CITY OF ALEXANDRIA, VIRGINIA

PROJECT BRIEF

A Compilation of Existing Conditions, Plans, and Policies for Reference during the Old Town North Small Area Plan Update Planning Process

FINAL
DECEMBER 2015

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(OTN SAP Update Webpage)
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INTRODUCTION

Project Brief Document
The existing 1992 Old Town North Small Area Plan (1992 OTN SAP) is one of 18 small area plans that make up the City of Alexandria, Virginia’s Master Plan. Located in the northeastern part of the City, Old Town North is bordered by the Potomac River to the east, Oronoco Street to the south, the southern end of Daingerfield Island to the north, and Washington Street generally to the west.

Over the 17-month period extending from September 2015 to January 2017, the City and community will work together to Update the 1992 Old Town North Small Area Plan (OTN SAP Update). As the planning process gets underway, this Project Brief can serve as a reference tool for community stakeholders, policy makers and staff. It summarizes existing conditions, plans and policies pertaining to Old Town North.

Old Town North Small Area Plan Update Timeline
The Update to the existing 1992 OTN SAP is part of the City Council approved Fiscal Year 2016 Interdepartmental Long Range Planning Work Program (FY 2016 Work Program) with the following anticipated timeline for the OTN SAP Update:

- Preparatory Staff Work/Related Technical Analysis: March – August 2015
- Plan Approval/Adoption: January 2017

The planning and civic engagement stage of this process occurs between September 2015 and December 2016 beginning with the appointment of the Old Town North Small Area Plan Advisory Group (Advisory Group). However, staff was tasked with starting pre-planning and related technical analysis work between March and August 2015 to ensure there would be ample data gathering, analysis, and other preparatory work completed to jump start the planning and civic engagement stage. This Project Brief summarizes information accumulated during the pre-planning stage.

OTN SAP Advisory Group
A 21 member Advisory Group has been appointed by the City Manager with representation by various community and City-wide stakeholder groups as designated in City Council Resolution 2682. Additionally, an interdepartmental project team led by the Planning and Zoning Department will work in close collaboration with the Advisory Group and the community on this planning process. An OTN SAP Update Work Plan will guide the planning process in accordance with the above timeline and will include regular public meetings of the Advisory Group as well as other activities to foster community participation and involvement throughout the planning process. An OTN SAP Update Work Plan Diagram is included as Figure 1 and is subject to change and will be updated accordingly as the planning process continues.
* This Work Plan is subject to change and will be updated accordingly as the planning process continues. Last Updated 12/11/2015
Why an Old Town North Small Area Plan Update Now?

Planning Context
The 1992 OTN SAP was preceded by two other small area planning efforts for Old Town North:

- 1974 City Master Plan, which provided recommendations for Planning District 1, including Old Town North; and
- 1988 OTN SAP, which was approved by the Planning Commission. This plan was not adopted.

Related planning efforts for the community include:

- The City’s designation as a Historic District, part of which extends to the planning area along, and adjacent to, Washington Street (George Washington Memorial Parkway).
- 1978 Alexandria Waterfront Plan, which divided the Waterfront into three distinct sectors – north, south, and central – and calls for mixed-use development, preservation of open space, and a continuous promenade and bicycle path in the northern sector which overlaps with part of Old Town North.
- 1981 Settlement Deed between the United States and the City that designates certain parcels along the Waterfront, including some in Old Town North, as City-owned public open space.
- Series of 1981 Settlement Deeds between the United States and private property owners along the Waterfront, which require a 25-foot wide continuous and accessible public walkway; and
- 2012 Alexandria Waterfront Plan, an Overlay Plan reinforcing planning principles in the 1992 OTN SAP such as multi-modal connections, walkability, Waterfront public access, and visual and physical connectivity.

Transformation over Time
During the 19th century, farming and industry in Old Town North had grown due to the area’s proximity to the Potomac River which served as an entry port for the movement of goods from river to the Chesapeake and Ohio Canal, via the Alexandria Canal, and later from the river to the Washington and Ohio Railroad. For the latter part of the 20th century, many factors contributed to the area’s transition to the mixed-use neighborhood it is today with multi-modal connections to neighborhoods to the north, west and south and to Washington, DC and the greater Washington Metropolitan Region.

The change to a mixed-use character began earnestly in the 1960s when industry began to slow for various reasons such as antiquated factories and changes in shipping technology and land prices, leaving an opportunity for redevelopment in this area. Much of the redevelopment that followed was office with some hotels and residential uses. The 1992 OTN SAP stressed the need for a more balanced mix, including retail focus areas and more residential.

Today, Old Town North has further evolved into a defined community with a mixture of uses and a series of remaining development parcels that are now more likely positioned for redevelopment. It is important to ensure the right tools are in place to help guide these remaining redevelopment opportunities in a manner that builds on the 1992 OTN SAP and is consistent with the community’s vision.
OLD TOWN NORTH PLANNING AREA

Geographical Description and Character

Boundaries and Size
The City has a population of approximately 145,000 people over a 15-square mile area.

The 1992 OTN SAP reflects the same boundaries as noted in the 1974 City Master Plan. No changes to those boundaries are anticipated in this Update. The boundaries are the Potomac River to the east, the southern end of Daingerfield Island to the North, Oronoco Street to the south and Washington Street generally to the west.

Immediately south of Old Town North is the Old Town plan area with historic King Street within easy walking distance; to the west is the Braddock Road Metro Station plan area where the Braddock Metro Center is spurring redevelopment; and to the north is the Potomac Yard plan area, which is transforming the old Potomac Yard rail yard into a regional mixed use area which will also include a new Metro station.

The 2015 estimated population of Old Town North is 3,118 people. The plan area is approximately 169 acres based on preliminary Land Use tabulation shown on Page 11. See Figure 2 for the Plan Boundaries within a contextual setting.

Demographics

<table>
<thead>
<tr>
<th>OLD TOWN NORTH DEMOGRAPHICS</th>
<th>1970(^1)</th>
<th>1990(^2)</th>
<th>2010(^2)</th>
<th>2015(^3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>2,010</td>
<td>2,087</td>
<td>2,764</td>
<td>3,118</td>
</tr>
<tr>
<td>Housing Units</td>
<td>1,180</td>
<td>1,413</td>
<td>2,045</td>
<td>2,280</td>
</tr>
<tr>
<td>Households</td>
<td>1,069</td>
<td>1,349</td>
<td>1,880</td>
<td>2,101</td>
</tr>
<tr>
<td>Population in Household(^4)</td>
<td>2,010</td>
<td>2,081</td>
<td>2,755</td>
<td>3,101</td>
</tr>
<tr>
<td>Average Household Size(^4)</td>
<td>1.88</td>
<td>1.54</td>
<td>1.47</td>
<td>1.48</td>
</tr>
</tbody>
</table>

2010 Old Town North Population by Age and Race

<table>
<thead>
<tr>
<th>OLD TOWN NORTH POPULATION BY AGE AND RACE(^5)</th>
<th>up to 19</th>
<th>20-24</th>
<th>25-34</th>
<th>35-44</th>
<th>45-54</th>
<th>55-64</th>
<th>65 &amp; over</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>82</td>
<td>72</td>
<td>397</td>
<td>324</td>
<td>357</td>
<td>482</td>
<td>436</td>
</tr>
<tr>
<td>African American</td>
<td>101</td>
<td>12</td>
<td>37</td>
<td>43</td>
<td>52</td>
<td>68</td>
<td>184</td>
</tr>
<tr>
<td>Hispanic</td>
<td>20</td>
<td>6</td>
<td>23</td>
<td>22</td>
<td>24</td>
<td>20</td>
<td>27</td>
</tr>
<tr>
<td>Asian</td>
<td>3</td>
<td>4</td>
<td>21</td>
<td>21</td>
<td>9</td>
<td>6</td>
<td>16</td>
</tr>
</tbody>
</table>

\(^1\) 1970 from Alexandria Department of Planning and Zoning, 1992 OTN SAP
\(^2\) 1990 and 2010 from Decennial Census
\(^3\) 2015 data based on development projects occupied since 2010, with 1.6 persons per household assumed for new development
\(^4\) Population in Household and Average Household Size does not include population in group quarters (one known)
\(^5\) 2010 from Decennial Census, minus “Other” Category
**Education and Income Estimates**

The U.S. Census Tracts which span the Old Town North planning area include 3 Block Groups. Because some block groups straddle other adjacent areas, the following numbers are not exact. In addition, they are based on the 2009 – 2013 American Community Survey which consists of random surveys during non-decennial years. The following information therefore represents best estimates for purposes of this Project Brief to provide a sense of the education and income characteristics of the area.

<table>
<thead>
<tr>
<th>Line #1</th>
<th>Total Population: 250</th>
<th>No Schooling: 23</th>
<th>Less than High School: 94</th>
<th>High School Diploma or GED: 133</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line #2</td>
<td>Total Population: 438</td>
<td>Some College: 341</td>
<td>Associate’s Degree: 97</td>
<td></td>
</tr>
<tr>
<td>Line #3</td>
<td>Total Population: 902</td>
<td>Bachelor’s Degree: 902</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line #4</td>
<td>Total Population: 1,160</td>
<td>Master’s Profession or Doctorate Degree: 1,160</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Old Town North Census Block Groups Median Household Income in Past 12 Months**

(2009 – 2013 American Community Survey Estimates)

<table>
<thead>
<tr>
<th>Households</th>
<th>Income Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>521</td>
<td>$0 – 49,999</td>
</tr>
<tr>
<td>449</td>
<td>$50,000 - $99,999</td>
</tr>
<tr>
<td>437</td>
<td>$100,000 - $149,000</td>
</tr>
<tr>
<td>209</td>
<td>$150,000 - $199,999</td>
</tr>
<tr>
<td>386</td>
<td>$200,000 +</td>
</tr>
</tbody>
</table>
Employment

OLD TOWN NORTH EMPLOYMENT

<table>
<thead>
<tr>
<th></th>
<th>1980</th>
<th>1990</th>
<th>2000</th>
<th>2015(^6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees in Old Town North</td>
<td>4,103</td>
<td>11,578</td>
<td>13,923</td>
<td>9,745</td>
</tr>
<tr>
<td>Employees in Alexandria</td>
<td>64,600</td>
<td>76,199</td>
<td>96,464</td>
<td>108,700</td>
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</tbody>
</table>

See Figure 3 for Employment Density Map

Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>2015 Land Use(^7)</th>
<th>% of Total*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acreage</td>
<td></td>
</tr>
<tr>
<td>Residential-Single Family Detached</td>
<td>0.8</td>
<td>0.47</td>
</tr>
<tr>
<td>Residential-Single Family Attached</td>
<td>10.3</td>
<td>6.06</td>
</tr>
<tr>
<td>Residential-Multi-Family</td>
<td>36.9</td>
<td>21.74</td>
</tr>
<tr>
<td>Retail/ Service</td>
<td>8.2</td>
<td>5.18</td>
</tr>
<tr>
<td>Hotel/ Motel</td>
<td>5.4</td>
<td>3.18</td>
</tr>
<tr>
<td>Mixed Residential with Retail</td>
<td>1.5</td>
<td>0.88</td>
</tr>
<tr>
<td>Mixed Office with Retail</td>
<td>2.0</td>
<td>1.17</td>
</tr>
<tr>
<td>Office</td>
<td>25.1</td>
<td>14.79</td>
</tr>
<tr>
<td>Warehouse</td>
<td>3.6</td>
<td>2.12</td>
</tr>
<tr>
<td>Institutional</td>
<td>3.0</td>
<td>1.76</td>
</tr>
<tr>
<td>School</td>
<td>0.7</td>
<td>0.41</td>
</tr>
<tr>
<td>Recreation and Parks</td>
<td>6.4</td>
<td>3.77</td>
</tr>
<tr>
<td>Common Area</td>
<td>11.2</td>
<td>6.59</td>
</tr>
<tr>
<td>Transportation</td>
<td>3.0</td>
<td>1.76</td>
</tr>
<tr>
<td>Utility</td>
<td>50.7</td>
<td>29.8</td>
</tr>
<tr>
<td>Vacant</td>
<td>0.9</td>
<td>0.53</td>
</tr>
<tr>
<td>Grand Total</td>
<td>169.7</td>
<td>100.21</td>
</tr>
</tbody>
</table>

* Percentages may not total to 100 due to rounding

\(^6\) 2015 Employment based on building area with standard employment density factors for use, controlled to citywide total employment

\(^7\) Land Use information is preliminary based on City of Alexandria Real Estate Data Parcel Land Use Code
FIGURE 2 – PLAN BOUNDARIES WITHIN CONTEXTUAL SETTING
FIGURE 3 – EMPLOYMENT DENSITY MAP
**Land Use Context**

The City’s 1974 Master Plan made a series of recommendations for Planning District 1 with the following specific recommendations for Old Town North:

- Protect the appearance of Washington Street as the gateway to Planning District 1
- Encourage the relocation of industrial uses from Planning District 1 to more appropriate sections when one or more the following conditions are present:
  - Close proximity to single family homes.
  - New uses being planned.
  - Obsolescence of buildings.
  - Environmental hazards.

- Redevelopment of the Alexandria Waterfront including:
  - Replacement of older industrial and storage uses.
  - Removal of railroad tracks from Union Street.
  - Development of the Union Street Corridor.
  - Construction of hotel/motel conference facilities in the north riverfront area.
  - Provision for a continuous pedestrian walkway between Jones Point and Daingerfield Island National Parks.
  - Encouragement of new high density residential and office development in the North Waterfront area.
  - Limit residential density east of Lee Street to no more than 40 units per acre.
  - Creation of parks and recreation areas and assure public access to the water.

The 1974 Master Plan’s Long Range Land Use Plan shows the Old Town North planning area east of Fairfax as being mixed use. From First Street south, the study area was to have commercial uses along the blocks east of Washington Street. A strip through the center of the study area was to be residential medium with the exception of the Ficklin School in the area of N. Royal and Second Streets. See [Figure 4 – 1974 Master Plan (Map 5)].

