Open Space designation (P).
This is Tarleton Park and should be zoned consistent with its use.

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

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

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

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

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

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

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

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

39. From C-2 to a zone consistent with the Commercial Low designation (CL).

40. From RA and R-12 to R-8.

Residents in this area requested this change and Council agreed it was appropriate.

41. From I-1 to Commercial Service Low (CSL).

CSL is appropriate for this site, which is adjacent to residential uses, but located along Wheeler Avenue, a service/industrial area.

HEIGHT RECOMMENDATIONS

Map 16 shows the existing height limits. Map 17 shows proposed changes to heights and Map 18 shows proposed heights for the area. Generally, heights have been lowered in the commercial and industrial zones to be consistent with the types of low scale commercial and industrial uses recommended for these areas.

TRANSPORTATION RECOMMENDATIONS

1. Delete from the Major Thoroughfare Plan the proposed road from Seminary to Braddock.
2. Add to the Major Thoroughfare Plan Eisenhower Avenue as an arterial.
3. Designate S. Gordon Street as a local street.
4. Change the land use map converting unneeded right-of-way along Taney Avenue and between Raleigh and N. Gordon to park; zone the converted right-of-way to park.

Map 16

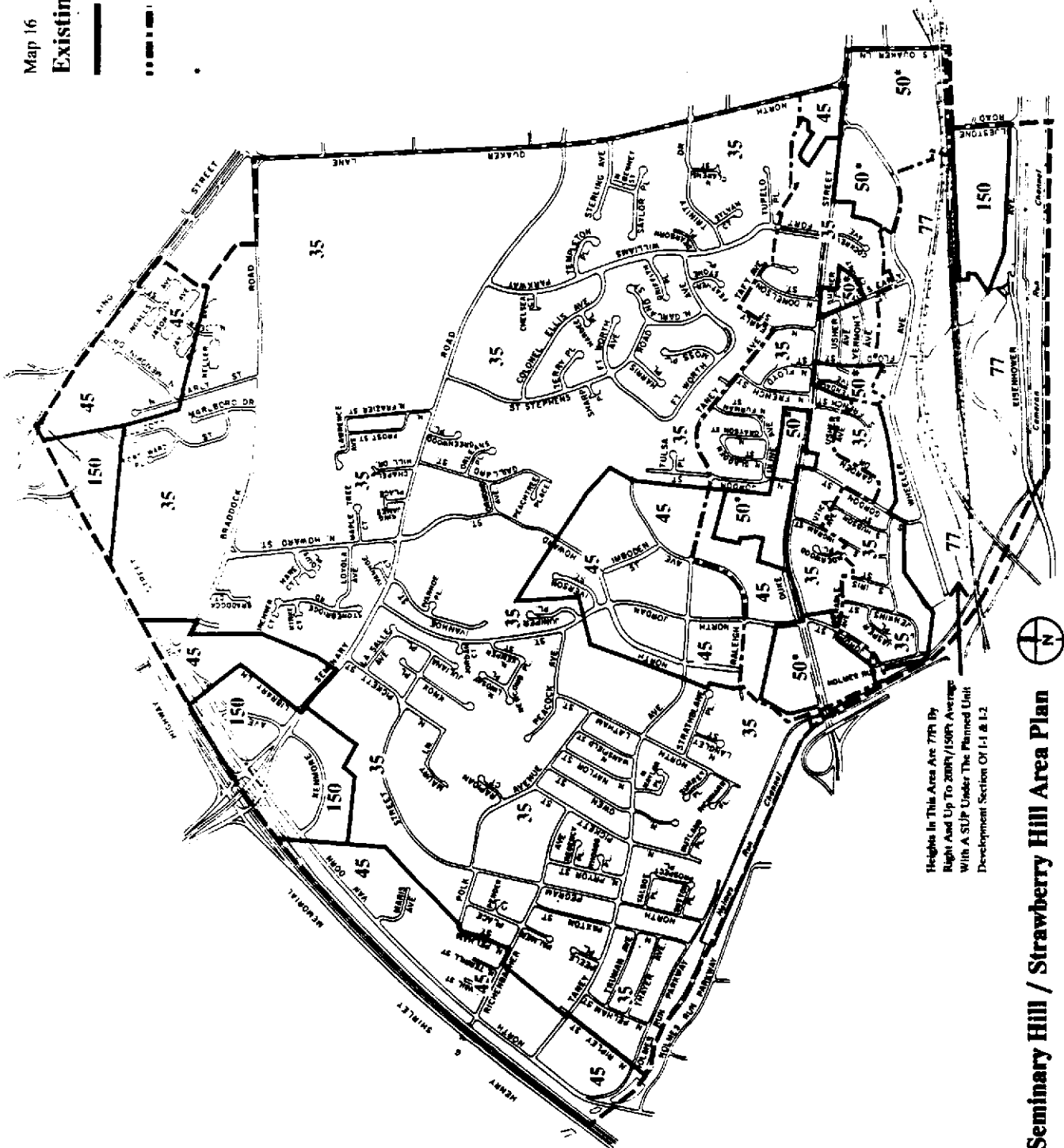
Existing Height Limits

— Zone Line

--- Height District Line

• 50 Feet/ 77 Feet Allowed With A Special Use Permit

Height Is Limited By Zone Or By Height District, Whichever Is More Restrictive



Heights In This Area Are 77ft By Right And Up To 200ft/150ft Average With A SUP Under The Planned Unit Development Section Of I-1 & I-2

