

"Home Town of George Washington and Robert E. Lee"

CITY OF ALEXANDRIA

VIRGINIA



February 9, 1962

Honorable Mayor and Members
Alexandria City Council
Alexandria, Virginia

Gentlemen:

The City Planning Commission presents herewith, for the information of the City Council, a copy of the "Generalized Land Use and Major Thoroughfare Plan" with supporting text and maps which the City Planning Commission feels represents a forward step in the planning of the City, and includes a reasonable estimate of the desires expressed by the Alexandria citizens for the future physical development of the City.

The City Planning Commission presented its proposals to the public by advertisement in the Alexandria Gazette on November 15, 1961, by mailing to all Civic Organizations, and held three public hearings on November 27, 29, and 30, 1961.

The City Planning Commission in its final consideration has endeavored to satisfy requests for changes resulting from the public hearings to as great a degree as the City Planning Commission felt such changes were justified.

Resumes of the three public hearings and all written communications as well as the Commission's resolutions of each problem raised appear in the text.

The City Planning Commission considered several alternatives as to location of the Central Business District, as presented by the Staff, but determined that in the final analyses the location contained in the Plan would be best suited to future development.

The City Planning Commission looks forward to discussing the Plan with the City Council, February 20, 1962.

Very truly yours,

Roy C. Bragg, Vice-Chairman
Alexandria City Planning
Commission

"Home Town of George Washington and Robert E. Lee"

CITY OF ALEXANDRIA
VIRGINIA

CITY PLANNING COMMISSION

EVERETT C. WEITZELL, CHAIRMAN
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DIRECTOR OF PLANNING



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WALLACE G. PERRY
BURT LOPATIN

HENRY S. BROOKS

October 20, 1961

Honorable Mayor and Members
Alexandria City Council
Alexandria, Virginia

Gentlemen:

The Alexandria City Planning Commission has under consideration a "Tentative Generalized Land Use Map and Traffic Flow Plan" for the City of Alexandria, and wishes to discuss the elements of the plan at a work session with the City Council.

Following such a work session, and after incorporating any changes deemed advisable by the City Council, the Planning Commission will publish the map and prepare for public hearings. It is proposed that three separate public hearings be held, which will be devoted successively to Planning Districts I, II, and III.

On the basis of information gained from public hearings and other sources, a Generalized Land Use Plan will be adopted by the City Planning Commission, and recommended to the City Council for its consideration. A tentative Major Thoroughfare Plan will accompany the land use plan because of its close relationship to future land use patterns. The Major Thoroughfare Plan will be recommended separately to the City Council.

Copies of the Preliminary Map and statistical information prepared by the Department of City Planning are transmitted herewith for your examination.

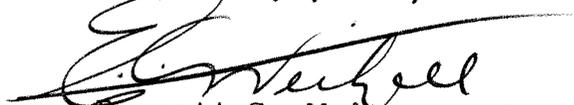
This tentative proposal is based on the following basic considerations and objectives:

1. Improvement of Alexandria's Central Business District to its fullest potential, allowing it to take its place in the Washington Metropolitan Area as a dominant trading center.
2. Revitalization and protection of other shopping areas in Alexandria where they serve their markets effectively, and the addition of new shopping centers where they are needed and where they can serve their markets conveniently.

3. Promotion and restoration of places with historical significance as well as other places of regional significance throughout the City.
4. Encouragement of industrial expansion, where it will not adversely affect residential properties.
5. Elimination of blight wherever it exists, encouraging private renewal when possible and public urban renewal when necessary.
6. Elimination of mixtures of incompatible uses.
7. Provision of adequate parks and open space convenient to the population.
8. Recognition of existing land use patterns and investments.
9. Discouragement of through traffic and industrial traffic in single-family areas.
10. The location of highest residential densities along major transportation routes.
11. The devotion of all land to its highest and best use in keeping with the rights of private property and our democratic processes.

Please note that the accompanying maps and statistical data are preliminary and not intended for release.

Very truly yours,


Everett C. Weitzell, Chairman
City Planning Commission

ECW/fsk/dd

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INTRODUCTION

The Generalized Land Use Plan is a long range proposal for the proper arrangement of future development within the City of Alexandria. The close relationship of major streets to the Land Use Plan required joint consideration of the Major Thoroughfare Plan,

The Land Use and Major Thoroughfare Plans are part of the Comprehensive Plan. Also to be included in the fulfillment of the Comprehensive Plan is a Community Facilities Plan which will provide for a suitable arrangement and distribution of parks, playgrounds, and public utilities, and a Public Improvements Program which will identify and recommend priorities for future public improvements needed to meet objectives established in the Plans.