The 1975 Report of Committee on Potential Growth Areas recommended a park along the river, including a bike path and public marina. The committee did not want office buildings to predominate. Instead, low density townhouses were to be mixed with higher density uses. It stated that no more than 800,000 square feet of office space or 2,100 dwelling units should be built in the area.

The 1986 Old Town North Plan that was approved by the City’s Planning Commission recommended that a number of sites be rezoned to mixed use, including parcels on the Waterfront north of Oronoco Bay and along the west side of Fairfax Street. Other sites were to be rezoned to residential, commercial or park zoning. Two re-zonings were recommended by the 1986 Plan for further study: the rezoning of the WMATA bus barn from I-1 to medium residential; and the amendment of the W-1 zone so that hotels could be erected in a W-1 zone. This plan was not adopted.
Vision and Goals: 1992 Old Town North Small Area Plan

1992 Old Town North Small Area Plan goals, recommendations and urban design objectives are described below with associated maps reflecting land use, zoning, thoroughfares, development/redevelopment sites, heights, retail focus areas, and urban design areas.

1992 OTN SAP Land Use Goals including the post-adoptions amended language in italics:
- **Mix of Uses** - Attainment of a mix of uses that increases the existing residential component, establishes a health retail component, and helps to mitigate the ever representation of office use in recent developments; establish a healthy neighborhood serving retail component to complement the residential and office use.
- **Height Limitations** - Creation of Establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas.
- **Urban Design** - Utilize an urban design and review process that reinforces the desired urban character; assure development of a height and mass that are human scale and compatible with adjacent low-rise uses, both current and proposed; require buildings that are “friendly” and interact with the street; and establish an appealing, compatible architectural aesthetic for the area.
- **Active Uses** - Development of a sense of place and vitality of experience for people living in or visiting the area by reinforcing and enlivening the Waterfront and developing other planned focal areas of visitor and neighborhood activity; Promotion of uses and activities which make Old Town North a more lively area including evening hours.
- **Strong Streetscape** - Creation and reinforcement of a strong and inviting street-scapes and a traffic pattern that visually relates to the area, including the Old and Historic District.
- **Gateway** - Revitalization of the North Washington Street corridor and enhancement of the “Gateway” character of the George Washington Memorial Parkway.
- **Sight Lines** - Protection of sight lines that allow critical views of the water from streets perpendicular to it when they end at the water as well as other attractive features of Alexandria that enhance views and allow a sense of orientation.
- **Maximize Open Space** - Better use of the open space available in Old Town North so that it is attractive and active, a place that draws people to enjoy the outdoor environment.

1992 OTN SAP Urban Design Objectives ([See Figure 5 – 1992 Urban Design Subareas](Map 7))
- Reinforce critical pathways.
- Expand and reinforce a sense of residential community.
- Encourage a streetscape that is inviting to the pedestrian.
- Use open space to help compose a pleasing rhythm to the street through an inviting sequence of open and enclosed spaces.
- Foster a sense of arrival and of vital activity including boating, fishing and other water related activities at the water’s edge.
- Orient buildings toward the street.
- Encourage location of specific siting or uses within mixed use blocks and at points of zone transition so as to advance the overall urban design objectives.
- Create transition areas and buffers between incompatible uses.
- Achieve coordinated and varied use of materials to enrich the architectural fabric of the area.
FIGURE 4– 1974 MASTER PLAN (MAP 5)
FIGURE 5 – 1992 URBAN DESIGN SUBAREAS

Map 7
Urban Design Subareas (1992)
1. Gateway
2. Reinforce Residential
3. Waterfront
4. Transition & Buffer
5. Retail Focus Areas

Old Town North Area
The Charrette

**Definition**
The OTN SAP Update Work Plan utilized a Charrette as one of the planning tools in November 2015 to kick off the OTN SAP Update planning process. The National Charrette Institute™ defines ‘Charrette’ as “a multiple-day collaborative design and planning workshop held on-site and inclusive of all affected stakeholders.” A draft version of this Project Brief was helpful to all stakeholders in preparing for the Charrette. This final version will facilitate the overall OTN SAP planning process by ensuring everyone has access to information regarding existing plans, policies, and data collection for the planning area.

**Further Groundwork for the Charrette**
The OTN SAP Update Work Plan consists of a series of tasks led by the Advisory Group, with community input, some of which have been completed in preparation for the Charrette. These tasks extend beyond the existing data contained in this Project Brief. They relate to the development of the OTN SAP Update Framework Elements consisting of draft goals and objectives to help shape the vision for OTN’s future. These Framework Elements are organized by the following planning categories:

- Planning, Urban Design and Land Use
- Transportation and Circulation
- Housing
- Infrastructure & Environmental Sustainability
- Open Space, Recreation & Cultural Activities
- Historic Preservation
- Economic Development
- Implementation

**Charrette Process**
The OTN SAP Charrette was held from **November 16 to November 20th** at a vacant suite in neighborhood-based Canal Center, allowing a self-sufficient environment with adequate space for public meetings, Charrette Team meetings, studio work, and the display of information for public review. The hours of the Charrette were 8:00 am to 9:00 pm, over the 5 day period. See **Figure 6** for the Charrette Schedule.

The Charrette was organized as a 5-day event:

- **Day 1** consisted of a series of activities hosted by members of the Advisory Group, including a Community Tour of the planning area in the morning, an Open House of the Charrette venue in the afternoon, and a public meeting (Public Meeting #1) in the evening. The purpose of the public meeting was to generate ideas from the community and other stakeholders on the draft planning categories, goals and objectives.

- **Day 2** was organized to give the Charrette Team an opportunity to graphically depict the ideas and themes from Public Meeting #1 into design concepts for review and input from the community.

- **Day 3** the Charrette Team continued the process of developing design concepts in preparation for Public Meeting #2 that evening during which the community provided additional feedback.
• **Day 4** using the community’s feedback from Public Meeting #2, the Charrette Team began synthesizing the design concepts into a Draft Plan Framework Elements.

• **Day 5** resulted in the production of the Draft Plan Framework goals, objectives and design concepts for a final presentation to the community and closing with an evening celebration, recognizing that all elements are subject to study and testing in future phases of the planning process.

**Community Involvement**

The Charrette schedule included a series of varied events and opportunities for community involvement, including self-guided tours, an Advisory Group hosted community tour, open houses and public meetings over the course of the 5 day Charrette process. The timing of the events and continuous access to the Charrette space meant that the community had the flexibility in terms of visiting the venue, interacting with the staff, leaving comments or tuning in online.

**Charrette Team**

While the community helped guide this process with ideas and input to shape the Plan Framework Elements, the Charrette Team consisting of City Staff, Advisory Group representation and other stakeholders worked on translating them into graphic format for further review and input from the community. Goals, objectives and design concepts generated by the Charrette Team were exhibited at the event space as well as uploaded online to allow the community to review the work and give immediate feedback. See **Figure 7** for a list of the Charrette Team members by profession or position.
## 5-DAY CHARRETTE SCHEDULE

<table>
<thead>
<tr>
<th>Day 1</th>
<th>Day 2</th>
<th>Day 3</th>
<th>Day 4</th>
<th>Day 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, Nov 16</td>
<td>Tuesday, Nov 17</td>
<td>Wednesday, Nov 18</td>
<td>Thursday, Nov 19</td>
<td>Friday, Nov 20</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>Set-up</td>
<td>Set-up</td>
<td>Set-up</td>
<td>Set-up</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>Team Meeting</td>
<td>Team Meeting</td>
<td>Team Meeting</td>
<td>Team Meeting</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>Community Tours (AG Host)</td>
<td>Alternative Concepts Development</td>
<td>Alternative Concepts Development</td>
<td>Preferred Plan Synthesis</td>
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<tr>
<td>11:00 AM</td>
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<td>Plan Development</td>
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<td>1:00 PM</td>
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<tr>
<td>9:00 PM</td>
<td>Close-up</td>
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</tbody>
</table>

Location:
44 Canal Center Plaza, 4th Floor
Alexandria, VA 22314

For detailed information about these events, please visit the Old Town North Small Area Plan Update webpage; or contact Nancy Williams, Principal Planner nancy.williams@alexandriava.gov, 703.746.3858.

* The public is welcome to walk in at anytime during the charrette.
** Child care will be provided.
### FIGURE 7 – CHARRETTE TEAM

#### CORE CHARRETTE TEAM

<table>
<thead>
<tr>
<th>Role</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Architect</td>
<td>[P&amp;Z]</td>
</tr>
<tr>
<td>Landscape Architect</td>
<td>[F&amp;AZ]</td>
</tr>
<tr>
<td>Planners</td>
<td>[F&amp;AZ]</td>
</tr>
<tr>
<td>Urban Designers</td>
<td>[F&amp;AZ]</td>
</tr>
<tr>
<td>Renderer</td>
<td>[F&amp;AZ]</td>
</tr>
<tr>
<td>Transportation Planner (Complete Streets/Bike-Ped Planner)</td>
<td>[T&amp;ES]</td>
</tr>
<tr>
<td>Transportation Engineer (modeler)</td>
<td>[T&amp;ES]</td>
</tr>
<tr>
<td>Transit Planner</td>
<td>[T&amp;ES]</td>
</tr>
<tr>
<td>Parking Planner</td>
<td>[T&amp;ES]</td>
</tr>
<tr>
<td>Civil Engineer</td>
<td>[T&amp;ES, Site Plan]</td>
</tr>
<tr>
<td>Housing Analyst</td>
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</tr>
<tr>
<td>Real Estate Assessor</td>
<td>[REA]</td>
</tr>
<tr>
<td>Development Director</td>
<td>[AR-HA]</td>
</tr>
<tr>
<td>Civil Engineer(s)</td>
<td>[OEC]</td>
</tr>
<tr>
<td>City Energy Manager</td>
<td>[City]</td>
</tr>
<tr>
<td>Sustainability/Renewable Energy Experts</td>
<td>[NRG]</td>
</tr>
<tr>
<td>Park Planner</td>
<td>[RPCA]</td>
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<tr>
<td>Landscape Architect</td>
<td>[RPCA]</td>
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<tr>
<td>Arborist</td>
<td>[RPCA]</td>
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<tr>
<td>National Parks Service Planner</td>
<td>[NPS]</td>
</tr>
<tr>
<td>Waterfront/Marina Expert</td>
<td>[RPCA]</td>
</tr>
<tr>
<td>Park Programmer (Event Coordinator)</td>
<td>[RPCA, P&amp;Z]</td>
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<tr>
<td>Public Art Professional</td>
<td>[RPCA]</td>
</tr>
<tr>
<td>Archaeologist</td>
<td>[CHA]</td>
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<tr>
<td>Preservation Planner</td>
<td>[F&amp;Z]</td>
</tr>
<tr>
<td>Architectural Historian</td>
<td>[CHA, F&amp;Z]</td>
</tr>
<tr>
<td>Event Coordinator</td>
<td>[CHA]</td>
</tr>
<tr>
<td>Economic Development Expert</td>
<td>[AEPD]</td>
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<tr>
<td>Broker (Commercial &amp; Retail)</td>
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<tr>
<td>Small Business Expert</td>
<td>[SIBOC]</td>
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<tr>
<td>Hospitality Expert</td>
<td>[Visit Alexandria]</td>
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<tr>
<td>Placemaking/Retail Consultant</td>
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<td>Renderer</td>
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#### SUPER CORE CHARRETTE TEAM

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<td>Urban Designers</td>
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<tr>
<td>Renderer</td>
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<td>Transportation Planner (Complete Streets/Bike-Ped Planner)</td>
<td>[T&amp;ES]</td>
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<tr>
<td>Transportation Engineer (modeler)</td>
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<tr>
<td>Housing Analyst</td>
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<tr>
<td>Civil Engineer</td>
<td>[OEC]</td>
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<td>Sustainability/Renewable Energy Experts</td>
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<td>Park Planner</td>
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<tr>
<td>Landscape Architect</td>
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<tr>
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<td>[OHA]</td>
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<td>Preservation Planner</td>
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<tr>
<td>Economic Development Expert</td>
<td>[AEPD]</td>
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<tr>
<td>Placemaking/Retail Consultant</td>
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<tr>
<td>Renderer</td>
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<tr>
<td>Green Infrastructure Expert</td>
<td>[NRG, WEF]</td>
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<tr>
<td>Architect - Historic &amp; Contemporary</td>
<td>[NPS]</td>
</tr>
<tr>
<td>Affordability Expert</td>
<td>[AHAAC]</td>
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<tr>
<td>Health Department (Health &amp; Fitness)</td>
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<tr>
<td>Public Safety Department</td>
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<td>Code Administration</td>
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<tr>
<td>Office of Communications &amp; Public Information</td>
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<tr>
<td>City Attorney</td>
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<tr>
<td>Alexandria City Public Schools</td>
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<tr>
<td>GIS</td>
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</tbody>
</table>

A: Post Charrette Training Additions
S: Super Core Charrette Team Members
E: External Expert
G: General Expertise Internal Team Member
PLANNING FRAMEWORK CATEGORIES

The seven Planning Framework Categories identified below represent the core elements that shape the built environment, character and lifestyle of the community. A list of the City’s existing plans, policies and regulations along with maps of existing conditions have been compiled for each planning category to utilize as a reference tool throughout the overall planning process for the OTN SAP Update.