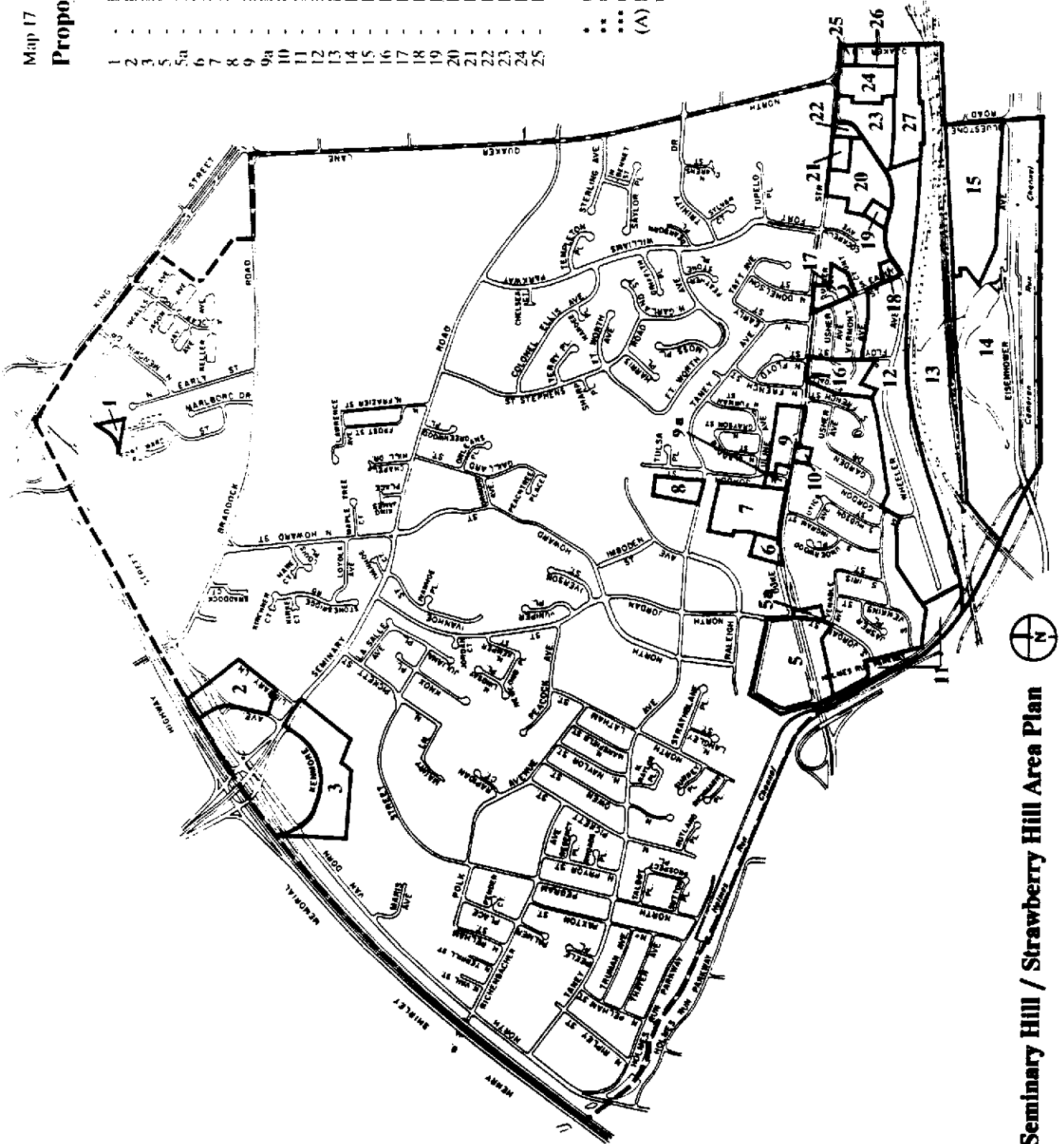


Seminary Hill / Strawberry Hill Area Plan

Map 17

Proposed Height Changes

- 1 - From 35 to 45
 - 2 - From 77 to 45
 - 3 - From 150 to 45
 - 5 - From 50* to 45
 - 5a - From 50 to 35**
 - 6 - From 77*** to 50
 - 7 - From 77*** to 50
 - 8 - From 45 to 35
 - 9 - From 50* to 35**
 - 9a - From 50* to 50
 - 10 - From 50* to 35(A)
 - 11 - From 77*** to 35
 - 12 - From 77*** to 50
 - 13 - From 77*** to 50
 - 14 - From 77*** to 35
 - 15 - From 150 to 77
 - 16 - From 50* to 45
 - 17 - From 77*** to 50
 - 18 - From 50* to 50
 - 19 - From 50* to 45
 - 20 - From 50* to 35**
 - 21 - From 50* to 50
 - 22 - From 50* to 35
 - 23 - From 50* to 50
 - 24 - From 50* to 50
 - 25 - From 77*** to 50
- * Up To 77 With SUP
 - ** Up to 45 With SUP
 - *** Up to 200 With SUP
 - (A) P.C. Removed SUP Height Addition up to 45 Feet From This Property

