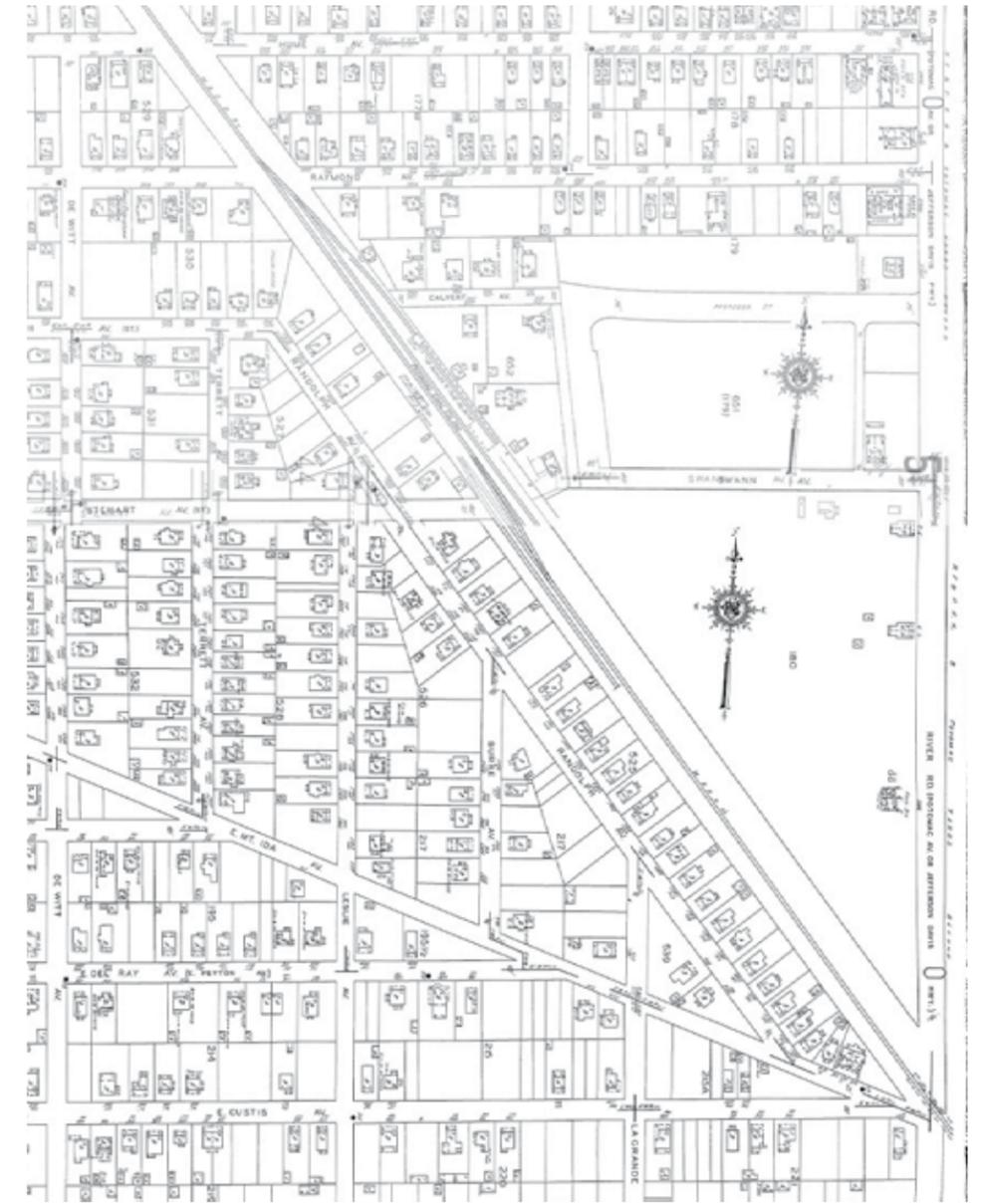


1921 Sanborn

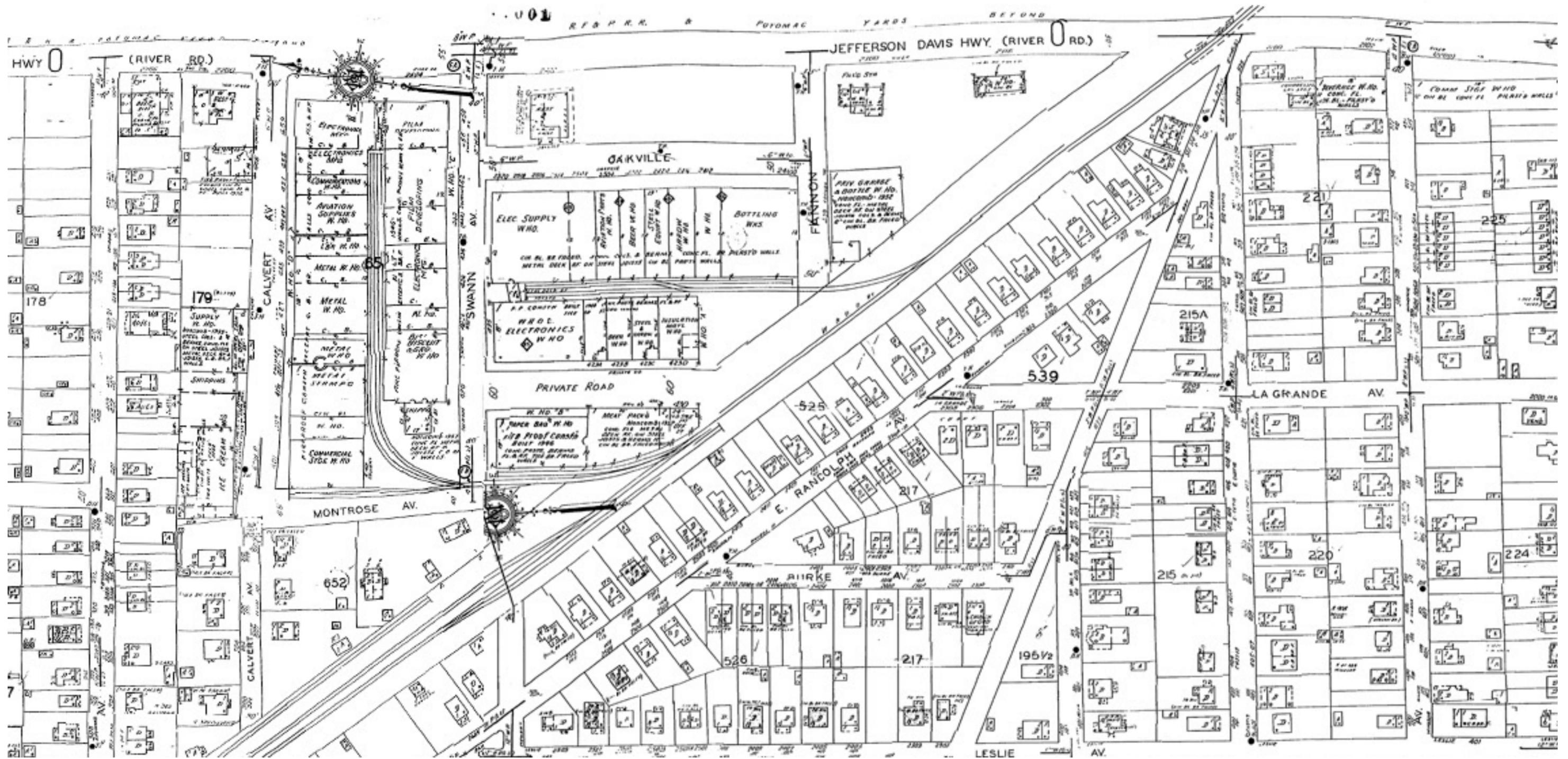


1927 Aerial



1941 Sanborn





1958 Sanborn





EXCERPTS FROM 1992 Potomac West Small Area Plan
References to Oakville Triangle
To view the 1992 Small Area Plan in its entirety, visit:
<http://www.alexandriava.gov/planning/info/default.aspx?id=44614>

Page 22

LAND USE

Industrial Land Use

The 24.3 acre Oakville Industrial Triangle (bounded by US Route 1, the abandoned W & OD right-of-way and Raymond A venue) 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, and auto related businesses. With the limited amount of industrial land in the City, this area continues to be fully-leased and its long-term viability should be considered as part of the future City-wide industrial uses study.

In addition to the Oakville Triangle, much of the frontage along the US Route 1 is industrial in character with little transition between the industrial uses and the abutting residential neighborhoods. Many of these uses include auto repair, services and sales. Additionally, there are a few restaurants, carry-outs and convenience stores.

There is also some industrial property along Leslie A venue that is primarily used for light manufacturing and warehouse purposes. Left over from a time when this portion of US Route 1 was predominantly industrial, this area is changing from industrial to a mix of quasi-industrial, heavy commercial and flex space uses, that include Fitzgerald Moving and Storage, the Georgetown University Print Shop, and the Gold Crust Bakery, offices and a private school.

Page 23

SUMMARY- LAND USE

- Land use within the Potomac West area is predominantly residential with commercial concentrated along the major thoroughfares. Industrial uses are found along the US Route 1 corridor.
- Both the *Mount Vernon Avenue Business Area Plan* and the *Arlandria Neighborhood Plans* encourage mixed use development that is pedestrian oriented and strengthens the "Main Street" type retail environment in these areas.
- There is very little vacant land available in the planning area, but there are areas that are underutilized. The City has implemented several planning tools to support the coordinated redevelopment of larger vacant or underutilized commercially zoned properties.

Page 25

EXISTING ZONING

Zoning in the Potomac West area essentially mirrors the land use pattern, with residential being the clearly predominant category. The majority of the commercial zoning is located along the major thoroughfares. Although there are uses along US Route 1 that are more industrial in nature, industrial zoning is concentrated in the Oakville Triangle. Throughout the study area, there are parcels zoned Public Open Space (POS) with the largest being Four Mile Run Park.

Page 27

Industrial Zoning