Planning Categories

I. Planning, Design and Land Use
II. Transportation
III. Housing
IV. Infrastructure and Environmental Sustainability
V. Open Space, Recreation and Cultural Activities
VI. Historic Preservation
VII. Economic Development
VIII. Implementation (This category will be developed as the planning process proceeds)
PLANNING, DESIGN AND LAND USE
I. PLANNING, DESIGN AND LAND USE

Existing Plans and Policies

a. 1981 Settlement Deed for Waterfront Parks and Street Ends – See the Planning Context narrative on Page 8 for information relating to the land dispute between the Federal Government (U.S. Department of Interior) and the City. Under this resulting deed, land was granted to the City for several parks along the Waterfront. Additional related information is contained in Appendix 2 of the Waterfront Plan titled Regulatory and Permitting Considerations and Settlement Deeds.

b. 2010 City Wayfinding Program – In 2010, the City of Alexandria completed development of a Citywide Wayfinding Design Guidelines Manual to guide implementation of a comprehensive Citywide signage system. The wayfinding system will project a consistent image for the entire City; reduce visual clutter; and promote walking, bicycling, and use of mass transit. A Wayfinding Stakeholder Advisory Group established by the City Manager provided input to the City and consultant team and served as a liaison to the community regarding the project as it developed. Membership of the group was made up of representatives from business/civic groups and City commissions and boards. On September 7, 2010, Planning Commission approved the Wayfinding Design Guidelines Manual.

c. 2012 Waterfront Plan – On January 21, 2012, the Alexandria City Council approved the Waterfront Plan. The Plan provides a framework for revitalizing Alexandria's Waterfront through several means, including: incorporating Alexandria's history as a foundation for planning and design; expanding and enhancing public open spaces; improving public access and connectivity; promoting the Waterfront as an arts and cultural destination; and ensuring compatible development. On February 25, 2012, City Council voted to approve Ordinance No. 4749 to incorporate the Waterfront Plan into the City's Master Plan. A second ordinance for a text amendment to the W-1 zone was approved on March 16, 2013. The Waterfront Plan is in its third year of implementation with approval of a Schematic Design by OLIN approved on June 14, 2014 by the City Council.

d. 2014 Waterfront Paving and Lighting Pallet – In late 2014, the City requested that OLIN provide design services related to development of a pallet of paving materials and lighting fixtures for the Alexandria Waterfront. The palette was requested in advance of the start of the Phase II Waterfront Design process in order to provide design guidance to the private development sites along the Alexandria Waterfront as these projects prepared for their Development Special Use Permit (DSUP) and related public review and public hearing processes in spring and fall 2015. The paving and light palette will enable the development projects to coordinate with the Waterfront Design for the following Right-of-Way areas primarily adjacent, or close to:
  - The Strand;
  - The Strand Right-of-Way;
  - Intersections of The Strand and Wolfe, Duke, and Prince; and North Union Street, between Oronoco and Pendleton Streets; and
  - The Promenade.

e. 1993 Design Guidelines for the Old and Historic Alexandria District and Parker-Gray (including Washington Street Guidelines) and the Parker Gray District.
f.  **2014 Design Principles for the Redevelopment of the Royal Street Bus Garage**

The Royal Street Bus Garage Ad Hoc Advisory Committee (Advisory Committee) was established to provide guidance to the City and the Washington Metropolitan Area Transit Authority (WMATA) on the redevelopment of the bus garage site, specifically through the creation of design principles. This two acre site is an important redevelopment site within the City and the Advisory Committee was established to develop broad parameters for the redevelopment of the site in collaboration with the City, WMATA and the community.

**Design Principles**

The Advisory Committee developed the following design principles to guide the future redevelopment of the Royal Street Bus Garage site:

1. Any development proposals shall be compatible with the goals recommended in the Old Town North Small Area Plan as well as the Urban Design Guidelines, as amended, except as set forth below.
2. A potential rezoning to a CRMU-zone and a maximum of 2.5 FAR will be considered.
3. Development shall be predominantly residential and may include a limited amount of ground floor accessory retail, personal service or community-serving use.
4. The proposed project shall have the appearance of a collection of compatible building components and avoid the appearance of a single large building.
5. Heights may transition from higher on the northern portion of the site to lower along the southern portion of the site. Heights adjacent to townhomes shall be no more than 50 feet. Opportunity for additional height, up to 70 feet, is possible on the northeast corner of the site or within the central portion of the site if adequate transitions and building step-backs are provided to maintain a pedestrian-oriented streetscape. In addition, rooftop mechanical equipment shall be located and screened in such a manner as to minimize visual impact and abate noise.
6. All parking shall be located either below-grade or in rear load garages and accessed from an internal alley.
7. All existing and proposed utilities shall be located underground.
8. At the pedestrian streetscape level, any proposed development shall provide for a variety of architectural elevations, quality architectural details and materials, and articulation of the wall plane. The proposed public streetscape on all street frontages shall be designed to encourage pedestrian activity by providing for accessibility, adequate space for sidewalks, canopy trees and groundcover plantings. Wythe Street shall be designed as a special streetscape, emphasizing a linkage to the Potomac River.
9. As part of the rezoning and development special use permit process, off-site open space improvements shall be provided to enhance connections to the Potomac River and Oronoco Bay Park.
10. As part of the rezoning and development special use permit process, and review by the Urban Design Advisory Committee, the following exhibits will be required.
   a. A concept land use, circulation, building height and open space diagram indicating how the vehicular circulation to this site will be configured and indicating how the streetscape and open space characteristics of this site will be coordinated with the neighborhood streetscape, open space and park elements;
   b. A proposed site plan showing specific building location layout, vehicular and pedestrian circulation/parking, ground level open space, and streetscape layout and characteristics;
c. A minimum of two sections through the site depicting proposed building locations and massing, adjacent street rights of way and adjacent existing buildings and heights;


d. Architectural elevations of each proposed building;

e. Sections of each proposed pedestrian streetscape; and

f. A generalized concept landscape plan for the project indicating how public and private open spaces on the site are to be addressed.

g. **2013 North Old Town Independent Citizens Civic Association (NOTICe) Vision Statement for Old Town North Small Area Plan** - The following is taken directly from the NOTICe Newsletter dated March-April 2014

Old Town North is the gateway to historic Alexandria. Future development of this keystone neighborhood between Old Town, the Potomac River, and the George Washington Memorial Parkway must foster its connection to those places and to increasingly populated areas such as Northeast, Potomac Greens, and Potomac Yard. Critical factors in evaluating future uses of this extraordinary location along the northern Waterfront of Alexandria include:

**Creating a Sense of Place with Innovative Architecture, Design, and Open Spaces**

- The building matrix should form a coherent tapestry rather than a disconnected, uncoordinated array. All new buildings should reflect superior architectural design and be constructed with environmentally-friendly materials, designs, and equipment.
- Structures should not create canyon-like appearances such as that created by stilt buildings or tall buildings with surface parking lots.
- Open spaces should create focal points for the community and include a focal point within each open space.
- The space should be designed for Old Town North residents and businesses and create places to which people want to come.

**Maintaining Water Views and Public Access to Maritime Uses**

- The power plant site shall make full use of the Waterfront in regard to design, activities, and view.
- The shoreline should be hospitable to individual activities and to small boats.
- All East-West streets should end in open access and open view to the river.
- Structures should have a significant setback from the riverbank and ensure access and open views to the water.
- Decisions should be made to ensure that a continuous public easement is created and preserved along the entire length of the river’s edge connecting the heart of Old Town and Daingerfield Island.

**Respecting Existing Residential Neighborhoods**

- The primary purpose of any future development should be to enhance the life of the people who live and work in Old Town North.
- Design of new development for mixed use shall keep the area alive and active at night and on weekends. New structures shall be compatible with existing structures in scale and architecture.
• New businesses and retail establishments shall be compatible with existing businesses and residences of Old Town North in both building design and business function and provide services needed by the residents.

• Residential units should be priced to provide opportunities for a wide range of people to live in the area.

• No structures shall resemble large box stores or industrial-type buildings nor attract large crowds that regularly disrupt the routines of residents and neighborhood businesses.

Contribution to a Cultural Milieu Hospitable to Museum and Performance Spaces that also serve as Community Meeting Places

• Spaces will afford activity but not require activity.

• Designs will incorporate sites for both indoor and outdoor activities and both formal and informal community meeting space. Activities could include performing arts, museums, libraries, restaurants and cafes, and public meetings.

Preserving Walkability and Accessibility through Multiple Transportation Modes without Creating Congestion

• Structure and design shall promote activities that:
  o Bring people to the area at all times of day and on weekends.
  o Are enjoyed by a wide variety of people and produce a sense of safety.
  o Do not attract large volumes of vehicular traffic.

• Any future development must include planning for public transportation and enhanced use of existing access routes and infrastructure, including old train tracks, expansion of Old Town Trolley routes, and improved access to present and future Metro stations.

h. **2014 NOTICe Old Town North Survey Results** - The following is taken directly from the NOTICe Newsletter dated September-October 2014

The findings of a NOTICe survey of Alexandrians’ opinions regarding development in North Old Town are consistent with the NOTICe Vision Statement for North Old Town issued in 2013. That statement called for respecting existing residential neighborhoods, redesign of the NRG power plant site that provides public access to and open views of the Waterfront with all structures set back from the river bank, no industrial-type buildings, open spaces that afford activity at all times, and innovative and creative design that creates a sense of place. Respondents also said they would hold elected officials accountable for their decisions regarding development proposals in North Old Town.

When asked if they favored more or less development or if the current level of development was about right, 42.2% said the current level was about right, and 41.2% said there should be less development. Only 16.6% want more development.

The survey offered seven options for redevelopment of the NRG power plant site. The option for a small Waterfront park with a mix of residential and commercial uses set back from the river received 53.3% approval. A specially designed Waterfront park with open space received 36% support. Just over 6% wanted residential and commercial development up to the river with some open space. Respondents clearly favor some level of open space, and a majority supports some
level of mixed residential and commercial use. In addition, 71.9% favored operation of a trolley on the existing rail line connecting with Old Town and areas of Alexandria to the north. When asked if an elected official’s decision about the site’s development would affect their vote in the next local election, 88.3% said, “Yes.” Almost eighty percent said they would be more likely to vote for an elected official who supports creating a park of some sort on this site.

Questions about use of WMATA’s bus garage site generated diverse responses, with 31.7% for mixed residential/commercial use with some park and open space. Next most popular at 27% was mixed use allowing residences and stores or offices. Next in popularity at 14.3% and 13.7% respectively were residential townhouses and specially designed park and open space. Condos and apartments, single family homes, and commercial-only trailed with lower, single-digit support.

Opinions about redevelopment of the Giant/ABC site showed a similar, if slightly different, division. Mixed-use with some park or open space was supported by 32.6%. Mixed-use development for residences, stores, offices received 32.2% support. Commercial development for stores and offices was supported by 12.5%, while 11.2% supported a specially designed park and open space, and 6.9% supported townhouses. Single family homes and condos/apartments received negligible support.

These results reflect a broad range of opinions about optimal ways to develop and redevelop Alexandria’s neighborhoods, with particular attention to our own North Old Town area. The fact that about 42 percent of respondents believe current levels are about right must be balanced against the 41 percent who would prefer less development and the 17 percent who believe we need more. We are an urban area and results seem to indicate that most people realize that. At the Giant/ABC site, for example, over 64% of respondents supported some sort of mixed-use development. Similarly at the NRG power plant site, approximately 36% supported park only use; over 50% support a smaller park with some mixed use development while retaining Waterfront access for the public. In fact, support for moderate mixed-use development with some open space was often the most widely supported option. Under 2% supported single family development on any of the specific sites surveyed. Development that would be solely commercial or solely residential development also had relatively lower levels of support.

NOTICe received 478 responses to this survey. Of the respondents, 55.9% live in North Old Town; 15.9% live in other parts of Old Town; 28.5% live in another part of Alexandria. Almost all say they are registered voters, and 95.9% say they voted in the 2012 presidential election. Respondents were not scientifically selected. However, the respondents represent a wide range of ages. A majority of respondents (62%) have graduate degrees. Over 40% said they had a household income of $150,000 or more. Only 20% still have children at home, full or part time. The fact that a high number of respondents took the time to respond to the survey gives NOTICe a high degree of confidence in the results.

To check the results for yourself, click on the link below. The numbers in that link will be slightly different from the results noted above because we have added to the on-line responses the responses given via paper copies of the survey distributed at the May NOTICe member meeting. The two sources did not offer significantly different results.

https://www.surveymonkey.com/results/SM-PDPMM3B8/

We thank Darrel Drury and Erik Olson for their help in developing this survey. The analysis of the results is the responsibility of NOTICe. Source: NOTICe
Existing Maps and Data

- Map 1 – 1992 Land Use Map
- Map 2 – 2015 Existing Land Use Map
- Map 3 – 1992 Retail Focus Areas Maps
- Map 4 – 2015 Existing Retail Map
- Map 5 – 1992 Zoning Map
- Map 6 – 2015 Existing Zoning Map
- Map 7 – 1992 Heights Map
- Map 8 – 2015 Existing Heights Map
- Map 9 – 1992 Development/Redevelopment Sites Map
- Map 10 – Development/Redevelopment Sites Map (as of 2015)
- Map 11 – 1992 Thoroughfare Map
- Map 12 – 2008 Thoroughfare Map
- Map 13 – 2015 Existing Ownership Map (Multiple Ownership)
- Map 14 – 2015 Existing Public Ownership Map
- Map 15 – 2015 Existing Building FAR Map
- Map 16 – 2015 Existing Streetscape Map
- Map 17 – 2015 Existing Activity and Fitness Map
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 11/25/2015
MAP 3 - 1992 RETAIL FOCUS AREA MAP
This map was produced by the Planning & Zoning Department, City of Alexandria, VA. Updated: 10/22/2015
MAP 6 - 2015 EXISTING ZONING MAP

This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
Map 15
Old Town North
Height Limits,
as amended

Ord. 4749
Please refer to
the Waterfront
Plan for exact
boundaries.
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
MAP 10 - DEVELOPMENT/REDEVELOPMENT SITES MAP (AS OF 2015)
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
Map 17 - 2015 EXISTING ACTIVITY AND FITNESS MAP

This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
TRANSPORTATION
II. TRANSPORTATION

Existing Plans and Policies

a. **2008 Transportation Master Plan** – According to this Plan, the City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile. This system will lead to the establishment of transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria. The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment.