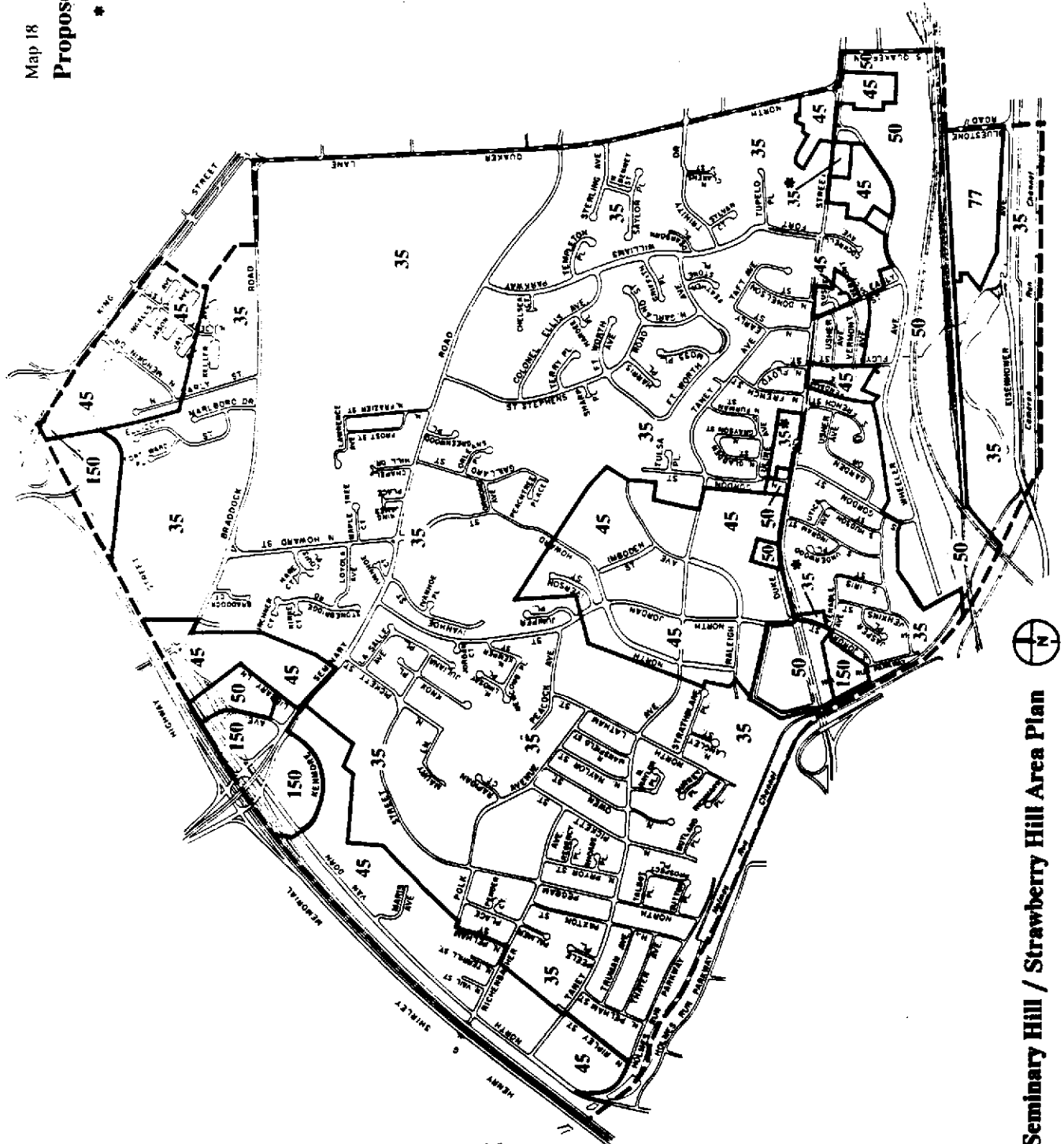


Seminary Hill / Strawberry Hill Area Plan

Map 18

Proposed Height Limits

* 45 Feet With A Special Use Permit



PLEASE RETAIN

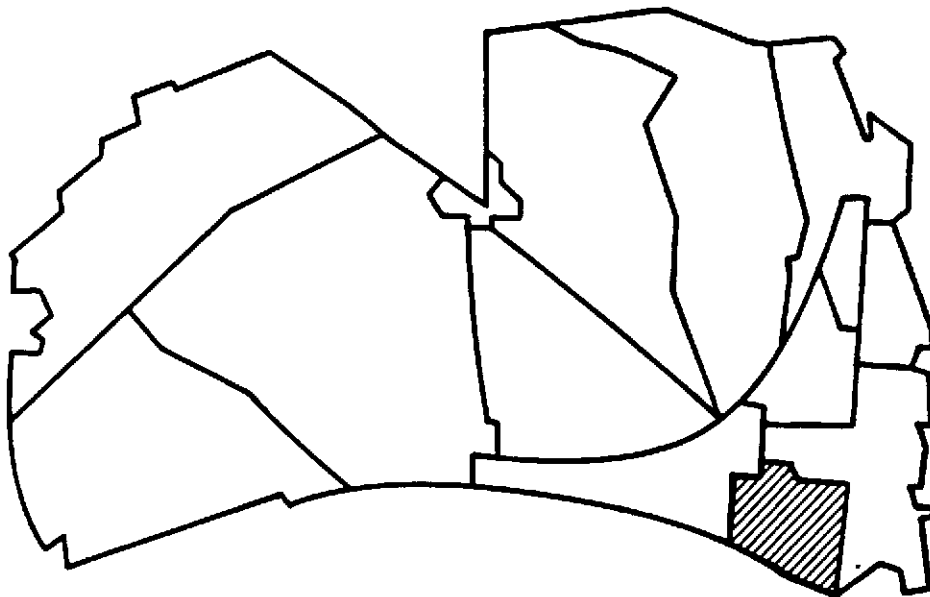
SOUTHWEST QUADRANT

SMALL AREA PLAN

ADOPTED JANUARY 20, 1990: ORDINANCE 3431

AMENDED JANUARY 25, 1992: ORDINANCE 3554

AS AMENDED BY THE PLANNING COMMISSION MAY 27, 1992



**MASTER PLAN
ALEXANDRIA, VIRGINIA**

SOUTHWEST QUADRANT

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:

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JANUARY 1990

REVISED SOUTHWEST QUADRANT

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor Patricia S. Ticer

Vice Mayor William C. Cleveland

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Lonnie C. Rich

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

ORGANIZATION AND CONTENTS

The Southwest 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 Southwest Quadrant area, identification of issues, review of the 1974 Master Plan and review of plan recommendations.