Within the study area, only the Oakville Triangle is zoned industrial. Industrial zoning allows light to medium industrial use, such as service, distribution, manufacturing and wholesale and storage facilities at low densities. The intent is that these uses will not negatively impact adjacent neighborhoods. The maximum allowable height for a building is 50 feet with the maximum allowable FAR of 0.85, an increase to 1.25 is allowed with a SUP.

Page 27

SUMMARY -ZONING

- Zoning in the Potomac West area is predominantly low to medium density residential.
- Industrial zoning is only found predominantly in the Oakville Triangle. This area should be included in a future City-wide industrial uses study.
- The commercial zoning along Mount Vern on A venue as well as the existing and proposed Coordinated Development Districts promote a mix of uses as well as pedestrian oriented commercial uses.

Page 30

Potential Development and Redevelopment Sites

Although Potomac West is largely built up, there are sites and areas that could be redeveloped over the next 10-20 years. The three most significant sites subject to major development or redevelopment are the Mt. Vernon Village Center and Birchmere sites, the Safeway/Datatel sites, and the Triangle sites. In addition, there are scattered individual sites along US Route 1, as well as a collection of parcels along the north side of East Reed Avenue, with the potential for future redevelopment. (Map 8).

Page 32

US Route 1 Corridor

Numerous properties located on the west side of US Route 1 could be considered potential redevelopment sites. The massive Potomac Yard development, currently underway on the east side of US Route 1, will change the character of this major north/south route and may lead to the redevelopment of parcels on the west side of the road. Detailed evaluation of the future use and design to complement the Potomac Yard development is needed. Currently, most of the parcels along the US Route 1 corridor are in low-intensity commercial or retail use. Many of the developable parcels are zoned CSL (Commercial Service Low), while the properties located between Hume A venue and Custis Avenue are zoned for industrial use. In many cases the commercial and industrial uses abut residential uses without adequate buffering or transition. In addition, there are residential developments at the north end of the corridor, and Potomac Yard on the east side of US Route 1 is approved for residential uses. It is also important that impacts on adjacent residential areas are minimized and may be achieved through more extensive landscaping, masonry walls, or other materials that would buffer any impacts from the commercial and industrial uses. This area offers numerous advantages for commercial or service-oriented development, with a location on a heavily-trafficked highway and excellent access to Crystal City and to Ronald Reagan Washington National Airport. This access is being enhanced by the road improvements through Crystal City and the planned realignment of the Monroe Avenue bridge.