Transportation Goals:

1. Ensure that people can travel into, within and out of the City of Alexandria by providing transportation choices that combine different modes of travel into a seamless, comprehensive and coordinated transportation system.
2. Make walking the safest, most convenient and enjoyable way to get around Alexandria.
3. Make bicycling an integral part of the transportation system in Alexandria.
4. Create multimodal corridors that protect and enhance the character of the City and its diverse neighborhoods.
5. Implement a comprehensive parking management strategy that is fully integrated with the City’s plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans – furthering the City’s overall and wider transportation vision.

b. **2008 Pedestrian and Bicycle Mobility Plan** – According to this Plan, the City of Alexandria envisions reducing dependence on private automobiles and providing citizens with transportation choices. One way to accomplish this goal is to improve access for persons with disabilities, pedestrians, and bicyclists. This Plan provides a blueprint for 10 years of on-the-ground safety, mobility and connectivity improvements. Implementation of this Plan will make walking and bicycling more attractive transportation choices in the City.

Pedestrian Concept Goals:

1. Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians – particularly children and those with mobility impairments – to move safely and comfortably between places and destinations.
2. Encouragement: The City will encourage mobility for all pedestrians by removing barriers to accessibility and promoting walking as a means of improving health and active lifestyles.
3. Education: The City will develop Safe Routes to School Programs and awareness initiatives that address pedestrian safety, rights and responsibilities.
4. Enforcement and Safety: The City will create a safe pedestrian environment through effective law enforcement, detailed crash analysis and implementation of safety countermeasures.

Bicycle Concept Goals:

1. Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists’ needs.
2. Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.
3. Education: The City will develop and implement targeted Safe Routes to School Programs as well as additional programs for adult cyclists and motorists.
4. Enforcement and Safety: The City will create a safe bicycling environment through effective law enforcement and implementation of bicycle safety enhancements.

The City is updating the Pedestrian and Bicycle chapters of the 2008 Transportation Master Plan to reflect changes that have occurred since then, including the adoption of the Complete Streets Policy, implementation of the Capital Bikeshare program, and establishment of more on-street bicycle facilities. It is anticipated that the Pedestrian and Bicycle Master Plan Update will be adopted in the spring of 2016 which will supersede the 2008 Pedestrian and Bicycle Mobility Plan.

c. **Complete Streets Policy** - By adopting a Complete Streets Policy in 2011, and reinforcing that policy through the 2014 City Council Resolution 2621, the City of Alexandria envisions a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards. With the continued implementation of the Complete Streets Program, the City is able to further achieve the goals of the City Council Strategic Plan, the Transportation Master Plan, and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient, and comfortable travel for all roadway users.

The City is in the process of developing Complete Street Design Guidelines with completion anticipated in late fall 2015.

d. **New Parking Standards for Multi-Family Development Projects** – In April 2015, the City Council approved an amendment to the City’s Zoning Ordinance to revise the parking standards for new multi-family construction. The revised multi-family parking standards reflect an effort to “right-size” parking to reflect current City policy and practice, changing demographics, and market demands. The new standards provide a framework for parking ratios to be lower based on the development project’s geographic context, proximity to transit, access to bus service, inclusion of studio units, and affordable housing.
**Existing Data and Maps**

- Map 18 – 2015 Existing Transit Routes
- Map 19 - Bus Ridership – 2013 Average Daily Boarding
- Map 20 - Bus Ridership – 2013 Average Daily Alighting
- Map 21 – Approved Service Recommendations All Day Weekday Old Town DASH Network Map
- Map 24 - Reported Pedestrian Crash Maps (Jan 2005 – Dec 2014)
- Map 25 – 2015 Existing Public and Private Commercial Parking Facilities
- Map 26 – Known Traffic Count Locations (as of 2015)
- Map 27 – 2015 Existing Car share, Bikeshare, Bike Racks and EV Charging Station Locations
This map was produced from data provided GIS Department, City of Alexandria, VA. Updated: 09/14/2015
MAP 20 – BUS RIDERSHIP - 2013 AVERAGE DAILY ALIGHTINGS

The shown service recommendations map is part of the DASH Comprehensive Operational Analysis adopted in March 2013. Final alignments are still subject to approval by the Alexandria Transit Company (ATC) board.
MAP 22 – 2015 DRAFT RECOMMENDED BICYCLE NETWORK
(From the Alexandria Pedestrian and Bicycle Master Plan)

Source: Department of Transportation and Environmental Services
Updated: 6/4/2015
MAP 23 – REPORTED BICYCLE CRASHES (JAN 2005 – DEC 2014)

Source: Department of Transportation and Environmental Services
Updated: 2/2/2015
Figure 8 - Reported Pedestrian Crashes (January 2005 – December 2014)

Source: Department of Transportation and Environmental Services
Updated: 2/2/2015
MAP 25 – 2015 EXISTING PUBLIC AND PRIVATE COMMERCIAL PARKING FACILITIES

OLD TOWN NORTH
EXISTING PUBLIC & PRIVATE COMMERCIAL PARKING
October 22, 2015

- Off Street Private/Public Parking
  1. Saul Center (625-75 N. Washington) 600 spaces
  2. Waterfront Office Building (801 N. Fairfax) 146 spaces
  3. Canal Center Offices (11-99 Canal Center) 1167 spaces
  4. Harris Teeter (753 N St Asaph) 150 spaces

- Off Street Private Parking Office/Hotel
  5. Trans Potomac (1001-1199 N. Fairfax) 600 spaces (est.)
  6. Office Building (1020 N. Fairfax) 48
  7. Office Building (1129 N. Royal) 111
  8. National Society of Accountants 18
  9. Holiday Inn Hotel (403 First) 148 spaces
  10. Fine Star Association Office Building (999 N. Washington) 170
  11. Jefferson Office Building (901 N. Washington) 64
  12. Watermark Plaza Offices (901 Pim) 75
  13. Crowne Plaza Hotel (901 N. Fairfax) 380 spaces
  14. Office Building (601 Madison) 59
  15. Madison Place Office Building (Old Montgomery) Leases from Shenan
     as needed
  16. Shenan Hotel (801 N St Asaph) 405
  17. Office Building (309 Madison) 149 spaces
  18. Regency Marketing Office (227 N. Washington) 38
  19. Office Building (720 N St Asaph) 33
  20. Office Building (601 Wythe) 75
  21. Office Building (600 N Fairfax) 112 spaces
  22. United Way Office (701 N Fairfax) 240 spaces
  23. Pipers Restaurant Office (130 Orono) 180 int.
  24. Towne Motel under proposal
  25. Colony Inn under proposal

Pending updated survey of parking spaces

- Residential Parking Zone
- Parking Meter
- Existing Parking Study
- Block faces without on-street parking
- Old Town North - SAP boundaries
- Recreational open space

Planning & Zoning Department, City of Alexandria, VA. Updated: 10/22/2015
MAP 26 – KNOWN TRAFFIC COUNT LOCATIONS (AS OF 2015)

MAP 27 – 2015 EXISTING CAR SHARE, BIKE SHARE, EV CHARGING STATIONS AND BIKE RACKS LOCATIONS

Source: Capital Bikeshare, Zipcar, Department of Transportation and Environmental Services. Updated: 10/21/2015
HOUSING
III. HOUSING

Existing Plans and Policies

a. **2013 Housing Master Plan** - According to this Plan, stagnant wages, rising rents (resulting in the loss of market-affordable units), and the decline in federal and state housing funding, pose potential critical challenges to the City’s livability, economic competitiveness, social service network, and transportation system. The purpose of the Housing Master Plan is to address the shortage of housing options in the City and to guide the future development and preservation of affordable and workforce housing over the next 20 years. City Council established a target of 2,000 units to be preserved or constructed as part of the implementation of the Housing Master Plan. In addition to this target, the Plan establishes seven goals:

1. Preserve the long-term affordability and physical condition of the existing stock of publicly assisted rental housing, as well as market rental housing where affordability commitments can be secured.
2. Provide or secure long-term affordable and workforce rental housing through strategic new development and redevelopment.
3. Provide and support the provision of affordable and workforce home purchase opportunities for Alexandria residents and workers.
4. Enable homeowners to remain in their homes safely, comfortably, and affordably.
5. Provide a variety of safe, quality housing choices that are affordable and accessible to households of all ages and abilities.
6. Enhance public awareness of the benefits of affordable housing and promote available housing and partnership opportunities.
7. Enhance public awareness of the benefits of healthy, well-designed, and energy efficient housing that fosters the well-being of Alexandria residents.

b. **Section 7-700: Density Bonus Housing Policy** - The City’s housing policy establishes a two-pronged approach to securing affordable units in new construction.

1. **Section 7-700** of the Zoning Ordinance permits added density and/or height in exchange for affordable units. If mutually agreed to by the City and the developer, Section 7-700—as amended in January 2014—allows for affordable units created through this process to be located off-site and for the City to accept a cash contribution of equivalent value. It also allows a developer to receive more than 20% additional density if authorized by the relevant Small Area Plan and requires that the number of affordable units provided as a result of the added density and/or height be equal to at least one-third of the units made possible by the additional square footage.

2. For projects that do not pursue Section 7-700, the City encourages voluntary contributions to its Housing Trust Fund (HTF) based on annually-adjusted and land-use specific rates or onsite affordable units if mutually agreed to by the Office of Housing and a developer. For more information, please refer to the 2015 City Procedures Regarding Affordable Housing Contributions.

Outside of this framework, in the case of a rezoning or Coordinated Development District (CDD) application when additional density is being requested, the Housing Master Plan recommends developer contributions take into account that affordable housing is one of the City’s highest priorities and that there should be a significant monetary or in-kind contribution to affordable housing in excess of what would normally be required with a Development Special Use Permit.
c. **Resolution 830: Public Housing and Replacement Units** - Resolution 830, adopted by City Council and ARHA in 1981 and amended in 1982, created a joint commitment and agreement between the City and ARHA to retain, at a minimum, 1,150 public or publicly assisted housing units in Alexandria. Resolution 830 established a requirement for one-for-one replacement of these designated units so they would not be lost through redevelopment. It requires that no unit as defined by Resolution 830 be demolished unless replacement publicly assisted housing is available and that no tenant be displaced until they can be moved into appropriate replacement housing.

d. **ARHA 2012-2022 Strategic Plan**
   ARHA envisions Alexandria with a range of affordable housing options that provide residents with a springboard to increased levels of prosperity and an improved quality of life. The ARHA Strategic Plan sets forth four housing goals:
   1. Preserve existing viable ARHA-owned housing units.
   2. Replace ARHA-owned housing where it is no longer viable.
   3. Preserve other affordable housing at risk of being converted.
   4. Create additional affordable housing.

As part of implementing its Strategic Plan, ARHA has initiated the redevelopment of five of its properties – two of which are located within the boundary of the Old Town North Small Area Plan. Those properties are Hopkins-Tancil Courts and the ARHA Administrative Office Building. Currently, ARHA is administering a “Request for Proposals” (RFPs) process for the sites. Also, ARHA is planning the substantial rehabilitation of the Ladrey Highrise building. The agency will use its affiliate development company, Virginia Housing Development, LLC, to oversee the project.

e. **The Alexandria of our Future (Strategic Plan on Aging 2013-2017)**—The vision of this Strategic Plan on Aging is that residents choose to stay in Alexandria as they age because it is a livable community for all ages. The Plan proposes seven interrelated goals:
   1. Communications and Outreach: Information about services and programs is readily available and accessible in a variety of formats and venues for older residents of Alexandria, their families and caregivers, local organizations and businesses.
   2. Housing: A range of affordable, accessible and supportive housing is available that meets the needs of older residents of the City to be able to age at home.
   3. Transportation: A variety of mobility options, including pedestrian-safe streets, make moving in and around the City and region possible for Alexandrians of all ages and abilities.
   4. Community Services: Community services accommodate the expectations and needs of aging Alexandrians and support their caregivers.
   5. Economic and Workforce Development: The important contributions of older Alexandrians to the City’s economy are recognized and the innovative entrepreneurship of older residents is encouraged.
6. Quality of Life: The quality of life of all Alexandrians is enhanced by the many volunteer activities of its older residents and their continued involvement in the social and civic life of the City.

7. Health, Wellness, and Safety: All residents, with special attention to lower-income older City residents, optimize their wellness and receive the health care they require.

d. **2014 Children and Youth Master Plan**—The Plan envisions an Alexandria with a youth-serving culture that is more than the sum of its parts – a City where each program and initiative collaborates to boost outcomes for individual children and families, while creating a culture of safety, social and civic engagement, and academic and vocational aspiration. To realize this vision, the Plan establishes five goals for children, youth and families, as well as the organizations that serve them in the City:

1. Every child will be physically safe and healthy.
2. Every child will be academically successful and career-ready.
3. Every child will be socially connected, emotionally secure and culturally competent.
4. Every family will be equipped and empowered to support the well-being of their children.
5. Alexandria’s systems and institutions will be responsive, coordinated, efficient and effective in service to children and families.

### Existing Data and Maps

**OTN Housing Matrices**
- Table 1—Assisted, Committed Affordable Units (CAUs) in Old Town North
- Table 2—Market Affordable Units in Old Town North
- Table 3—Market-Rate Rental Housing in Old Town North
- Table 4—Old Town North Quick Facts: Rental Housing Inventory
- Table 5—Old Town North Quick Facts: Rental Distribution
- Table 6—Average Assessed Value in Old Town North and Citywide
- Map 28 – 2015 Existing Old Town North Rental Housing Inventory
- Map 29 – 2015 OTN Homeowners and Renters Map
OTN HOUSING MATRICES

Table 1—Assisted, Committed Affordable Units (CAUs), in Old Town North

CAUs, which are assisted units, are available to income-eligible households through rent and/or occupancy restrictions imposed as a condition of assistance under federal, state, or local programs. Targeted income levels vary by program.