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

DESCRIPTION OF AREA

The Southwest Quadrant area is located in Planning District 1 in the eastern third of the City. The area is bounded generally by South Washington street on the east, Hunting Creek (City line) on the south, South Payne Street on the west, and by Wilkes and Wolfe Streets on the north. (See Map 1.)

The Southwest Quadrant area is characterized by major north/south and east/west roadways and other man-made and natural features which somewhat isolates the area and which internally creates barriers between neighborhoods. Washington Street, a major north/south arterial, forms the eastern boundary and divides "Old Town East" from "Old Town West." Franklin Street, an east/west arterial which runs through the area, separates residences in the Dip Renewal area from residences immediately south. Patrick Street (Route 1), a six lane north/south highway, is a major barrier dividing residential areas to the east and west.

Wilkes Street, an old railroad right of way which connected the waterfront to the Southern Railroad yard, forms part of the northern boundary. The other portion of the northern boundary is the large ten acre Southern Railroad property whose tracks create an effective barrier between the residences to the south and heavily trafficked Duke Street to the north.

Another effective barrier isolating and protecting residences in the western portion of the study area is the National Cemetery which separates the residential community from Hooff's Run and from the industrial uses in the Cameron Run Valley. Lastly, the entire area is delineated to the south by the Capital Beltway and by Hunting Creek.

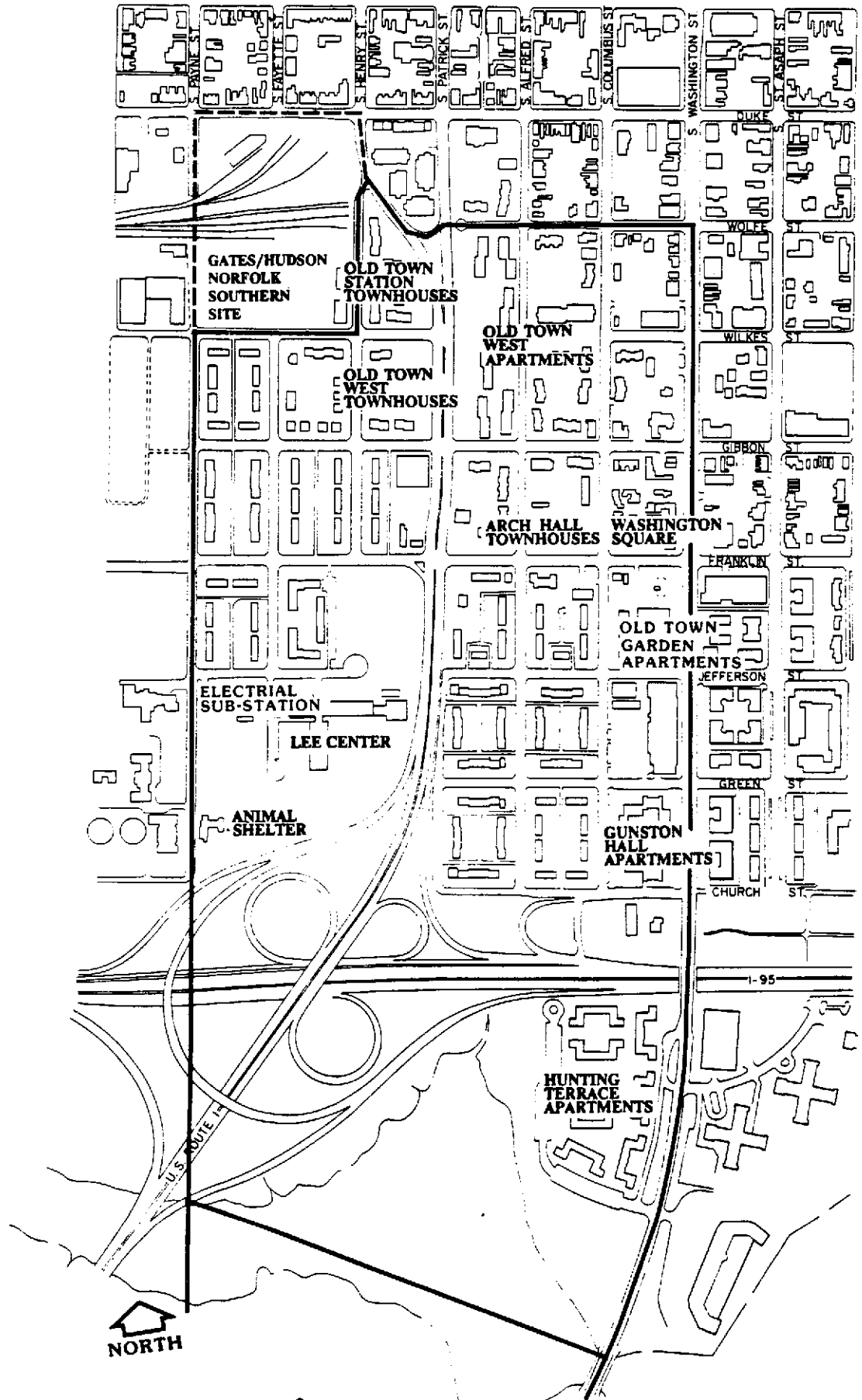
The Southwest Quadrant has a long and interesting history. The greater portion of the Southwest Quadrant was not included within the City boundary until it was annexed by the City some time during the turn of the century. A portion of the Southwest Quadrant was part of the District of Columbia. The old District boundary line had an alignment from the corner of South Payne and Wilkes Streets to the corner of South Washington and Jefferson Streets.