The Land Use and Major Thoroughfare Plan are effectuated by the various tools established in the City Code. These consist of the master zoning map, zoning regulations, subdivision regulations, taxation, condemnation power, a site plan ordinance, and the approval of specific projects for accomplishment of the total community improvement program, such as urban renewal, port development, etc.

The Land Use Plan has the word "Generalized" within its title for the following two reasons:

1. The varieties of land use are divided into six major categories, therefore, some variations of uses are included in each category.

2. The lines of transition from one use to another do not always follow property lines. Details of this nature should be thoroughly examined when such properties are considered for rezonings.

The Land Use Plan provides for expanding the six categories of land use, from what presently exists, in the following manner:

1. Single Family - In quiet areas of the City away from major routes of transportation.
2. Multi-Family - Mostly along Shirley Memorial Highway, and west and south of King Street west of Washington Street in Planning District One where shopping and major routes of transportation are in close proximity.
3. Commercial - Mostly along Shirley Memorial Highway at the intersections of Seminary Road and Duke Street where medium to high population densities are in close proximity and where best service can be obtained from major routes of transportation and a redevelopment of the Downtown Central Business District.
4. Industry - Mostly in the southwest section of the City where service can be made available from a variety of transportation systems and where residential properties will not be seriously affected.
5. Public & Semi-Public Open Space - Mostly the expansion of Fort Ward Park, the location of a part site on the north side of Duke Street adjacent to the Water Company, and the addition of two neighborhood parks west of Shirley

Memorial Highway where population densities will be greatly increased.

6. Institutional - The location of two grade school sites west of Shirley Highway where population densities will be greatly increased. The grade school locations and two neighborhood parks proposed for this area should be developed in park - school units, not separately.

Each of the above uses of land has its proper place and relationship to other uses and for a well planned City the predetermined relationships should be maintained within reasonable bounds.

The purpose of future land use plan is to establish the bounds of this pre-determined relationship. A future land use plan is not a magical solution to all problems which arise. The adoption of such a plan has little or no value without a commitment to follow the general blue-print thereby established and, if and when necessary, to change the plan rather than deviate from it.

It is possible in comparing Alexandria with neighboring or other jurisdictions to arrive at erroneous conclusions as to the relative values of, for instance, proportions of single family dwellings as compared to multi-family dwelling units. A strict statistical comparison is not always a fair means of judgment. Certain individual characteristics of a city or community are its own individual peculiarities which do not show up in straight statistical comparison.

Because one jurisdiction is able and willing to support a housing unit distribution indicating 60% multi-family development and

40% single family development, is not in itself any reason for pre-determining that Alexandria should be willing and able to establish the same distribution. The individual character of the community itself deserves as much or more weight than comparative statistics.

The Tentative Generalized Land Use Plan recognizes the existing land use structure and is based on sound objectives, up to date criteria, and major policies recommended by the National Capital Planning Commission and National Capital Regional Planning Council for the future growth of the metropolitan area as a whole.

The Land Use Plan is not a proposed zoning map. It is a guide for the general development of the City of Alexandria for the next 20 years. It represents a target to which local actions can be directed.

BASIC ASSUMPTIONS

The Land Use Plan for Alexandria is developed in recognition of the City's place within the Washington Metropolitan Area. It is intended to carry out the policies promoted in the "Year 2000 Corridor Plan" for the Metropolitan Area which emphasizes highest population densities along major routes of transportation leading to and from Washington, D. C.

The Land Use Plan is also based on the following assumptions:

1. That no major change occurs regarding the basic economic structure of the Washington Metropolitan Area.
2. That the demand for apartment living will continue during the forthcoming years.
3. That the City of Washington and County of Arlington will

continue policies of limiting their populations to what presently exists within their limits.

4. That a population increase will continue in Fairfax County, south of Alexandria and east of Shirley Highway; thereby increasing the traffic flow on Alexandria's streets, leading to and from Washington, D. C.