<table>
<thead>
<tr>
<th>NAME</th>
<th>OWNER</th>
<th>TYPE OF ASSISTANCE</th>
<th>COMMITTED AFFORDABLE UNITS (CAUs)</th>
<th>TOTAL UNITS</th>
<th>BUILT / RENOVATED</th>
<th>AMI*</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hopkins-Tancil Courts</td>
<td>ARHA</td>
<td>Project-based voucher</td>
<td>55 are located in the Old Town North Small Area Plan</td>
<td>109</td>
<td>1942 (Pub. Hsg) / 1984 (conversion program to Sec. 8 Moderate Rehabilitation)</td>
<td>30-50%</td>
<td>The property spans two Small Areas—Old Town North and Old Town and is the subject of a multi-year mixed-income redevelopment process. Rental subsidies for the property are currently subject to annual renewal by HUD.</td>
</tr>
<tr>
<td>Ladrey Highrise</td>
<td>ARHA</td>
<td>Public Housing</td>
<td>170</td>
<td>170</td>
<td>1978</td>
<td>30-50%</td>
<td>Focused on elderly, but also houses approximately 40 non-elderly households with members with disabilities. ARHA plans to renovate this property in the short term and apply to HUD for designation as senior-only.</td>
</tr>
<tr>
<td>Annie B. Rose House</td>
<td>Pendleton House Limited Dividend</td>
<td>Project-based voucher</td>
<td>90</td>
<td>90</td>
<td>1983</td>
<td>30-50%</td>
<td>This is a senior housing building. Its project-based contract is up for renewal in March 2018. ARHA owns the underlying land.</td>
</tr>
<tr>
<td>Chatham Square</td>
<td>ARHA</td>
<td>Public Housing and LIHTC</td>
<td>26 CAUs are in the Old Town North Small Area</td>
<td>151</td>
<td>2005 (Redeveloped/Placed-in-service)</td>
<td>30-50%</td>
<td>This mixed income development spans two Small Areas—Old Town North and Old Town.</td>
</tr>
</tbody>
</table>

| Resolution 830             | 340                          |
| Privately-Owned Federally Assisted | 0                          |
| State and/or Local Sources— Acquisitions and Rehabilitation | 0                          |
| Developer Rental Set-Aside Units | 0                          |
| TOTAL ASSISTED UNITS       | 340                          |

Source: Office of Housing, City of Alexandria (2015)

*AMI – Area Median Income

Table 2—Market Affordable Rental Units in Old Town North (in buildings with 10 or more units)

Market affordable housing is housing that due to its age, location, amenities, and/or design is considered affordable to households earning 60% of Area Median Income (AMI), without any restrictions or public subsidies. Affordable assumes that not more than 30% of household income is spent on housing-related costs.

<table>
<thead>
<tr>
<th>NAME</th>
<th>OWNER</th>
<th>ADDRESS</th>
<th>MARKET AFFORDABLE UNITS</th>
<th>TOTAL UNITS</th>
<th>BUILT / RENOVATED</th>
<th>AMI</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>TOTAL MARKET AFFORDABLE UNITS</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Office of Housing, City of Alexandria (2015)
Table 3—Market-Rate Rental Housing in Old Town North (in buildings with 10 or more units)

<table>
<thead>
<tr>
<th>NAME</th>
<th>OWNER</th>
<th>ADDRESS</th>
<th>EFFICIENCIES</th>
<th>1-BEDROOMS</th>
<th>2-BEDROOMS</th>
<th>TOTAL UNITS</th>
<th>BUILT</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Kingsley</td>
<td>500 Madison Venture LLC</td>
<td>500 Madison Street</td>
<td>16 UNITS</td>
<td>114 UNITS</td>
<td>34 UNITS</td>
<td>164</td>
<td>2014</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$1,850-$1,975</td>
<td>$2,475-$2,920</td>
<td>$2,895-$4,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL MARKET-RATE UNITS: 164

Source: January 2015 Apartment Survey, Office of Housing, City of Alexandria

Table 4—Old Town North Quick Facts: Rental Housing Inventory

<table>
<thead>
<tr>
<th>TYPE</th>
<th>TOTAL UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assisted Rental Housing Units</td>
<td>340</td>
</tr>
<tr>
<td>Market Affordable Rental Units</td>
<td>0</td>
</tr>
<tr>
<td>Market-Rate Rental Units</td>
<td>164</td>
</tr>
<tr>
<td>TOTAL</td>
<td>504</td>
</tr>
</tbody>
</table>

Source: Office of Housing, City of Alexandria, 2015

Table 5—Old Town North Quick Facts: Rental Distribution

<table>
<thead>
<tr>
<th>OLD TOWN NORTH’S SHARE OF</th>
<th>PERCENTAGE (APPROXIMATE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City’s Total Assisted Rental Housing Stock</td>
<td>9%</td>
</tr>
<tr>
<td>The City’s Total Market Affordable Rental Stock</td>
<td>0%</td>
</tr>
<tr>
<td>The City’s Total Rental Stock</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: Office of Housing, City of Alexandria, 2015

Table 6—Average Assessed Value in Old Town North and Citywide

Below are 2015 average assessed values of single-family and condominium units, viewed individually and compared to Citywide average assessed values. There are currently no affordable ownership units with active resale restrictions in the area; the deed restrictions on three affordable condominium units at Portner’s Landing expired in January 2015.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>NUMBER OF UNITS in OLD TOWN NORTH</th>
<th>2015 AVERAGE ASSESSED VALUE in OLD TOWN NORTH</th>
<th>2015 AVERAGE ASSESSED VALUE CITYWIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>358</td>
<td>$846,547</td>
<td>$702,098</td>
</tr>
<tr>
<td>Condominium</td>
<td>1,401</td>
<td>$400,048</td>
<td>$302,843</td>
</tr>
</tbody>
</table>

Source: Office of Real Estate Assessments, City of Alexandria (2015)

---

8 The boundaries of area Old Town North as defined by the Office of Real Estate Assessment and differ slightly from the boundaries of the Old Town North Small Area.
9 The difference between “single family” and “condominium” housing types is based on the legal ownership of the property, and not on the size, style, or occupancy of the property.
10 There are townhome-style properties in Old Town North which are under condominium ownership and are reported as such.
MAP 28 – 2015 EXISTING OLD TOWN NORTH RENTAL HOUSING INVENTORY

[Map of Old Town North showing existing rental housing inventory]

**LEGEND**

- **Assisted, Committed Affordable Units (CAU)**
  1. Hopkins-Tenill (The property straddles SAP areas OTN and Old Town. 54 CAUs in OTN, and 109 Total Units in both areas)
  2. Annie B. Rose Senior Housing (90 CAUs)
  3. Ladrey Senior Housing (170 CAUs)
  4. Chatham Square (Mixed income development straddling SAP areas OTN and Old Town. 28 CAUs in OTN, 151 Total Units in both areas)

- **Market Rate**
  5. The Kingsley (164 Market Rate Rental Units)
  6. The Mill (34 Market Rate Rental Units)
  7. Old Town North (OTN) Small Area Plan Boundary

*For complete housing inventory see OTN Housing Inventory Tables in the Housing Section of the Project Brief*
OLD TOWN NORTH

2015 Homeowners & Renters
November 18, 2015

HOMEOWNERS
1. Abingdon Row
2. Alexandria House
3. Canal Place Condominiums
4. Canal Way
5. Chatham Square (North)
6. Garrett’s Mill
7. Harbor Terrace Condominiums
8. Hearthstone Mews
9. Liberty Row Condominiums
10. Marina Towers Condominium
11. Oronoco Condominiums
12. Pitt Street Station
13. Port Royal Condominiums
14. Portner’s Landing Condominiums
15. Portner’s Landing Townhomes
16. Potomac Shores Condominiums
17. Printer’s Row
18. Rivergate
19. Riverport Condominiums
20. Riverton Condominiums
21. Shad Row Condominiums
22. Tobacco Quay
23. Watergate of Alexandria

RENTERS
1. Annie B. Rose House
2. Hopkins-Tancil
3. Kingsley Apartments
4. Ladrey High-Rise Senior Apartments
5. The Mill

Planning & Zoning Department, City of Alexandria, VA. Updated: 11/18/2015
INFRASTRUCTURE AND ENVIRONMENTAL SUSTAINABILITY
IV. INFRASTRUCTURE AND ENVIRONMENTAL SUSTAINABILITY

Existing Plans and Policies

The City’s Department of Transportation and Environmental Services (TES) oversees a number of City related environmental plans and policies as described below.

a. Environmental Action Plan (EAP) 2030 - The City’s EAP will serve as the road map for City leaders, staff, and citizens to implement the sustainability visions and principles set forth in Alexandria’s Eco-City Charter (adopted by City Council on June 14, 2008). It explains how Alexandria can lead the new green economy, address the challenges of climate change, and continue its high quality of life while decreasing the City’s carbon and ecological footprints.

The Environmental Policy Commission (EPC) devised nine broad strategies as a way to link the EAP’s goals and actions across multiple principles and maximize the delivery of economic, health, and environmental benefits, such as reduction of carbon emissions and other environmental contaminants; promotion of energy conservation; generation of clean, renewable energy; promotion of healthy lifestyles and active living environments; mitigation of stormwater runoff, flooding, disease, and urban heat island impacts; assurance of good indoor air quality; and the reduction of the City’s resource footprint. These strategies also offer a unique policy and programmatic lens for implementation of the entire EAP as City officials can use these cross cutting strategies to coordinate activities across City departments and infuse the City’s culture with sustainability.

1. Establish a City-wide network of high quality, affordable, and accessible eco-sustainable neighborhoods and villages with optimal densities to balance land use and transportation policies with open space, green infrastructure, and energy efficient building policies.
2. Develop a holistic City transportation system that puts the health, mobility, and accessibility of “people first” by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles.
3. Integrate energy-efficient green construction with sustainable building techniques, materials, and site design and the latest technology in new development and in the rehabilitation and retrofitting of existing places.
4. Build a seamless and holistic network of green infrastructure that maintains and enhances existing assets, creates new amenities, improves connectivity and access among public and private green spaces, and creates a diverse local ecology by harmonizing the built and natural environments.
5. Put public and private systems in place that measure, monitor, and track the ecological efficiency of buildings, transportation, infrastructure, and operations throughout the entire City.
6. Develop an economic strategy for Alexandria that promotes the integration of sustainability practices within the existing business facilities and operations and also attracts new green businesses that provide a wide range of green jobs.
7. Create a City-wide civic sustainability information and education strategy that engages schools, nonprofit and community-based organizations in Eco-City initiatives and sustainability practices through a variety of communication and outreach activities (e.g., Eco-City cafes, summits, open houses, blogs websites, etc.).
8. Establish a green fiscal policy that identifies cost savings, provides incentives, seeks new revenue sources as necessary, and creates a funding strategy that ensures the City’s future operating and capital expenditures (e.g., programs, plans, Capital Improvement Program [CIP] budgets, and projects) are consistent with the principles, goals, and actions set forth in the Eco-City Charter and EAP.

9. Establish a holistic decision-making process for all City actions that considers both environmental and human health issues, especially in the areas of water and air quality, toxic exposures, vector control, and the built environment.

b. **2009 Green Building Policy** – The Green Building Policy establishes a standard for new public and private development that requires a Development Site Plan (DSP) or Development Special Use Permit (DSUP) should achieve the following green building standard:

- Mixed use: Each component should follow the applicable rating standard.
- Coordinated Development Districts (CDD): Approvals for CDD areas yet to be developed will incorporate these standards.

In each case, applicable ENERGY STAR systems should be incorporated.

c. **2008 Eco-City Charter** - The Eco-City Charter serves as a guide for moving the City towards a sustainable future (adopted by City Council in June 2008). Fulfilling this Charter requires coordinated participation and commitment by the EPC, City government, and the community. The Charter’s success depends on each of these parties taking an active and innovative role as stewards and guardians of this Charter’s principles and vision.

The Charter envisions Alexandria as a City that:

**Builds Wisely** – Where the built environment preserves and maximizes open spaces, natural landscapes, historic resources, and recreational opportunities, while protecting and improving our natural environment and public health.

**Embraces Natural Beauty** - Where we create beautiful parks, gardens, streetscapes, trails, and open spaces that embrace Alexandria’s natural beauty, preserve our biodiversity, increase our tree canopy and streamside vegetation, and encourage a healthy, active lifestyle for all of our residents.

**Improves Water Quality** - Where we celebrate our heritage as a great port City by improving the Potomac River Waterfront, eliminating combined sewer overflows, reducing storm water runoff, and improving the quality of our streams so that they are once again fishable and swimmable.

**Clears the Air** - Where we reduce significantly air pollution from all sources including vehicles, industrial sources, and power plants.

**Moves Smartly** - Where we travel less and less by car and increasingly by mass transit, walking, and bicycling.

**Conserves Energy and Resources** - Where we reduce our energy and water use and minimize our environmental footprint.

**Minimizes Waste** - Where we reuse and recycle materials and significantly reduce our volume of solid waste and toxic chemical releases.
Supports Healthy Living - Where we create environmental policy and programs not only for a healthier planet but also for a healthier and safer citizenry.

Readies for Change - Where we foresee and mitigate the impacts of environmental threats such as climate change.

Leads Intelligently & Holistically - Where we implement change harmoniously and synergistically across interdependent areas.

Shares Responsibility - Where individuals take responsibility, decision-making is shared, and the community works together to achieve common goals that reflect the interests of a growing, diverse, and well-informed population.

d. **2013 Combined Sewer Service (CSS) Area Reduction Plan** - The City developed a conceptual-level plan in 2005 to reduce the overall area of the CSS by separating the storm and sanitary sewers over time (See Map 34) as development opportunities arise. This Plan was updated in 2013; it identifies the system modifications, associated costs and environmental impacts of separating certain portions of the CSS deemed especially conducive to separation relative to the CSS area as a whole.

e. **Municipal Separate Storm Sewer System (MS4) Program** - Stormwater discharges from the separate storm sewer area of the City are regulated by a Virginia Pollutant Discharge Elimination System (VPDES) General Permit for Discharges from Small Municipal Separate Storm Sewer Systems (MS4) under General Permit No. VAR040057. The MS4 permit is issued to the City by the Virginia Department of Environmental Quality (DEQ), consistent with the provisions of Section 402 of the Clean Water Act and the Virginia Stormwater Management Act, which authorizes the Virginia Stormwater Management Program (VSMP) regulations. While a majority of the Old Town North plan area is located within the CSS, stormwater discharges for a smaller portion of the plan area is regulated under the City’s MS4 permit.

Promulgation of the Chesapeake Bay Total Maximum Daily Load (TMDL) regulations has manifested as nutrient and sediment reduction requirements in the MS4 permit. The separated storm sewer area must meet these requirements.