Since the turn of the century the neighborhood has undergone a transformation from predominantly industrial to residential. In the early 1900's through the 1920's land uses in the area consisted of medium density residential uses such as row houses, industrial uses such as warehouses and factories, and rail-road facilities which consisted of a roundhouse and repair shops.

Much of the land area south of Jefferson Street was not developed and remained vacant until after the 1930's. During the 1940's and the 1950's most of these vacant parcels south of Franklin Street and east of South Henry Street were developed into row houses and garden apartments.

By the mid-1960's much of the older housing stock had become dilapidated and had deteriorated beyond a state of repair. In order to improve physical conditions within the neighborhood, City Council, in the late 1960's, established the DIP Urban Renewal Program. Under this urban renewal program, dilapidated residential and commercial structures were either renovated or demolished. Redevelopment in the area consisted of townhouses, garden and mid-rise apartments, a new church building (Alfred Street Baptist Church) and several planned office developments.

Study Area



Demographic Background

The 1988 population of the Southwest Quadrant area is estimated to be approximately 2,331 persons (Table 1). This represents an increase of 18.9 percent over the number of persons who lived in the area in 1980. This increase is attributable to the increase in the number of housing units that were added to the housing stock after 1978. Because land area zoned for residential development is almost 100 percent built out, it is not anticipated that the population will increase significantly.

An estimated 552 persons worked at locations within the Southwest Quadrant area in 1988, not including self-employed persons. Because this area is primarily residential and redevelopment of non-residentially zoned properties is limited to a few sites, a significant increase in employment is unlikely.

TABLE 1

Estimated Population Southwest Quadrant Area

	<u>1970</u> ¹	<u>1980</u> ¹	<u>1988</u>
Population	2,069	1,961	2,331 ²
Housing Units	899	1,100	1,318 ³
Average No. of Persons Per Unit	2.30	1.78	1.77 ²

¹SOURCE: U.S. Census.

²SOURCE: Estimates by the Department of Planning and Community Development based on COG Round IV Forecasts.

³SOURCE: Department of Planning and Community Development.

EXISTING LAND USE (Map 2)

The Southwest Quadrant area consists of approximately 171.1 acres. Excluding public right-of-ways such as streets and alleys, the area contains about 79.5 acres of land area that are subject to land use and zoning controls. Streets, alleys and the right-of-way for the Capital Beltway consist of 91.6 acres (Table 2).

Residential Land Use

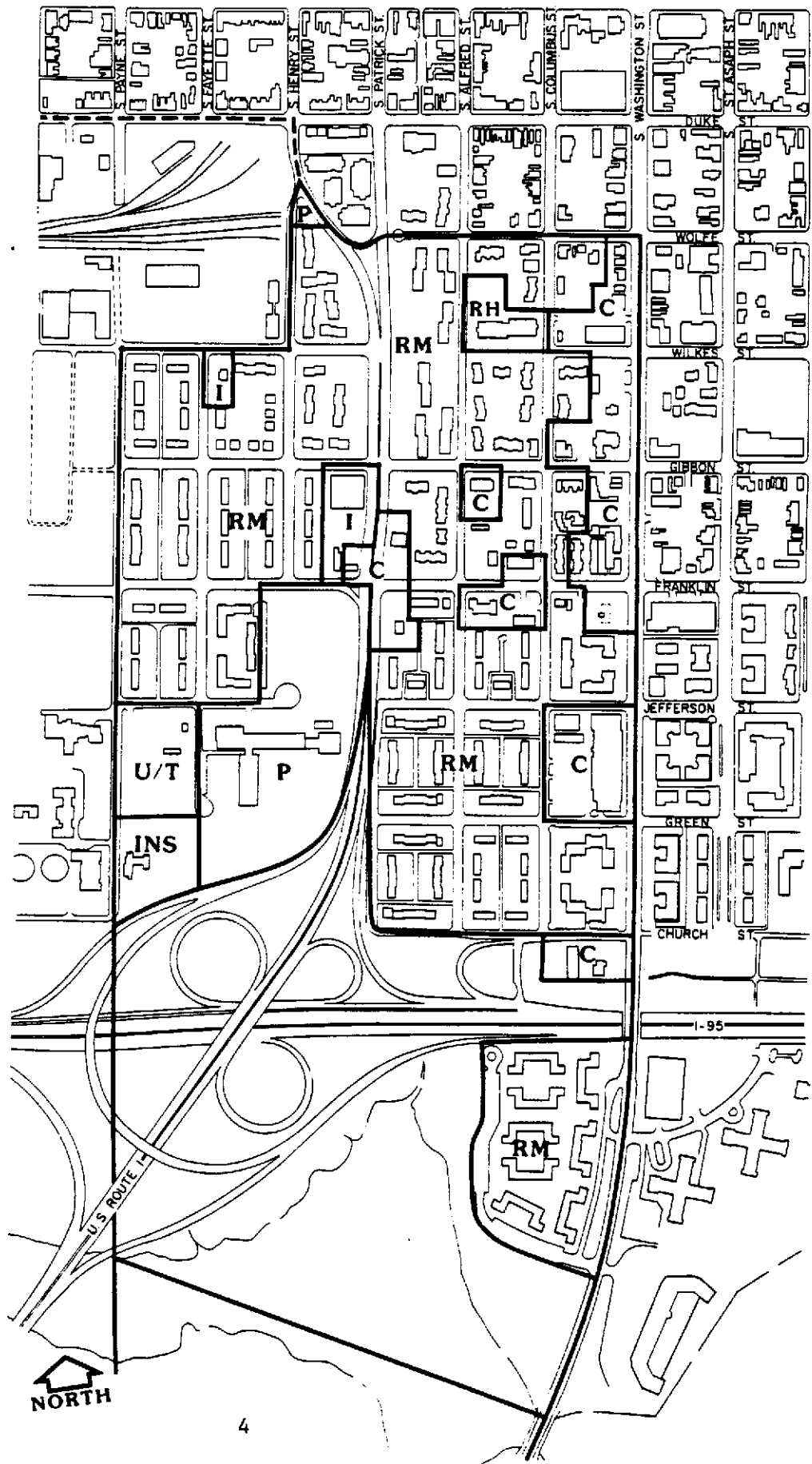
There are approximately 1,318 dwelling units within the Southwest Quadrant area in 1988. These residential uses consist almost entirely of medium density rowhouses or townhouses, and mid-rise and garden apartments. There was a 46.6 percent increase in the number of housing units that existed prior to 1970. This increase in the number of housing units is attributable to the 447 housing units that were built through the implementation of the DIP Urban Renewal Program and the 99 housing units that were constructed by private development without public funding.