Page 42

Urban Design

The principle industrial area is the Oakville Triangle and a strip along US Route 1. While the area has seen some multi-family residential redevelopment, the commercial and industrial frontage along US Route 1 could be generally characterized as the typical arrangement of highway oriented buildings ranging from retail and 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.

Page 48

SUMMARY- POLICY HISTORY

- 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.



- 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.
- 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.
- The City has adopted policies to preserve existing industrial areas.
- The City has designated five sites for coordinated development/redevelopment; Route 1 /East Reed Avenue Properties; Mt. Vernon Village Center/Birchmere Sites; Safeway/Datatel Sites; Triangle Sites; and Giant/CVS Sites.

Page 50

GOALS AND OBJECTIVES

The goals of the 1988 Potomac West Plan are to:

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

- 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
- redesign the industrial zones to encourage retention of existing industrial uses and to prohibit high density office development
- reduce overall heights in Potomac West to reflect the low scale character of the area
- continue existing City capital improvement, housing and commercial revitalization programs
- develop guidelines and appropriate zoning controls and incentives for development of the Mt. Vernon Village Center and the Route 1 sites
- increase and coordinate public transportation services along Mt. Vernon Avenue.

Page 52

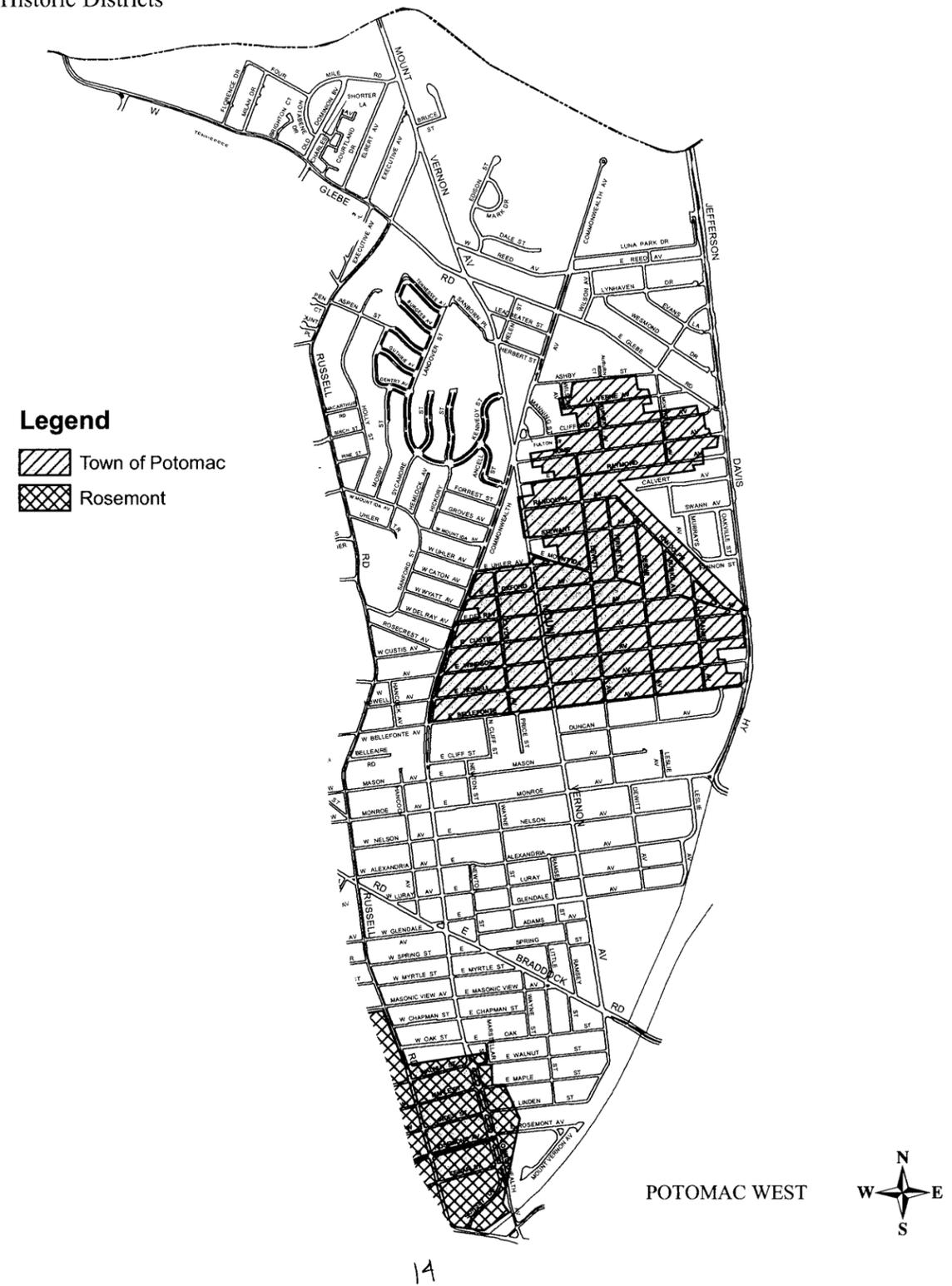
LAND USE RECOMMENDATIONS

The SAP 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. Map 10 shows the proposed changes to the land use plan...