To achieve the required water quality goals, the permit requires the City to control the discharge of pollutants by addressing the following six Minimum Control Measures (MCMs).

1. Public Education and Outreach on Stormwater Impacts.
2. Public Involvement/Participation.
3. Illicit Discharge Detection and Elimination.
4. Construction Site Stormwater Runoff Control.
5. Post-Construction Stormwater Management.
6. Pollution Prevention/Good Housekeeping for Municipal Operations.

f. **2001 Water Quality Management Supplement** - This Supplement to the City’s Master Plan constitutes Alexandria’s long-range vision for a cleaner water environment and sets forth policies, strategies, and time-lines to achieve its identified water quality protection goals. The purpose of this Supplement is to recognize the interdependency between people and their environment and to guide the City as it seeks to protect and restore its own numerous local tributaries as well as the natural habitats of the Chesapeake Bay and the Potomac River that are dependent on the water quality in these tributaries. It is the intention of the City, using this supplement as a tool, to:
1. Restore impaired streams that are capable of supporting diverse aquatic habitats.
2. Protect streams that currently support aquatic life from the effects of improper development and pollution and,
3. Provide residents with a wide-range of opportunities to interact with and become stewards of their natural environment.

The result of a strategic planning effort to provide City officials and residents with an opportunity to think strategically about the kind of environment they want to call home. To assist the City in its effort, the former Chesapeake Bay Local Assistance Department provided the Northern Virginia Regional Commission with funding to serve as a technical resource. A major effort in the planning process was to gather background information to ensure that adequate data was available for making environmentally sound decisions. This information then served as the basis for Section V, “Policy Analysis and Action Plan.” Section V takes a strategic look at how Alexandria’s water quality programs and regulations meet the challenges laid out in Sections I through IV. While this document remains relevant, the City is in the process of updating it to include Chesapeake Bay TMDL requirements.

g. **Article XIII. – Environmental Management Ordinance** - It is the policy of the City of Alexandria, Virginia to protect the quality of water in the Chesapeake Bay and its tributaries and, to that end, to require all land uses and land development in the City to:
   - Safeguard the waters of the commonwealth from pollution.
   - Prevent any increase in pollution of state waters.
   - Reduce existing pollution of state waters.
   - Promote water resource conservation.

   To fulfill this policy, this Article XIII of the Code was adopted to minimize potential pollution from stormwater runoff, minimize potential erosion and sedimentation, reduce the introduction of harmful nutrients and toxins into state waters, maximize rainwater infiltration while protecting groundwater, and ensure the long-term performance of the measures employed to accomplish the statutory purpose. Recent amendments to the ordinance incorporate new requirements in the Virginia Stormwater Management Program (VSMRP) regulations for reducing phosphorus, protecting natural channels, and providing flood protection.

h. **Memorandum to Industry No. 07-14: Combined Sewer Service Area Development Requirements** - This City’s Memorandum to Industry, effective July, 2014, presents the City’s CSS Management Policy related to development and redevelopment in the combined sewer area. The goal of this policy is to minimize the environmental impacts of Combined Sewer Outflows (CSOs) on the receiving waters and to comply with the City’s Virginia Pollutant Discharge Elimination System (VPDES) permit effective August 23, 2013. This memo provides a path for developers to follow for projects located in the CSS area. All applicable new development and/or redevelopment projects shall be required to implement the Combined Sewer System Management Policy by providing onsite separation when connection to a fully separate sewer is available (Option A). If separation is not available, developers must retain 50% of the annual stormwater runoff from the site (Option B), or alternatively, provide for offsite separation or pay a contribution in lieu of offsite separation (Option C) if Options A or B are not achievable.

i. **2015 RPCA Environmental Policy** – The Department of Recreation, Parks and Cultural Activities’ (RPCA) Environmental Policy is its commitment to the sound management of
environmental, historical, and cultural resources at every level throughout its scope and operations. The preservation, stewardship, and sustainability of Alexandria’s biodiversity and natural resources are central to RPCA’s mission. In addition, RPCA is committed to implementing the City of Alexandria’s “Eco-City Charter” and the “Environmental Action Plan 2030” to promote environmental sustainability. Through this policy RPCA commits to:

- Responsible stewardship and protection of the environment in all its operations through an adopted Environmental Sustainability Management System (ESMS) Program. RPCA’s key operations include planning, construction and development, park maintenance, resource management, facilities and contract management, and programs.
- Strive continually to improve efforts to reduce environmental impacts, and prevent pollution and waste as outlined in the City’s ESMS and implemented through established targets, procedures and programs.
- Meet or exceed compliance with applicable federal, state, and local environmental regulations, policies, and other requirements. Compliance will be reviewed internally on an annual basis.
- Review and evaluate the effectiveness of environmental objectives, targets, and goals as established in the ESMS on a semi-annual basis.
- Provide the necessary direction and resources to all staff and those working on behalf of RPCA to implement and carry out this policy effectively.

**Contaminated Land** - Conveniently located along the Potomac River, Old Town North has been the host of several industrial, manufacturing and storage sites. Notable examples include oil and chemical plants, the Old Dominion Glass factory, Portner’s Brewery, Smoot’s Lumber Company, a cotton factory, tobacco kilns, fertilizer companies, a meat rendering plant and more. Today, there is a CSO which exists at the east end of Pendleton Street, and there are several other sites which recently closed their operations such as the Potomac River Generating Station, Washington Metropolitan Transit Authority bus garage and Robinson Terminal Warehouse. Several such activities occurring in Old Town North’s prior years have contributed to a land contamination issue in parts of the area.

The City of Alexandria in partnership with Virginia Department of Environmental Quality (VDEQ) has implemented a program to prevent, mitigate, and remediate (if needed) contaminated lands within the City. The City adopted an Administrative Procedures for the Development of Contaminated Land, which identified certain types of remediation for a variety of contaminants. The purpose of these procedures is to establish standard operating procedures and allocate responsibilities regarding the use, development, and control of contaminated lands that present a danger to public health, safety, and the environment. Presently, TES is charged with ensuring all development projects follow these procedures to identify if the site under development is contaminated with regulated substances, and to deal with identified contaminated land in an effective and pragmatic approach to protect public health.

**Existing Data and Maps**

- Map 30 – 2015 Existing Sewer Map
- Map 31 - Existing BMPs Map
- Map 32 - Resource Protection Areas Map
- Map 33 – 100 Year Floodplain Map (as of 2011)
- Map 34 - CSS Area Reduction Plan – Separation Plan Phases
MAP 30 – 2015 EXISTING SEWER MAP

LEGEND
- Storm Drainage Manhole
- Sanitary Manhole
- Combined Sewer Water Inlet
- Stormwater Inlet
- CSO 001 (Pendleton)

Sanitary Gravity Mains
- Combined Sewer Water
- Sanitary Water
- Storm Water
- Storm Service Line

Sewersheds
- Pendleton CSS Area
- King/West CSS Area
- OTN Small Area Plan Boundary

This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
MAP 31 – EXISTING BMPS MAP

Stormwater Quality BMPs
This map was produced by the GIS Department, City of Alexandria, VA
Map Updated: 01-01-2012
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 08/28/2015
MAP 34 – CSS SEPARATION PLAN PHASES

Legend
- CSS Boundary
- Outlet

King/West Area
CSS Area, Project Phase
- King/West, 1
- King/West, 2
- King/West, 3
- King/West, 4
- King/West, 5
- King/West, 6

Pendleton Area
CSS Area, Project Phase
- Pendleton, 1
- Pendleton, 2
- Pendleton, 3
- Pendleton, 4
- Pendleton, 5
- Pendleton, 6
- Pendleton, 7
- Pendleton, 8
- Pendleton, 9

Royal Area
CSS Area, Project Phase
- Royal, 1
- Royal, 2
- Royal, 3
- Royal, 4

Figure 3-1

1 inch equals 325 feet
OPEN SPACE, RECREATION
AND CULTURAL ACTIVITIES
V. OPEN SPACE, RECREATION AND CULTURAL ACTIVITIES

Existing Plans and Policies

a. **2003 Open Space Plan** - The City’s Open Space Plan establishes a framework for addressing Alexandria’s short and longer term open space needs. It defines an approach that maximizes the City’s limited open space opportunities by creating a system that builds upon the City’s dense, urban condition. It begins by acknowledging and protecting the City’s existing open spaces, and goes on to identify additional open space opportunities for the future. As the result of this process, a series of 15 open space goals are identified. These form the overall framework for the Open Space Plan:
   1. Protect and enrich existing parks.
   2. Develop innovative opportunities for creating additional open space.
   3. Review and complete implementation of the Potomac River Waterfront Plan and include additional parkland where appropriate.
   4. Protect, expand, and connect stream valleys and other environmentally sensitive areas.
   5. Create an open space network in new development areas.
   6. Protect and preserve institutional open space.
   7. Maximize use of public school open space areas.
   8. Preserve and protect cemeteries.
   9. Create public open space from vacant land.
   10. Link and expand the pedestrian, bicycle and trail system.
   11. Enhance streetscapes and gateways.
   12. Expand the Citywide street tree program and protect existing trees and woodland areas.
   13. Encourage the creation of civic parks at and adjacent to Metro stations.
   15. Protect privately owned open space.

b. **2007 Alexandria Landscape Guidelines** - The purpose of the Landscape Guidelines is to incorporate thoughtful, up-front ecologically based landscape planning as a means of improving the quality of the environment within the City while reducing maintenance requirements and costs over-time. The intent of the Landscape Guidelines is to provide predictable review expectations and processes for preservation of existing vegetation and selection of proposed plantings accompanying site disturbance and development.

The Landscape Guidelines establish minimum standards for the protection and preservation of existing vegetation; crown area coverage; installation and maintenance of proposed plantings; including street trees, site plantings, plantings above structure and plantings in parking and bio-retention areas. The standards include industry references for plant specification, special project conditions and installation, as well as guidance on invasive species, landscape irrigation/water management, post construction procedures and maintenance.

c. **2012 Public Art Implementation Plan** - The Plan provides two important types of guidance for the Office of the Arts and the Commission for the Arts, which administer and oversee the Public Art Program. First, it offers broad direction in regard to what types of public art the City should commission, and what locations are of highest priority. Second, it outlines the tools and processes necessary for identifying, planning and implementing public art projects, and for reviewing and approving projects proposed by developers. This Plan, too, is an important milestone in that it will help the Program swing into action. By focusing on clear, visionary directions and decision-
making processes for the Program, it establishes clear priorities for new projects, while allowing the Office of the Arts and the Commission for the Arts to be responsive to opportunities as they arise.

Goals for the Public Art Program
- Commission public artworks that expand people’s awareness and enjoyment of public art.
- Commission public artworks that respond to broad goals and priorities as expressed by the community through plans, surveys and similar processes for gathering broad input into the Public Art Implementation Plan.
- Commission public artworks that expand the vocabulary of work that can be seen in the City.
- Align the goals and strategies for public art with other relevant City plans.
- Incorporate public art into future public facilities, private development and planning processes.
- Ensure that decisions about the Public Art Program are carefully deliberated by people who bring a specific set of expertise and perspectives, as well as overall professional visual arts expertise.
- Make decisions about public art projects efficiently, avoiding redundant and/or extra steps in process, and avoiding delays.
- Convey Alexandria’s vision for public art to the broader community.
- Ensure that the community has the opportunity to participate in planning for the Public Art Program and in the implementation of public art projects.
- Provide opportunities for audience engagement as projects are developed and launched.
- Build sufficient staff support to manage a program of Alexandria’s scale and ambition.
- Prioritize and implement the recently completed conservation and maintenance survey for existing public artworks.

Goals for Public Art Projects
- Help realize Alexandria’s vision for public art.
- Engage people in topics related to all three Creative Directions identified in this Plan: Time and Place, Neighborhoods and Gathering Places, and Natural and Urban Systems.
- Create a mix of permanent and temporary projects, in a diverse array of media.
- Balance the distribution of projects throughout the City.
- Prioritize projects that are likely to have the strongest artistic outcomes.
- Consider both singular projects and multiple projects organized as initiatives or exhibitions.

d. **2013 Parks and Recreation Needs Assessment** – The City conducted a Parks and Recreation Needs Assessment Survey between August and September of 2013 to help establish usage and satisfaction for current parks and facilities and to determine priorities for the future development of parks and recreation facilities, programs and services within the City of Alexandria’s Department of Recreation, Parks and Cultural Activities. The survey was designed to obtain statistically valid results from households throughout the City of Alexandria. The survey was administered by mail and by phone. An updated Needs Assessment is underway in 2015.

e. **2000 Master Plan for Dog Exercise Areas and Fenced Dog Parks** - The City of Alexandria is well known for providing areas for dog exercise within its park system. Leashed dogs have always been welcome in the City’s parks, and in 2000 a Master Plan for Dog Exercise Areas and Fenced Dog Parks was approved by the City Council that defines areas for unleashed dog exercise and establishes guidelines for the creation of any new fenced dog parks and dog exercise areas. The Plan was submitted to City Council by the Park and Recreation Commission after a lengthy period
of review and public involvement and responds to a community identified need for dog parks as well as addresses concerns raised related to unleashed dog activities in the City’s parks.

f. **2010 Special Events Policies and Procedures Manual** - The City of Alexandria is committed to facilitating a wide range of special events that highlight the diverse communities within the City. In order to ensure that all events are conducted in a safe and orderly fashion, weighing the social and economic benefit of the event with the general public’s well-being; oversight for all Special Events is the responsibility of a City Special Events Committee.