Commercial Land Use

Commercial uses cover about 11.5 percent (9.1 acres) of the developed land area. Most of these commercial uses consist of low scale retail shops and low density commercial office uses that are located along South Washington Street and Franklin Street. These commercial uses such as a bank, grocery store and restaurant serve the local neighborhood. There are several other commercial uses that are

Existing Land Use

- RM - Residential Medium
- RH - Residential High
- C - Commercial
- I - Industrial
- P - Parks, Recreation and Open Space
- INS - Institutional
- U/T - Utility and Transportation



located along U.S. Route 1 and Franklin Street. These uses consist of several service stations and an auto accessories retail store. These uses serve a clientele from a larger market area including commuters using Route 1.

Recreational Land Use and Open Space

Approximately 11.5 percent (9.2 acres) of the land area is used for recreational purposes. This recreational facility, located on Jefferson Street consists of a former school site (Robert E. Lee School) that was converted to a community and recreational facility.

TABLE 2

**Existing Land Use
Southwest Quadrant Area**

<u>Land Uses</u>	<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Residential	2,306,688	53.0	66.6
Commercial	397,740	9.1	11.5
Mixed Use	50,536	1.2	1.5
Industrial	9,935	0.2	0.3
Park, Open Space or Recreational	399,175	9.2	11.5
Institutional	24,323	0.6	0.7
Utility	115,718	2.7	3.3
Vacant	<u>157,845</u>	<u>3.6</u>	<u>4.6</u>
TOTAL	3,462,960	79.5	100.0

Other Land Uses

Public utilities account for 3.3 percent (2.7 acres) of the land area. This public utility consists of an electric substation which serves the Northern Virginia area.

Mixed use development accounts for 1.5 percent (1.2 acres) of the land area. This mixed use development consists of the Arch Hall town house commercial office and residential development.

Industrial land uses account for only about 0.3 percent (0.2 acres) of the land area. This industrial use consists of a memorial (headstone) engraving business. This use is associated with the nearby cemeteries that are located along South Payne and Wilkes Street.

The only institutional use in the area consists of an animal shelter that is located in the 900 block of South Payne Street. This site contains 0.6 acres which represents 0.7 percent of the land area.

Vacant Land

The Southwest Quadrant area contains only about 3.6 acres of vacant land. This represents about 4.6 percent of the developable land area. Vacant properties within the area consist of several small commercially zoned properties that are located on U.S. Route 1 at Franklin Street and a larger residentially zoned property that is located in the Hunting Creek flood area. Before the latter property can be developed it would be necessary to alleviate the flooding conditions.

EXISTING ZONING (Map 9)

Excluding right-of-ways for streets and alleys, 77.6 percent (61.7 acres) of the Southwest Quadrant area is residentially zoned. Most of this residential zoned property, consisting of 40.6 percent (32.3 acres) of the land area, is zoned RB. The RB zone allows townhouse development at 22 to 27.23 units per acre. Properties zoned RM, which allows townhouse development at 30 to 43.56 units per acre, consist of 10.4 percent (8.3 acres) of the land area in the Southwest Quadrant area. Properties zoned RC, which allows a greater number of units per acre (garden apartments at 54.45 units per acre), comprise 26.6 percent (21.1 acres) of the area's land area (Table 3).

Properties that are zoned for commercial use comprise 16.2 percent (12.9 acres) of the land area in the Southwest Quadrant. These properties have a C-2 and C-2-B zoning that allows commercial office and commercial retail uses as well as single family, two family and multi-family residential uses. The C-2 zoned properties would allow a maximum floor area ratio of 3.0.