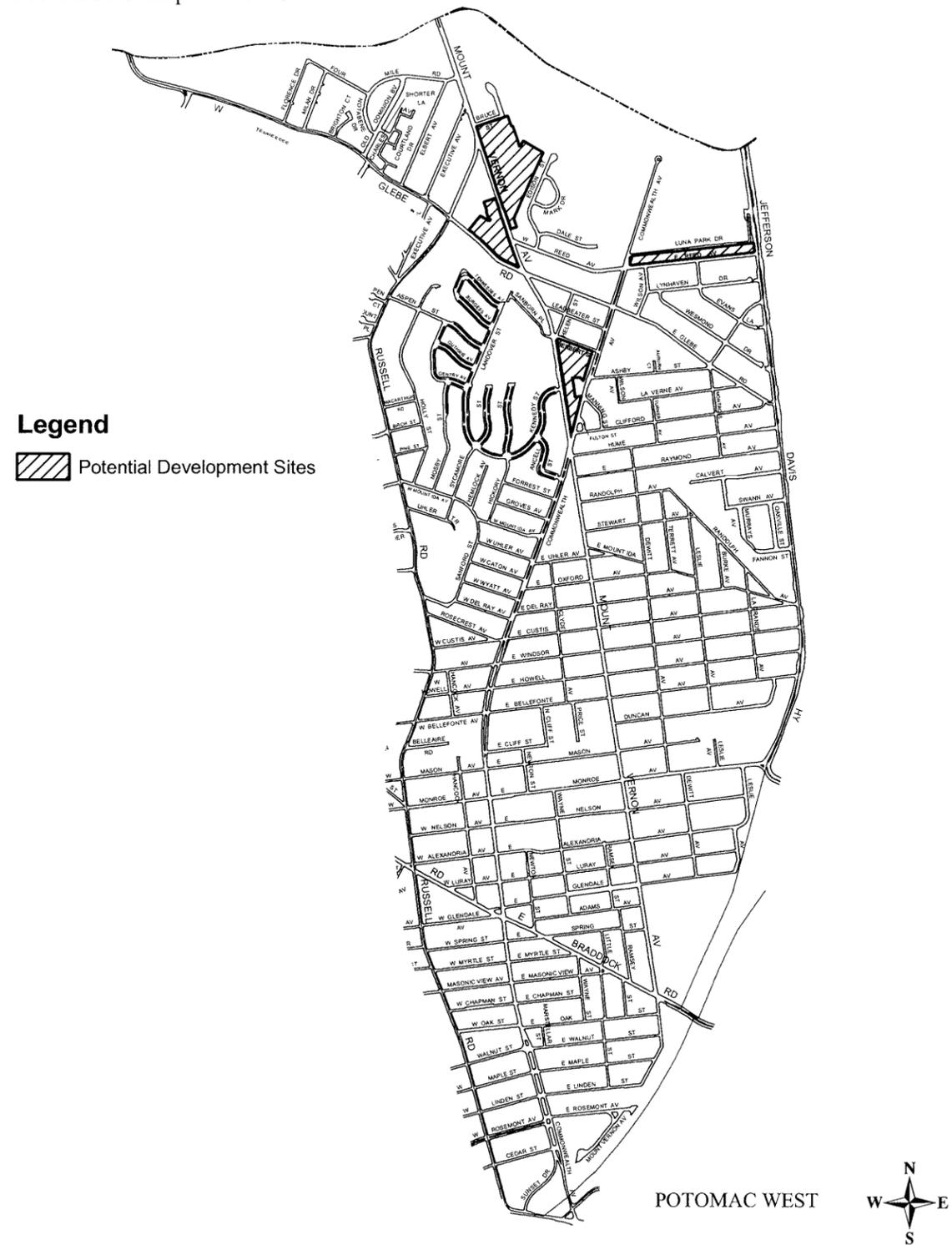
The intent of CL is to provide for the types of low scale retail, office and residential uses...The CSL designation or commercial service low, is designed for low scale commercial uses with some light industrial activity which would be compatible with nearby residential areas.

The 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.

Map 3
Historic Districts



Map 8
Potential Development Sites



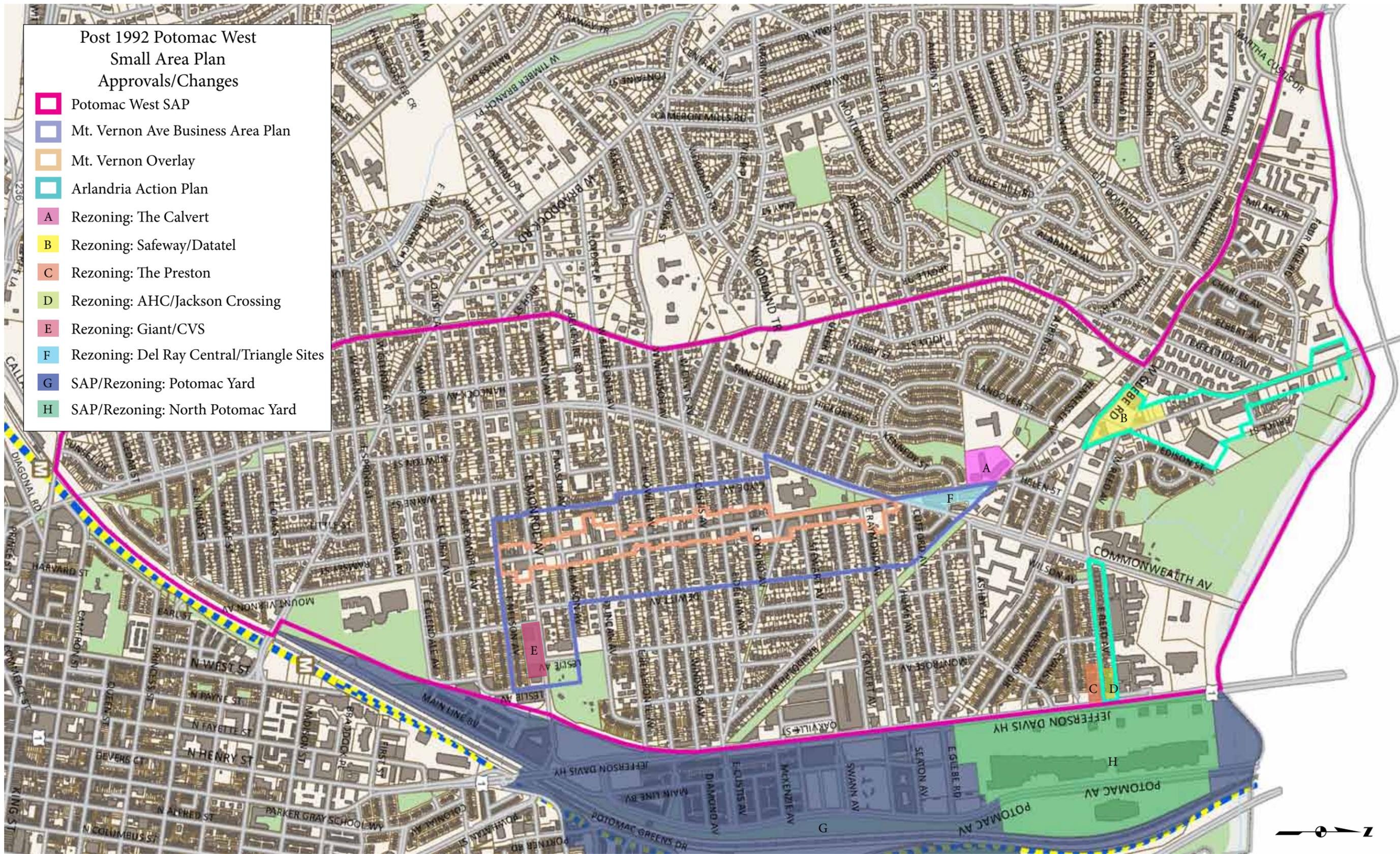
21.