It is the policy goal of the City to have successful cost-effective special events that enrich and enliven the community and provide opportunities for the use of volunteer services from the volunteer agencies and organizations where deemed feasible and practical, and where cost savings will be achieved that will not negatively impact public health and safety.

g. **2013 Department of Recreation, Parks and Cultural Activities Resource Allocation and Cost Recovery** – The Resource Allocation and Cost Recovery strategies provide a logical and thoughtful philosophy that supports the City’s 2004-2015 Strategic Plan. The summary of the recommended goals are as follows:

- Formally adopt revised Departmental policies to guide pricing decisions.
- Fund and leverage the Financial Assistance Program (reduced or waived fees) through various funding sources.
- Define the role and responsibilities of “Affiliates/Grantees” so that resource allocation can be tied to those with allied interests.
- Adjust fees to align with Tier Minimum as recommended. Adjust fees that have the greatest departure from cost recovery targets.
- Review, seek, and implement alternative funding sources in lieu or addition to fees.
- Seek strategies to Reduce expenditures.
- Adjust program management strategies in determining program offerings.
- Improve marketing efforts.
- Consider additional potential future opportunities.

h. **2012 Park Facilities Standards Manual** - The Park Facility Standards Manual (Standards) establishes minimum design, construction and performance expectations for the City’s park features. The intent of the Standards is to inform and guide park and open space planning, capital improvements and capital maintenance and to sustain life-cycle resource investments in public space. The Standards are a reference instrument for selection of materials, fixtures, and systems and integrate City criteria with industry standards and applicable Federal/State/City requirements into a primary-single source document. Anticipated benchmarks for performance/function, safety, environmental impact, and anticipated maintenance/life-cycle resource needs are established by each Standard. The Park Facility Standards Manual is a living document that is updated and re-evaluated coincident with advancements in industry, changes in the City’s park and open space system, and recreational needs.

i. **APPA Parks Standards** – The City utilizes a set of APPA (APPA which used to stand for the Association of Physical Plant Administrators but is now known as just APPA – Leadership in Educational Facilities) standards for parks and open space.

APPA: Leadership in Educational Facilities has quantified workload measures into five standardized ‘levels of attention’ for open space.
• **Level 1**: State-of-the-art maintenance applied to a high-quality diverse landscape - Associated with high traffic urban area, such as public squares, malls, government grounds, or college/university campuses.

• **Level 2**: High-level maintenance - Associated with well-developed public areas, malls, government grounds, or college/university campuses (Recommended level for most organizations).

• **Level 3**: Moderate-level maintenance - Associated with locations that have moderate to low levels of development or visitation, or with operations that, because of budget restrictions, cannot afford a high level of maintenance.

• **Level 4**: Moderate to low-level maintenance - Associated with locations affected by budget restrictions that cannot afford a high level of maintenance.

• **Level 5**: Minimum-level maintenance - Associated with locations that have severe budget restrictions.

j. **George Washington Memorial Parkway Memorandum of Agreement (1929)** – The George Washington Memorial Parkway connects to Washington Street within Alexandria. In order to blend the Washington Street section of the Parkway with the desired character of the entire Parkway project, the federal government, acting through the Bureau of Public Roads, entered into a Memorandum of Agreement with the City of Alexandria in 1929. The agreement provided that the City would undertake certain zoning measures to ensure that building activity along the Parkway would be “of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway”.

k. **Wayfinding Program** – *See Planning, Design and Land Use*

l. **1981 Settlement Deeds for Waterfront Parks and Street Ends** - *See Planning, Design and Land Use*

m. **Pedestrian and Bicycle Master Plan** – *See Transportation*

**Existing Data and Maps**

- **Map 35** – Existing Waterfront District Parks (RPCA)
- **Map 36** - Tide Lock Park (Privately owned, public access)
- **Map 37** - Montgomery Park
- **Map 38** - Rivergate Park (Mix of privately owned with public access and publicly owned – all publicly maintained)
- **Map 39** Alexandria House Park (privately owned, public access)
- **Map 40** - Dee Campbell Rowing Center
- **Map 41** - Wythe Street Plaza
- **Map 42** - Oronoco Bay Park
- **Map 43** - West’s Point
- **Map 44** – OTN City Parks Furniture Inventory (RPCA) for Montgomery Park, Oronoco Bay Park and Rivergate Park
- **Map 45** – OTN City Parks Operations Inventory (RPCA) for Montgomery Park, Oronoco Bay Park and Rivergate Park

**Additional Information**

- **Parks Photographic Inventory** – Hard and soft copies available at the Department of Recreation, Parks and Cultural Activities
MAP 35 – EXISTING WATERFRONT DISTRICT PARKS (RPCA)

Waterfront Park District
Department of Recreation, Parks, and Cultural Activities (RPCA)
City of Alexandria, Virginia

- RPCA currently maintains approximately 23 acres of park space and right-of-way in the Waterfront District. The Waterfront Small Area Plan calculated an increase of 3.0 acres of parks and open space in the core area (Duke Street to Queen Street).

- 7.51 of the acres receive additional assistance, including:
  - Rivergate Park: The Rivergate HOA provides an annual payment to RPCA for maintenance. The HOA maintains the grass and plantings on the western side of the park pathway.
  - Founders Park: The Founders Park Community Association has contributed funding for new site furnishings and additional mowing. The Friends of Founders Dog Park provides funds for enhanced upkeep of the unfenced dog area.

- Ford’s Landing and Tide Lock Park are privately owned and maintained, but have public access easements. A large portion of Rivergate Park is privately owned with public access.

- Shipyard/Harborside Park is privately owned and maintained with a public access easement; RPCA provides an annual payment to the HOA for supplemental maintenance costs.

- Future Fitzgerald Square includes acquired Old Dominion Boat Club property and King Street Park

- Future Point Lumley includes acquired 206, 210 & 226 Strand

Park Activity Icons

Waterfront Trail  Community Garden  Playing Fields  Park Shelter  Bike Trail
Parking  Restrooms  Playground  Picnic Tables  Benches
Waterfront Seating  Boating  Running Trail  Dog Area  Volleyball
Tennis Court

City Maintained
Privately Maintained
National Park Service (NPS) Maintained
MAP 36 – TIDE LOCK PARK

Tide Lock Park
- RFCA Maintained
- Privately Maintained
- City Owned Parcel
- Privately Owned Parcel
- Public Right of Way
- NF Sessions and Maintained
- Acreage: 4.68

Note: Tide Lock Park is protected as open space under the settlement agreement with the National Park Service.

RFCA owns the ROW along the 4th Avenue and Fourth Street station.
MAP 37 – MONTGOMERY PARK
Note: The privately owned portion of Rivergate Park is protected as open space under the settlement agreement with the National Park Service.
MAP 40 – DEE CAMPBELL ROWING CENTER
MAP 42 – ORONOCO BAY PARK
<table>
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<th>Item</th>
<th>Oronoco Bay</th>
<th>Rivergate</th>
<th>Montgomery</th>
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<tbody>
<tr>
<td>Bench - Park</td>
<td>20</td>
<td>7</td>
<td>7</td>
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<tr>
<td>Bench - Player</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Bike racks</td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Bollard - Metal</td>
<td>7</td>
<td></td>
<td>4</td>
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<tr>
<td>Decks and boardwalks</td>
<td>3000 sq ft</td>
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<td></td>
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<tr>
<td>Drinking fountain - Human</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Drinking fountain - Pet</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Information Kiosk</td>
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</tr>
<tr>
<td>Lighting - Athletic Facilities</td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Lighting - Historic Pole</td>
<td>14</td>
<td>20</td>
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<tr>
<td>Park Entrance Sign</td>
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<td>2</td>
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<td>Park Regulatory Sign</td>
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<td>Picnic table - ADA</td>
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<td>Trash Can</td>
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<tr>
<td>Gazebo</td>
<td></td>
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<td>1</td>
</tr>
<tr>
<td>Volleyball Courts</td>
<td></td>
<td></td>
<td>1</td>
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</tbody>
</table>
MAP 45 – OLD TOWN NORTH OPERATIONS INVENTORY (RPCA MAINTAINED)
MONTGOMERY PARK

Location: 901 N Royal St,
Alexandria, VA 22314

Area: 2.36 acres/102,591 ft²

Features: Playground (engineered wood fiber), Sand Box, Turf, Flower Beds (annual, perennial), Hardscapes (concrete, crush and run), Furniture (picnic table, benches, receptacles), Courts (Tennis), Structure (Gazebo), Dog Park (Fenced), electric outlet, hose hookup

APPA Comparable Level of Care: Level 3

Maintenance Operations Inventory:

<table>
<thead>
<tr>
<th>Turf Care</th>
<th>Grounds</th>
<th>Beds</th>
<th>Trails/ Hardscapes</th>
<th>Furniture</th>
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<td>Mulch</td>
<td>Edge</td>
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<td></td>
<td>Watering Clean</td>
<td>Inspections</td>
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</table>

Maintenance Cycles:

Daily: Police

Weekly: Mow, Water Flowers (x3)

Bi-Weekly: Clean Beds

Monthly: Edge, Furniture Inspections, Turf Inspections, Court Inspection

Semi Annually: Aeration, Fertilization, Weed Control, Leaf Removal, Planting, Spray Beds, Flower Rotation (x2)

Annually: Edge Beds, Mulch Beds, Tree Pruning, Replace Nets

Biennially: Refill Dog Park

5-year:

Total Annual Maintenance:

Nutrient Management: Intensively Managed Area

Integrated Pest Management Plan: Turf, Beds, Play-Area, Crack and Crevice
Oronoco Park

- Dry Well
- railroad tracks
- pier
- shoreline
- beds
ORONOCO BAY PARK

Location: 100 Madison
Alexandria, VA 22314

Area: 5.44 acres / 236,768 ft\(^2\)

Features: Turf, Flower Beds (perennial), Hardscapes (concrete, crush and run, asphalt), Furniture (picnic table, benches, receptacles), Electric Outlets, Hose Hookup (locked), Shoreline, Piers,

APPA Comparable Level of Care: Level 3

Maintenance Operations Inventory:

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Maintenance Cycles:

Daily: Police

Weekly: Mow, Trail Maintenance

Bi-Weekly: Clean Beds

Monthly: Edge, Furniture Inspections, Turf Inspections

Semi Annually: Aeration, Fertilization, Weed Control, Leaf Removal, Planting, Spray Beds, Trail Repairs

Annually: Edge Beds, Mulch Beds, Tree Pruning

Biennially:

5-year:

Total Annual Maintenance:

Nutrient Management: Intensively Managed Area

Integrated Pest Management Plan: Turf, Beds, Shoreline, Crack and Crevice
RIVERGATE PARK

Location: 2 Montgomery St.
Alexandria, VA 22314

Area: 2.24 acres / 97,722 ft²

Features:

APPA Comparable Level of Care: Level 3

Maintenance Operations Inventory:

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<td>Leaf Removal</td>
<td>Edge</td>
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Maintenance Cycles:

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<tr>
<th>Daily:</th>
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<td>Bi-Weekly:</td>
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<td>Monthly:</td>
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<td>Semi Annually:</td>
<td>Aeration, Fertilization, Weed Control, Leaf Removal, Planting, Spray Beds, Trail Repairs</td>
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<td>Annually:</td>
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<td>Biennially:</td>
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<td>5-year:</td>
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Total Annual Maintenance:

Nutrient Management: Intensely Managed Area

Integrated Pest Management Plan: Turf, Beds, Shoreline
HISTORIC PRESERVATION
VI. HISTORIC PRESERVATION

Existing Plans and Policies

a. **Adopted 1992 City Master Plan – Historic Preservation for Old Town North Small Area Plan**

Objectives:

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

Preservation Recommendations for Old Town North:

1. Write preservation guidelines for development which will affect significant resources, particularly the Alexandria Canal, Portner's Brewery and the Old Dominion Glass Company.
2. Develop preservation guidelines with the Department of Transportation and Environmental Services to preserve significant sites affected by public projects.
3. Develop a plan and guidelines with the Department of Recreation, Parks, and Cultural Affairs to enhance the public’s appreciation for the City's maritime heritage in the Waterfront parks.

b. **Washington Street Standards, Zoning Ordinance 10-105-3** – This section of the Zoning Ordinance provides additional standards that shall apply to the construction of new buildings and structures and to the construction of additions to buildings or structures on lots fronting on both sides of Washington Street from the southern City limit line north to the northern City limit line.

c. **Archaeological Protection Code: Alexandria City Zoning Ordinance, 1992, Section 11-411: Archaeology Protection** - This section of the Zoning Ordinance outlines the processes and requirements for the preservation of significant archaeological resources in order to ensure that information about the past is not lost as a result of development projects.

d. **Design Guidelines for the Old and Historic Alexandria District and Parker-Gray (including Chapter 7 Washington Street Guidelines)** – See Planning, Design and Land Use

e. **Wayfinding Guidelines** - See Planning, Design and Land Use

f. **Buildings of Merit on the George Washington Memorial Parkway since 1932 (June 2015)**

This presentation highlights 20th century buildings on the George Washington Memorial Parkway that may possess historic and architectural significance.

g. **Washington Street: A Review of Washington Street and Its Memorial Character (February 2012)** - This presentation highlights architecturally and historically notable buildings on Washington Street. While not an exhaustive list of all the notable or significant buildings on Washington Street, it is a representation of different architectural styles from a range of time periods that should be considered when understanding the overall character and memorial nature of Washington Street.
Additional Information

a. **2015 Photographic Survey Catalogue** – A photographic survey of existing buildings in Old Town North was created by the Department of Planning and Zoning to visually map the different building typologies that exist in the planning area. Hard copies are available to view in the Planning and Zoning Department.

b. **Sanborn Maps** – Hard copies of the Sanborn Maps are available for the public to research at Special Collections at the Library.