Properties that are zoned for industrial uses consist of only 6.2 percent (3.9 acres) of the land area in the Southwest Quadrant area. While 213,484 square feet of land area (4.9 acres) are zoned for industrial use, less than 10,000 square feet of land area is actually used for industrial purposes. Most of the industrially zoned properties contain public utilities, commercial uses or are vacant.

TABLE 3

**Existing Zoning
Southwest Quadrant Area**

<u>Land Zoned</u>		<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Residential	RB	1,406,804	32.3	40.6
	RM	359,719	8.3	10.4
	RC	920,760	21.1	26.6
Commercial:	C-2	543,973	12.5	15.7
	C-2-B	18,220	0.4	0.5
Industrial:	I-1	73,443	1.7	2.1
	I-2	<u>140,041</u>	<u>3.2</u>	<u>4.1</u>
	Total	3,462,960	79.5	100.0

HEIGHT LIMITS

Height limitations within the Southwest Quadrant are affected by two sets of regulations; height districts and specific zoning categories (Maps 12 and 13). Height is determined by whichever set of regulations is the more restrictive. For example, if a property is within a height district which allows 50 foot high buildings and the property is zoned RB with a 45 foot building height limitation then the limit is 45 feet as set by the zoning. If a property is zoned C-2 which allows 150 foot buildings but is in a 50 foot height district then the maximum building height is 50 feet as set by the district.

There are four height districts within the Southwest Quadrant area.

1. The Washington Street Area. This district is located within a 100 foot setback from the center line of South Washington Street to the City boundary at Hunting Creek. Development within this area is limited to 50 feet in height.

2. Historic District. This portion of the Historic District is generally located between the 100 foot setbacks from the center lines of South Washington and South Patrick Streets between Franklin Street and the Capital Beltway. Structures within this district are generally limited to 50 feet in height.
3. Urban Preservation. This portion of the DIP Urban Renewal area is located between Wolfe and Wilkes Streets, and between South Washington and South Patrick Streets. Structures within this area are limited to 62 feet.
4. Hunting Creek Area. This area is divided into two separate sub-areas each having its own height limit. Any new construction that would occur west of South Alfred Street would be restricted to 77 feet. On the other hand, structures east of South Alfred Street would be limited to 50 feet, the same as structures in the Historic District.

Map 13 indicates permitted heights within zoning categories. As shown, some properties are permitted less height than otherwise would be allowed under the height district. On the other hand, it is noted that properties with permissive zoning such as C-2 and RC that are not located within a specific height district allow buildings up to 150 feet in height. These properties are located along South Patrick Street and within the block bounded by Gibbon, South Columbus, Franklin and South Alfred Streets.

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

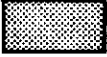

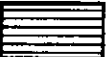

Since the late 1960's the Southwest Quadrant area has undergone a major transformation which has brought about vast improvements to the neighborhood. This transformation was brought about by both the City's commitment to improve the deplorable housing conditions at the time and by the investment opportunities available to the private sector.

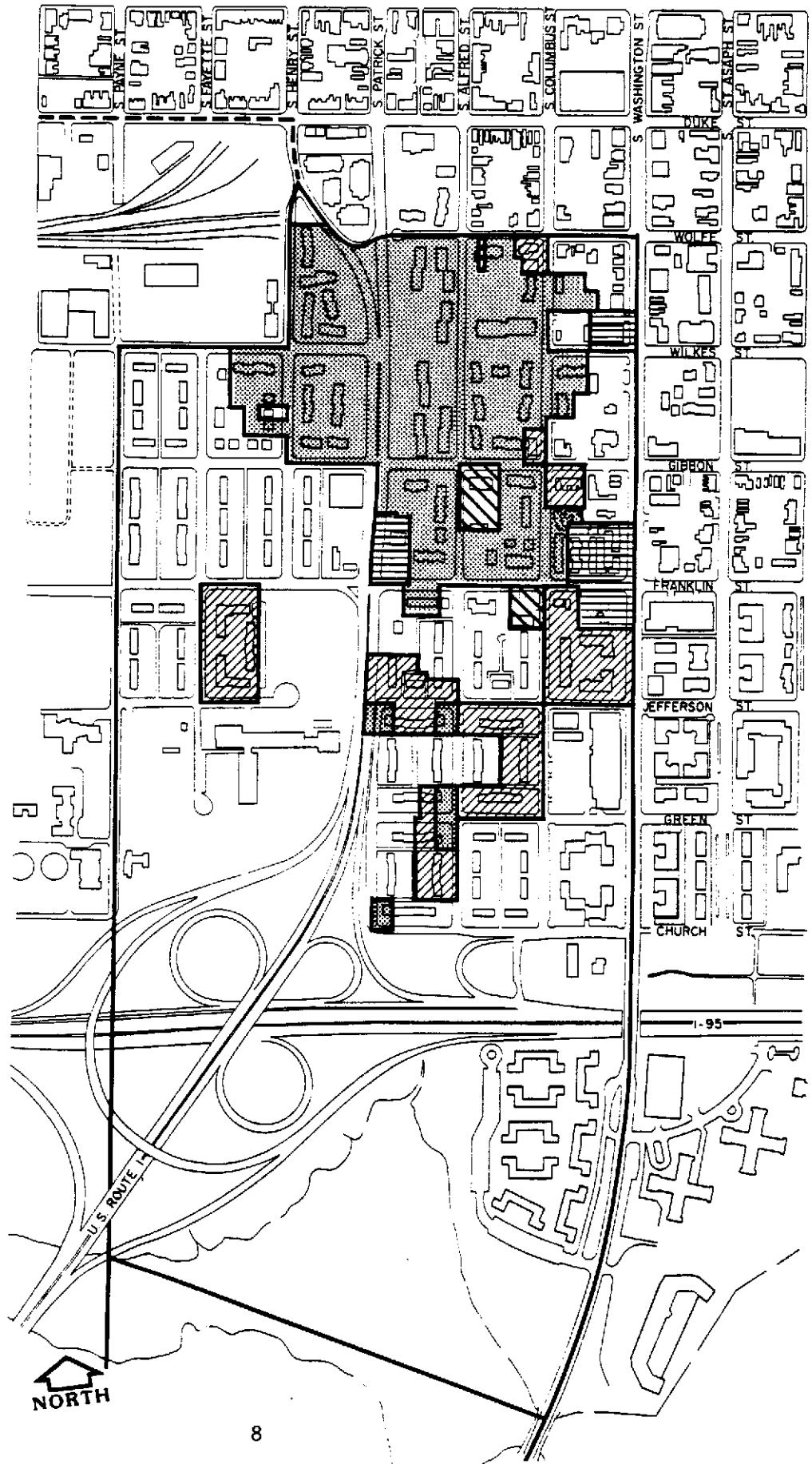
In the late 1960's City Council established the DIP Urban Renewal Program that was responsible for the renovation and the construction of many of the housing units north of Franklin Street. Under this plan, dilapidated structures that were beyond repair were demolished. Structures that were structurally safe were renovated. Because ownership patterns of properties were highly fragmented, only through public acquisition could land be feasibly consolidated and packaged for redevelopment. As a result, housing opportunities were created that provided a diverse mix of housing that ranged from town houses to garden and mid-rise apartments.