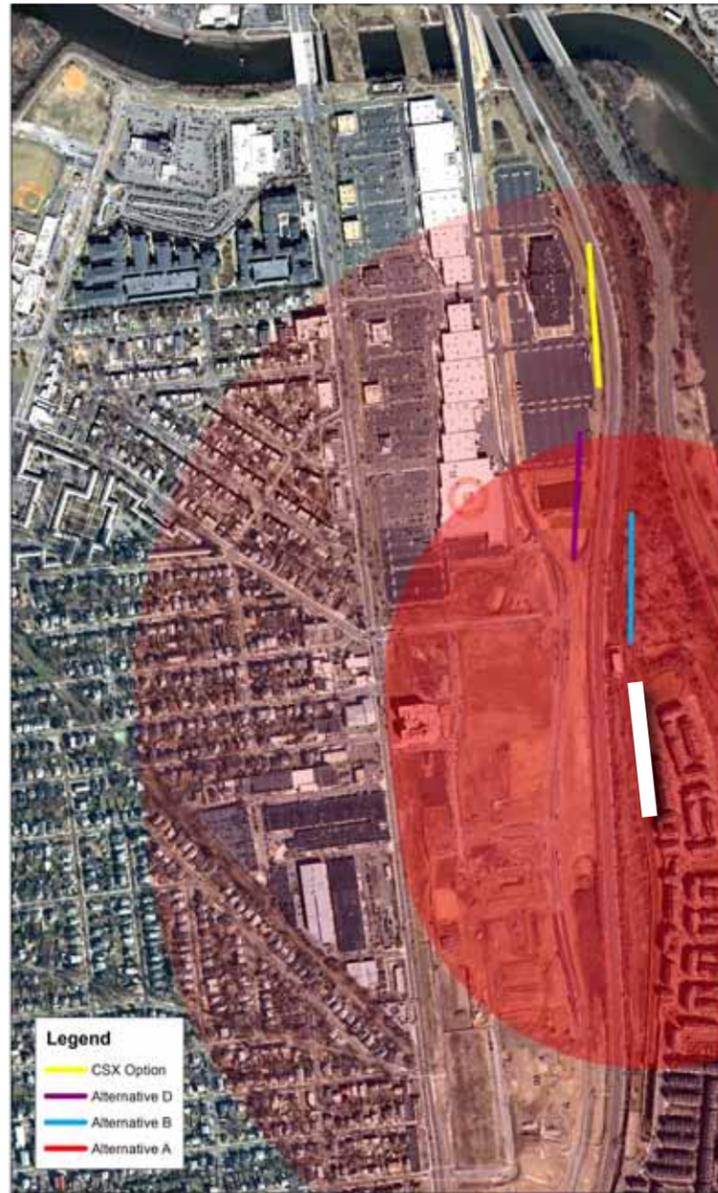
Map 9
Major Thoroughfares



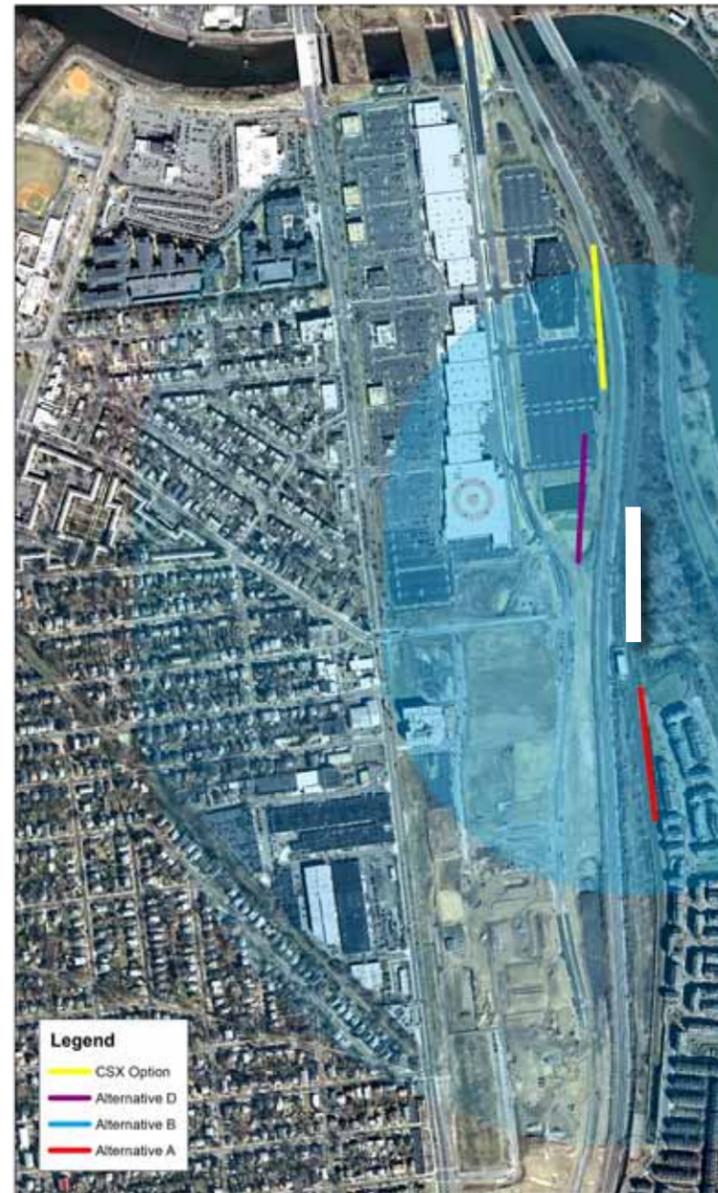
41







Alternative A



Alternative B



Alternative D



CSX Option

Note:
 Darker circle - 0.25 mi
 Lighter circle - 0.5 mi