Existing Data and Maps

- Map 46 - Map of Known and Potential Historic Resources (as of 2015)
- Map 47 – Old Town North Existing Buildings by Year Built (2015)
- Map 48 - Local Historic Districts
- Map 49 - Existing National Register Districts
This map was prepared by Alexandria Archaeology and is subject to changes and additions as more research is conducted: 12/11/15.
This map was produced from data provided by the GIS Department and cross checked with Sanborn Maps where possible. City of Alexandria, VA. Updated: 10/6/2015
This map was produced from data provided by the GIS Department, City of Alexandria, VA. Updated: 10/22/2015
ECONOMIC DEVELOPMENT
VII. ECONOMIC DEVELOPMENT

Existing Data and Maps

- Old Town North Demographics Census (Below)
- Old Town North Employment Census (Below)
- Old Town North Education and Income Estimates (page 110)
- 2015 Land Use Distribution - See page 111
- Old Town North Employment Density Map - See Figure 3 on page 13
- 1992 Retail Focus Area Map – See Map 3 on page 32
- 2015 Existing Retail Map – See Map 4 on page 33
- Map 50 - 2015 Old Town North Office Survey

Demographics

Old Town North Population

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>2,010</td>
<td>2,087</td>
<td>2,764</td>
<td>3,118</td>
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<tr>
<td>Housing Units</td>
<td>1,180</td>
<td>1,413</td>
<td>2,045</td>
<td>2,280</td>
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<tr>
<td>Households</td>
<td>1,069</td>
<td>1,349</td>
<td>1,880</td>
<td>2,101</td>
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<tr>
<td>Population in</td>
<td>2,010</td>
<td>2,081</td>
<td>2,755</td>
<td>3,109</td>
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<tr>
<td>Average Household Size</td>
<td>1.88</td>
<td>1.54</td>
<td>1.47</td>
<td>1.48</td>
</tr>
</tbody>
</table>

Old Town North Population by Age and Race

<table>
<thead>
<tr>
<th>OLD TOWN NORTH POPULATION BY AGE AND RACE</th>
<th>up to 19</th>
<th>20-24</th>
<th>25-34</th>
<th>35-44</th>
<th>45-54</th>
<th>55-64</th>
<th>65 &amp; over</th>
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</thead>
<tbody>
<tr>
<td>White</td>
<td>82</td>
<td>67</td>
<td>397</td>
<td>324</td>
<td>357</td>
<td>482</td>
<td>436</td>
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<tr>
<td>African American</td>
<td>101</td>
<td>12</td>
<td>37</td>
<td>43</td>
<td>52</td>
<td>68</td>
<td>184</td>
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<tr>
<td>Hispanic</td>
<td>20</td>
<td>6</td>
<td>23</td>
<td>22</td>
<td>24</td>
<td>20</td>
<td>27</td>
</tr>
<tr>
<td>Asian</td>
<td>3</td>
<td>4</td>
<td>21</td>
<td>21</td>
<td>9</td>
<td>6</td>
<td>16</td>
</tr>
</tbody>
</table>

Employment

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees in Old Town</td>
<td>4,103</td>
<td>11,578</td>
<td>13,923</td>
<td>9,745</td>
</tr>
<tr>
<td>Employees in</td>
<td>64,600</td>
<td>76,199</td>
<td>96,464</td>
<td>108,700</td>
</tr>
</tbody>
</table>

---

11 1970 from Alexandria Department of Planning and Zoning, 1992 OTN SAP
12 1990 and 2010 from Decennial Census
13 2015 data based on development projects occupied since 2010, with 1.6 persons per household assumed for new development.
14 Population in Household and Average Household Size does not include population in group quarters
15 2010 from Decennial Census, minus “Other” Category
16 2015 Employment based on building area with standard employment density factors for use, controlled to citywide total employment
Education and Income Estimates

The U.S. Census Tracts which span the Old Town North planning area include 3 Block Groups. Because some block groups straddle other adjacent areas, the following numbers are not exact. In addition, they are based on the 2009 – 2013 American Community Survey which consists of random surveys during non-decennial years. The following information therefore represents best estimates for purposes of this Project Brief to provide a sense of the education and income characteristics of the area.

<table>
<thead>
<tr>
<th>Line #1</th>
<th>Total Population: 250</th>
<th>No Schooling: 23</th>
<th>Less than High School: 94</th>
<th>High School Diploma or GED: 133</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line #2</td>
<td>Total Population: 438</td>
<td>Some College: 341</td>
<td>Associate’s Degree: 97</td>
<td></td>
</tr>
<tr>
<td>Line #3</td>
<td>Total Population: 902</td>
<td>Bachelor’s Degree: 902</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line #4</td>
<td>Total Population: 1,160</td>
<td>Master’s Profession or Doctorate Degree: 1,160</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Households</th>
<th>Income Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>521</td>
<td>$0 – 49,999</td>
</tr>
<tr>
<td>449</td>
<td>$50,000 - $99,999</td>
</tr>
<tr>
<td>437</td>
<td>$100,000 - $149,000</td>
</tr>
<tr>
<td>209</td>
<td>$150,000 - $199,999</td>
</tr>
<tr>
<td>386</td>
<td>$200,000 +</td>
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</table>
**Land Use**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>2015 Land Use</th>
<th>% of Total*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acreage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential-Single Family Detached</td>
<td>0.8</td>
<td>0.47</td>
</tr>
<tr>
<td>Residential-Single Family Attached</td>
<td>10.3</td>
<td>6.06</td>
</tr>
<tr>
<td>Residential-Multi-Family</td>
<td>36.9</td>
<td>21.74</td>
</tr>
<tr>
<td>Retail/ Service</td>
<td>8.2</td>
<td>5.18</td>
</tr>
<tr>
<td>Hotel/ Motel</td>
<td>5.4</td>
<td>3.18</td>
</tr>
<tr>
<td>Mixed Residential with Retail</td>
<td>1.5</td>
<td>0.88</td>
</tr>
<tr>
<td>Mixed Office with Retail</td>
<td>2.0</td>
<td>1.17</td>
</tr>
<tr>
<td>Office</td>
<td>25.1</td>
<td>14.79</td>
</tr>
<tr>
<td>Warehouse</td>
<td>3.6</td>
<td>2.12</td>
</tr>
<tr>
<td>Institutional</td>
<td>3.0</td>
<td>1.76</td>
</tr>
<tr>
<td>School</td>
<td>0.7</td>
<td>0.41</td>
</tr>
<tr>
<td>Recreation and Parks</td>
<td>6.4</td>
<td>3.77</td>
</tr>
<tr>
<td>Common Area</td>
<td>11.2</td>
<td>6.59</td>
</tr>
<tr>
<td>Transportation</td>
<td>3.0</td>
<td>1.76</td>
</tr>
<tr>
<td>Utility</td>
<td>50.7</td>
<td>29.8</td>
</tr>
<tr>
<td>Vacant</td>
<td>0.9</td>
<td>0.53</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>169.7</td>
<td>100.21</td>
</tr>
</tbody>
</table>

* Percentages may not total 100 due to rounding

---

17 Land Use information is preliminary based on City of Alexandria Real Estate Data Parcel Land Use Code
MAP 50 - 2015 OLD TOWN NORTH OFFICE SURVEY

<table>
<thead>
<tr>
<th>Address</th>
<th>City</th>
<th>Property Type</th>
<th>Property Size</th>
<th>Space Avail</th>
<th>Rent/SF/Yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>1201 E Abingdon Dr</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>94,725 SF</td>
<td>36,274 SF</td>
<td>$27.00-$26.00</td>
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<tr>
<td>11 Canal Center Plz</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>77,578 SF</td>
<td>5,343 SF</td>
<td>Withheld</td>
</tr>
<tr>
<td>99 Canal Center Plz</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>152,313 SF</td>
<td>39,391 SF</td>
<td>$29.50</td>
</tr>
<tr>
<td>1111 N Fairfax Dr</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>32,652 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>600 N Fairfax St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>7,124 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>700 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>44,381 SF</td>
<td>2,726 SF</td>
<td>$25.00-$26.00</td>
</tr>
<tr>
<td>701 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>83,732 SF</td>
<td>3,188 SF</td>
<td>$28.00-$35.00</td>
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<tr>
<td>801 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>58,237 SF</td>
<td>21,903 SF</td>
<td>Withheld</td>
</tr>
<tr>
<td>Address</td>
<td>City</td>
<td>Property Type</td>
<td>Property Size</td>
<td>Space Avail</td>
<td>Rent/SF/Yr</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------</td>
<td>--------------------------------</td>
<td>---------------</td>
<td>-------------</td>
<td>------------</td>
</tr>
<tr>
<td>1001 N Fairfax St</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>115,387 SF</td>
<td>12,365 SF</td>
<td>$30.00</td>
</tr>
<tr>
<td>1010 N Fairfax St</td>
<td>Alexandria</td>
<td>Class C Office/Loft/Creative Space</td>
<td>8,964 SF</td>
<td>8,964 SF</td>
<td>$34.00</td>
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<tr>
<td>1020 N Fairfax St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>14,766 SF</td>
<td>3,705 SF</td>
<td>$26.50</td>
</tr>
<tr>
<td>1033 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>32,652 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>1055 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>32,652 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>1199 N Fairfax St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>108,128 SF</td>
<td>40,948 SF</td>
<td>$22.00-$31.00</td>
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<tr>
<td>325 First St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>4,050 SF</td>
<td>0 SF</td>
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</tr>
<tr>
<td>209 Madison St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>90,243 SF</td>
<td>21,663 SF</td>
<td>$29.50-$31.50</td>
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<tr>
<td>601 Madison St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>43,587 SF</td>
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</tr>
<tr>
<td>610 Madison St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>8,400 SF</td>
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</tr>
<tr>
<td>300-302 Montgomery St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>12,000 SF</td>
<td>0 SF</td>
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</tr>
<tr>
<td>312-314 Montgomery St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>20,000 SF</td>
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</tr>
<tr>
<td>316-318 Montgomery St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>5,650 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>500 Montgomery St</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>108,252 SF</td>
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<tr>
<td>103 Oronoco St</td>
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<td>Class B Office</td>
<td>45,000 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>105 Oronoco St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>11,250 SF</td>
<td>110 SF</td>
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<tr>
<td>107 Oronoco St</td>
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<td>Class C Office</td>
<td>1,804 SF</td>
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<tr>
<td>109 Oronoco St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>1,800 SF</td>
<td>1,800 SF</td>
<td>$20.00</td>
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<tr>
<td>111 Oronoco St</td>
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<td>6,428 SF</td>
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<td>-</td>
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<tr>
<td>113-117 Oronoco St</td>
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<td>5,100 SF</td>
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<tr>
<td>119 Oronoco St</td>
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<td>10,000 SF</td>
<td>0 SF</td>
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<tr>
<td>121 Oronoco St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>3,416 SF</td>
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<tr>
<td>708 Pendleton St</td>
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<td>2,320 SF</td>
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<td>-</td>
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<td>700-717 Pendleton St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>3,820 SF</td>
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<tr>
<td>801 N Pitt St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>67,500 SF</td>
<td>3,436 SF</td>
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<tr>
<td>1240 N Pitt St</td>
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<td>Class B Office</td>
<td>13,515 SF</td>
<td>4,828 SF</td>
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<tr>
<td>1250 N Pitt St</td>
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<td>Class B Office</td>
<td>26,750 SF</td>
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<td>-</td>
</tr>
<tr>
<td>815 N Royal St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>13,460 SF</td>
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<td>-</td>
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<tr>
<td>1020 N Royal St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>36,894 SF</td>
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</tr>
<tr>
<td>605 Slaters Ln</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>33,000 SF</td>
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<td>-</td>
</tr>
<tr>
<td>615 Slaters Ln</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>45,000 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>625 Slaters Ln</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>56,500 SF</td>
<td>19,396 SF</td>
<td>$29.00-$31.00</td>
</tr>
<tr>
<td>635 Slaters Ln</td>
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<td>Class A Office</td>
<td>56,500 SF</td>
<td>13,483 SF</td>
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<tr>
<td>720 N St. Asaph St</td>
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<td>Class C Office</td>
<td>22,580 SF</td>
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<tr>
<td>814 N St. Asaph St</td>
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<td>Class C Office</td>
<td>4,945 SF</td>
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</tr>
<tr>
<td>500 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>6,300 SF</td>
<td>701 SF</td>
<td>Withheld</td>
</tr>
<tr>
<td>508 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>2,344 SF</td>
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</tr>
<tr>
<td>510 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>1,150 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
</tbody>
</table>

This chart was produced by the Alexandria Economic Development Partnership. 8/7/15
<table>
<thead>
<tr>
<th>Address</th>
<th>City</th>
<th>Property Type</th>
<th>Property Size</th>
<th>Space Avail</th>
<th>Rent/SF/yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 512 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>1,651 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>50 514 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office/Office Live/Work Unit</td>
<td>1,770 SF</td>
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<td>-</td>
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<tr>
<td>51 515 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>25,204 SF</td>
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<td>-</td>
</tr>
<tr>
<td>52 516 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>1,730 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>53 520 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>2,751 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>54 528 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>2,020 SF</td>
<td>2,020 SF</td>
<td>For Sale Only</td>
</tr>
<tr>
<td>55 532 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>4,045 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>56 606 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>26,000 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>57 614 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>2,154 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>58 616 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>868 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>59 618-622 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>7,796 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>60 624 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office/Medical</td>
<td>1,770 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>61 625 N Washington St</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>116,620 SF</td>
<td>10,194 SF</td>
<td>$32.00</td>
</tr>
<tr>
<td>62 675 N Washington St</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>116,620 SF</td>
<td>55,749 SF</td>
<td>$25.00-$30.00</td>
</tr>
<tr>
<td>63 718-722 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>1,653 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>64 724 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>2,554 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>65 726 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>3,483 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>66 727 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>12,940 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>67 732 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>27,111 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>68 802 N Washington St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>5,694 SF</td>
<td>0 SF</td>
<td>-</td>
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<tr>
<td>69 901 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>62,162 SF</td>
<td>6,887 SF</td>
<td>$23.00-$25.00</td>
</tr>
<tr>
<td>70 909 N Washington St</td>
<td>Alexandria</td>
<td>Class A Office</td>
<td>101,344 SF</td>
<td>9,135 SF</td>
<td>$27.00-$28.50</td>
</tr>
<tr>
<td>71 1011 N Washington St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>3,103 SF</td>
<td>0 SF</td>
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<tr>
<td>72 401 Wythe St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>23,577 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>73 501-507 Wythe St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>17,000 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>74 509-515 Wythe St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>31,201 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>75 601 Wythe St</td>
<td>Alexandria</td>
<td>Class B Office</td>
<td>28,500 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
<tr>
<td>76 621 Wythe St</td>
<td>Alexandria</td>
<td>Class C Office</td>
<td>1,500 SF</td>
<td>0 SF</td>
<td>-</td>
</tr>
</tbody>
</table>