OBJECTIVES

The Tentative Generalized Land Use Plan is based on the following objectives designed to promote any advantages which the City of Alexandria have within the Metropolitan Area. These advantages can be equally beneficial to both the City and its neighbors. The objectives are also designed to create a more attractive City, provide its residents with community facilities at less cost, and broaden the City's tax base. These objectives are very much a part of the Land Use Plan and should be restudied as often as the Land Use and Major Thoroughfare Plans are reviewed.

The tentative proposals are based on the following basic conditions and objectives:

1. Improvement of Alexandria's Central Business District to its fullest potential, allowing it to take its place in the Washington Metropolitan Area as a dominant trading center.
2. Revitalization and protection of other shopping areas in Alexandria where they serve their markets effectively, and the addition of new shopping centers where they are needed and where they can serve their markets conveniently.

3. Promotion and restoration of places with historical significance throughout the City.
4. Encouragement of industrial expansion, where it will not adversely affect residential properties.
5. Elimination of blight wherever it exists, encouraging private renewal when possible and public urban renewal when necessary.
6. Elimination of mixtures of incompatible uses.
7. Provision of adequate parks and open space convenient to the population.
8. Recognition of existing land use patterns and investments where possible.
9. Discouragement of through traffic and industrial traffic in single family areas.
10. The location of highest residential densities along major transportation routes and near major shopping areas.
11. Encouragement of Rapid Transit as a means to relieve congestion along major arteries.
12. Encouragement of a clean Potomac River to provide additional recreational advantages.

EVOLUTION OF THE PLANS

Early in 1961 a long overdue land use plan reached the threshold of serious consideration by the Planning Commission. The Commission delegated the Planning Department the responsibility of preparing this plan for their review in coordination with a re-study of the Major Thoroughfare Plan, adopted in 1956.

The Tentative Generalized Land Use and Major Thoroughfare Plans were released November 6, 1961, and published in the Alexandria Gazette, November 15, 1961, along with an announcement of Public Hearings on these plans, scheduled for November 27, 29 and 30, 1961. Each hearing was restricted to a specific planning district beginning with Planning District Three on November 27 and ending with Planning District One on November 30.

The Planning Commission reviewed each comment delivered at the Public Hearings and all written communications received by the Commission and Staff at work session on the evenings of January 10 and 16, 1962.

The Planning Commission and City Council will jointly review the Tentative Generalized Land Use and Major Thoroughfare Plans February 20, 1962.



PUBLIC HEARINGS & WRITTEN COMMUNICATION RESUMES AND RESOLUTIONS

During the Planning Commission's work session conducted January 10 & 16, 1962, a number of amendments were initiated based on public reactions to the Tentative Generalized Land Use and Major Thoroughfare Plans.

The following is a resume' of all public hearing and written communication statements accompanied by Planning Commission resolutions. Most of the statements are headed by a number in parenthesis. All statements following such numbers correspond to the same numbered sections on the Plans which accompany the full minutes of Hearings and copies of written communications.

Statements which led to amendments to either Plan are designated by asterisks (*). (#)Designates statements made by letter)

PLANNING DISTRICT THREE

(GENERAL REACTION)

Mr. Donald Mela, speaking for Strawberry Hill Citizens Association:

The general attitude of our people is approval. We question, however, the radical increase for multi-family development. We noticed that the greatest proportion of home owners are single-family.

Mr. Montague, speaking for Strawberry Hill Citizens Association:

I second the comments by Mr. Mela and urge the Plans's adoption. If exceptions to the plan become the rule, the plan will be of little use.

Mr. Combs, of Brookville-Seminary Valley Citizens Association:

It seems to me that we have planned too much commercial when considering the amount of commercial already existing within the City and nearby.

Mr. Holland:

I am concerned about remarks about the extent of commercial land in Alexandria. There are infinite types of commercial uses which have only been tapped by Alexandria. I would consider holding the policy of zone transition more commercial, and certainly not putting industry next to high-rise apartments.

Mr. M. W. Belcher, president of Seminary Hill Citizens Association:

I would like to recommend that townhouses be excluded from the single-family classification in Planning District #3.

Mr. Omer Hirst, speaking for Commonwealth Capital Corporation:

Parking should be considered in relation to future mass transit facilities.

I wish to commend the Commission in creating a guide. I will later point out what I feel are inconsistencies in the proposal.