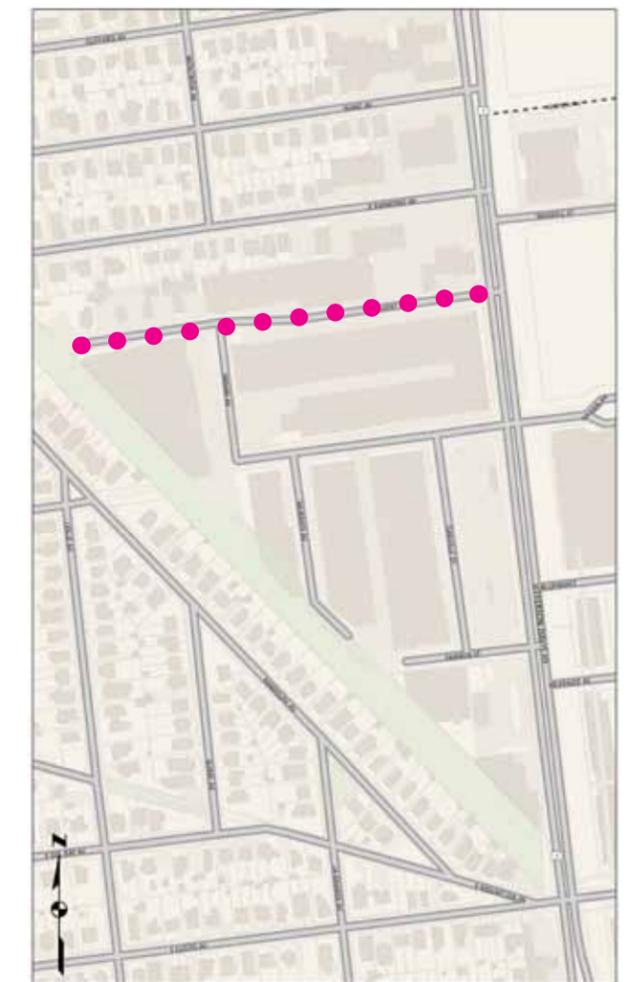


CONTEXT KEY:
Pictures (left) taken from Google Streetview
from various points along marked roads (below)





CONTEXT KEY:
 Pictures (left) taken from Google Streetview
 from various points along marked roads (below)