The private sector was primarily responsible for new housing in the area south of Franklin Street. A number of apartments near South Alfred, Jefferson, South Columbus and Green Streets were either renovated and retained as multi-family dwellings, or were converted to single family row/town houses. During the late 1970's Washington Square, a mixed use town house development with residential and commercial office and retail components, was built in the 600 block of South Washington Street. Several service stations that were built on South Washington Street were constructed so that they appear to be more compatible with the residential character of the neighborhood.

During the past twelve years there have been approximately 536 new housing units constructed and 177 units renovated. During this same period four new developments have been constructed on commercial properties and buildings on three other commercial properties have been renovated (Map 3).

Recent Development Activity

-  New Residential Construction
-  Residential Renovations
-  New Commercial Construction
-  Commercial Renovations



NORTH

Potential Development and Redevelopment Sites

Because the neighborhood is near the end of a long redevelopment cycle, only five locations can be identified where development or redevelopment (or renovation) will most likely occur. These properties have the greatest potential for being redeveloped for commercial use (Map 4). The locations are:

1. The eastern half block that fronts the 600 block of South Patrick Street between Gibbon and Franklin consists of several vacant lots, an auto accessory retail store, a paint dealership, a neighborhood grocery store and soda fountain dispensing service\supplier. The zoning of these properties is I-1 which allows building heights up to 77 feet and a building density (Floor Area Ratio) of 2.5. This 46,800 square foot site could be redeveloped with a six story 117,000 square foot office building.
2. The property at the northeast corner of South Columbus and Wilkes Street is zoned C-2 and contains a small carryout sandwich shop and a parking lot. This property could be redeveloped for a multi-story office building at a medium to high density.
3. The properties at the northeast corner of South Washington Street and Gibbon Streets are zoned C-2 and C-2-B. This site is the former location of the Old Club Restaurant that ceased its business operation several years ago. During 1987 a plan was submitted to renovate and expand the existing structure for a Clyde's Restaurant and to construct a parking garage behind the existing building. This plan did not materialize. Because portions of the Old Club restaurant building are considered historical, the total redevelopment of this site is unlikely. Nevertheless, the site is zoned C-2 which allows a 3.0 Floor Area Ratio and could be developed more intensely.
4. The commercial properties in the block bounded by Jefferson, S. Washington, Green and South Columbus Streets are zoned C-2. Land uses consist small retail shops, a bank, several food establishments a cleaner and small offices. Most of the low scale two story commercial uses are focused on S. Washington Street whereas the parking supporting these uses is located along S. Columbus Street. Across from the parking lot to the west are residential uses consisting of townhouses and garden apartments. Because of its size (a City block), its high density zoning, its low density use and its excellent location this block may undergo redevelopment pressures for more intense use of the site.
5. Although outside of the immediate study area boundaries the proposed development of the Norfolk Southern property located between Duke Street, S. Henry and Wilkes Street will have a direct impact on residences abutting the property to the north and to the south. The preliminary proposal is for 650,000 square feet of office space, 170,000 square feet of hotel space, 225,000 square feet of retail space and 600 residential units.

TRANSPORTATION

The basic configuration of the street system within the Southwest Quadrant area consists of a grid pattern having north to south and east to west orientations. The 1974 Major Thoroughfare Plan classified streets throughout the City into five categories: expressways, arterials, primary collectors, residential collectors and local streets (Map 16).

The Southwest Quadrant area is bisected by three major transportation corridors. U.S. Route 1 (Patrick and Henry Streets) having a north-south orientation through the middle of the neighborhood is classified as an arterial. Also classified as an arterial is Washington Street (George Washington/Mount Vernon Parkway). This route also has a north-south orientation with an alignment along the eastern edge of the area. The third traffic corridor, U.S. Route 95 (Capital Beltway), is classified as an expressway located