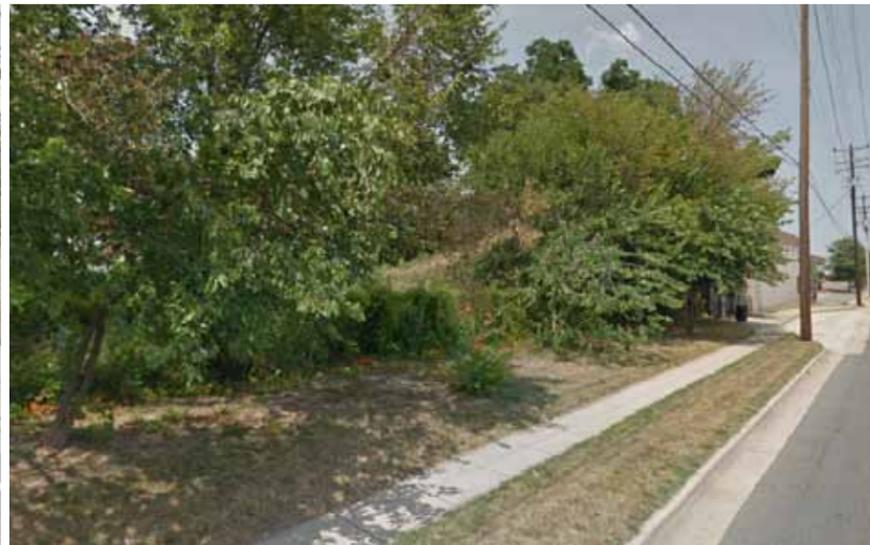
Raymond Ave



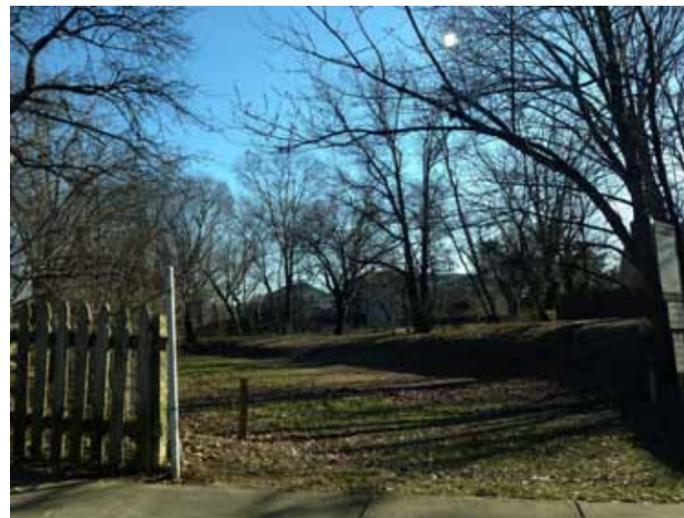
Randolph Ave



Raymond Ave



Route 1

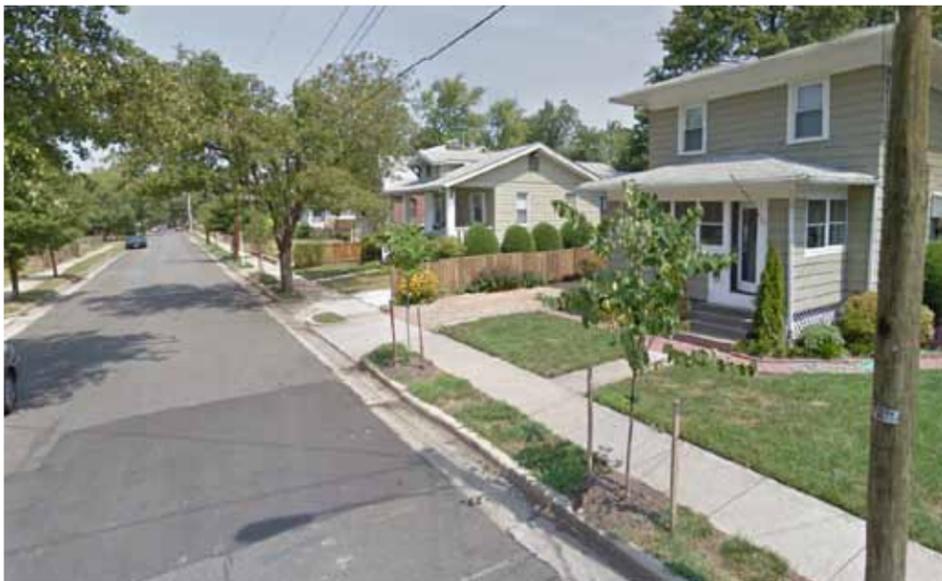
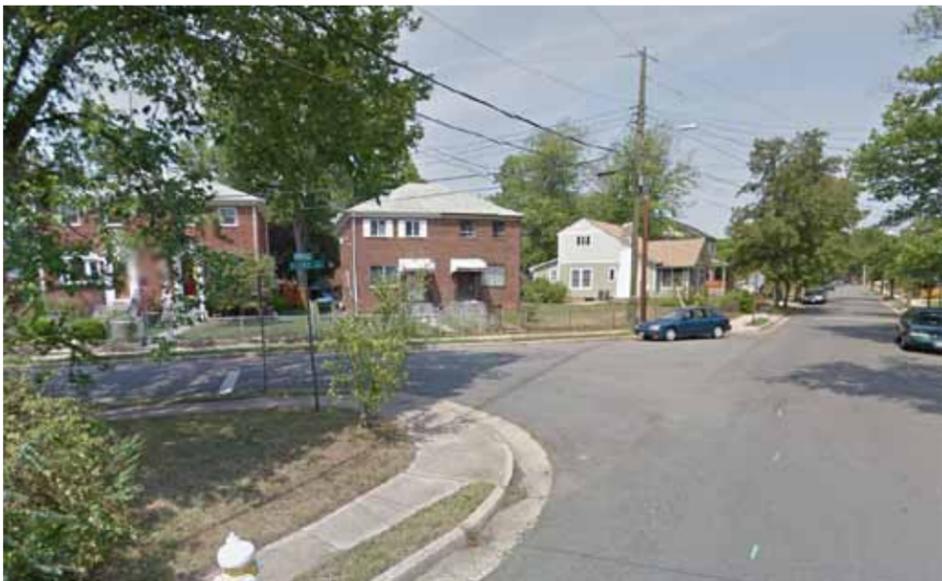


Hume Ave



CONTEXT KEY:
Pictures (left) taken from Google Streetview
from various points along marked roads (below)





CONTEXT KEY:
Pictures (left) taken from Google Streetview
from various points along marked roads (below)





CONTEXT KEY:
Pictures (left) taken from Google Streetview
from various points along marked roads (below)





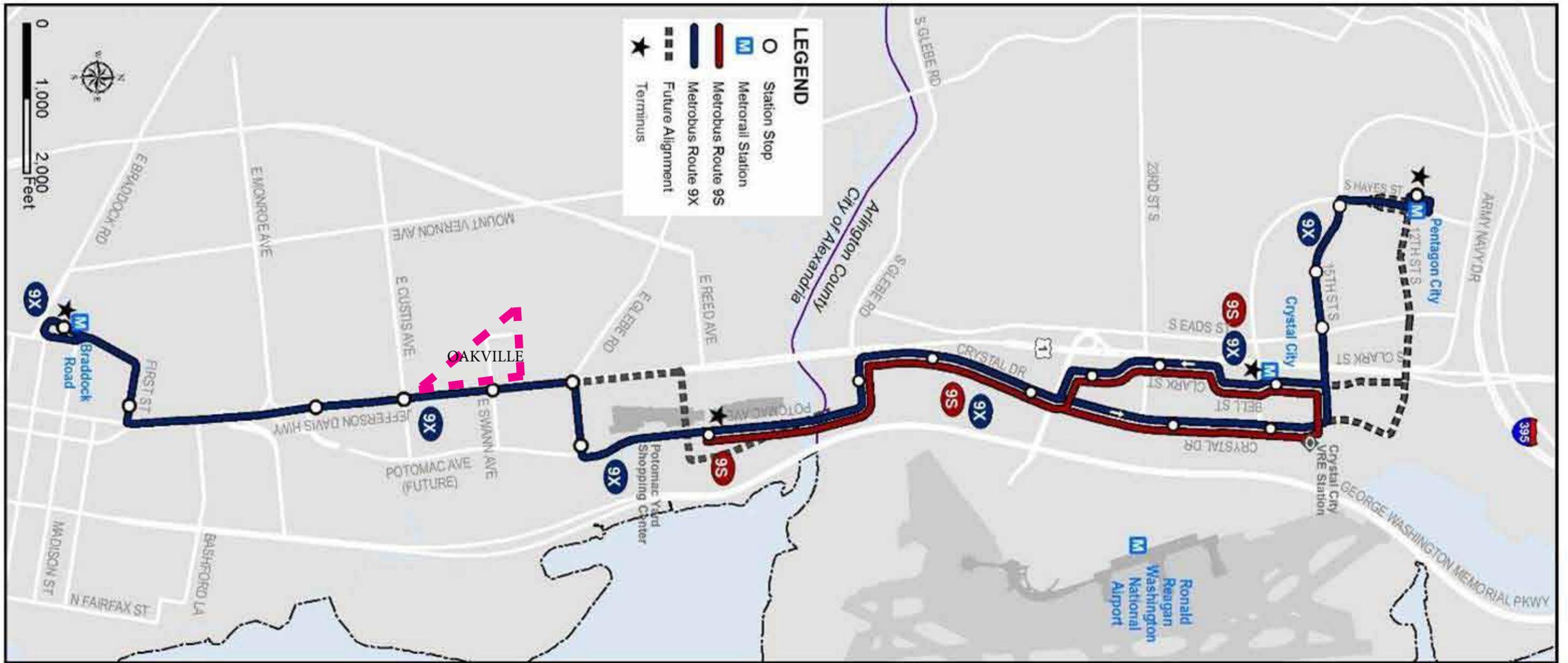
CONTEXT KEY:
Pictures (left) taken from Google Streetview
from various points along marked roads (below)

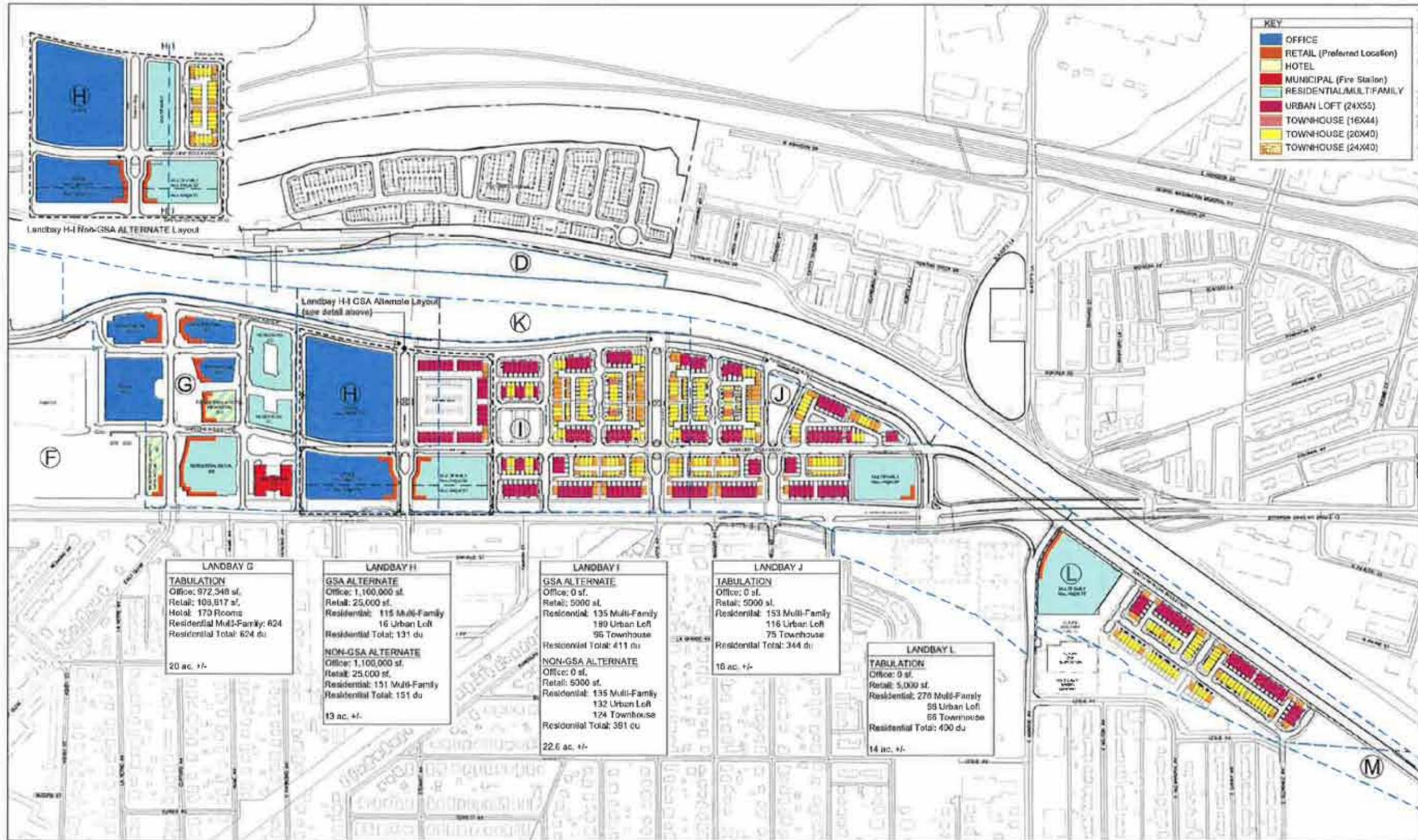




CONTEXT KEY:
 Pictures (left) taken from Google Streetview
 from various points along marked roads (below)







August 22, 2012 | LDR#2033155

LandDesign

NOTE:
GRAPHIC FOR ILLUSTRATIVE PURPOSES ONLY.
SITE PLAN SUBJECT TO CHANGE.

Potomac Yard

Working Plan