(RECREATION AND SCHOOLS)

Mr. Montague, speaking for Strawberry Hill Citizens Association:

We noted in looking over Planning District #3, as it applies to Strawberry Hill, there is an insufficient amount of land for recreation. The generally accepted standard of one acre park land per 100 population is only met halfway.

Mr. Combs, of Brookville-Seminary Valley Citizens Association:

It seems to me that plans should consider another elementary school in our area.

Mr. Sando, of Brookville-Seminary Valley Citizens Association:

I hope the impact of high-rise apartments on the school system is considered. More park land should be considered for Alexandria.

Mr. Benovich:

I am interested in children and feel we do not have enough park land for their benefit. It costs money now, but it may prevent the spending of more money for a larger police force. These parks should be more accessible and within walking distance of the children.

(STREETS - GENERAL)

Mr. Combs, of Brookville-Seminary Valley Citizens Association:

It seems to me as one of the faults of the plan is that more roads going directly into Washington have not been planned.

* (1)

Mr. Thorpe Richards, representing two gentlemen who own land on Beauregard Street:

The proposed buffer strip of open space which divides the industry from single family north of Seminary Road and west of North Beauregard Street is wasteful and not reasonable. The area does not consist of a flood plain. I suggest that another type of buffer be proposed such as limiting the industrial development and running multi-family up to this use.

Planning Commission Resolution: The use of narrow park strips as buffers is not a practical solution for protecting residential properties from neighboring industry. The park buffer near the City Limit line between Seminary Road and King Street as well as all similar buffers were deleted from the Plan.

* (2)

Mr. Boothe, speaking for Mr. Mark Winkler:

Please direct attention to 215 acres of land owned by Mr. Winkler lying South of Seminary Road, West of Shirley Highway, North of Holmes Run, and east of Beauregard Street. In 1952 when this land was annexed, Mr.

Winkler took Alexandria's side because he felt planning would best be done by the City. He has given the City the sites for the Ramsey School and Holmes Run Parkway. About 150 acres of the 215 acres are zoned for commercial and the remainder for apartments. He wishes the existing zoning to remain and also that the 35 acres of this land not be shown for park land. We feel that the possibility of commercial development is greater now than it ever was, as a result of the increasing amount of apartment development in the immediate vicinity. Since 1952 the taxes of Mr. Winkler's property have increased 600%.

Mr. G. U. Richard, speaking for Mrs. Catharine Winkler:

I agree with certain comments made by Mr. Boothe. The Winkler family has had many opportunities to make a quick buck by developing land not in the best interest of the City. Instead the Winkler family has chosen to rely on the fairness of City officials in order that their land can be developed to the highest and best use. I think the fair thing would be to let that land remain commercial and R-A as it is at the present time. I can assure you that in a short time that land will be developed in a way the Community and City will be proud of.

Mr. Edward M. Smith, representing Mr. B. M. Smith:

We are very much opposed to the rezoning of land North and West of Beauregard Street largely in R-A zoning to single-family use. Mr. Smith could have sold his property many times in past years; however, he chose to hold it and try to develop it to the best interests of the Community. Mr. Smith supported annexation. In 1954 this property was zoned on both sides of Beauregard to apartment land except for a small strip of single family. He dedicated a 12-acre site for school purposes and deeded 7 acres for Beauregard Street. I believe that single-family zoning is incompatible with bordering lands and that it would be to the best interest of the City if it remained R-A. Plans have already been formulated for the area's development. I humbly request your consideration.

Mr. James West, Lincolnia Hills:

We wish to express our personal approval regarding planning of the area west of Shirley Highway and South of Seminary Road. The extension of North Chambliss Street and Taney Avenue is also favorably accepted as a means to better serve our properties.

Mr. Thorpe Richards, representing two gentlemen who own land on Beauregard Street:

When you have a major shopping center it should be surrounded with high-density uses to generate a need for stores. I suggest that another review is necessary concerning property west of Beauregard and change it to office or multi-family use.

Planning Commission Resolution: The Commission agreed to expand the proposed commercial to a justifiable size between North Beauregard and Shirley Highway and South of Seminary in a Southwesterly direction to the point where the land rapidly changes elevation.

The Commission also agreed to allow apartment development West of

Beauregard Street and South of Seminary Road, also to the point where the land rapidly changes elevation and to where the proposed commercial ends on the opposite side of Beauregard Street. Beyond these points the Commission reaffirmed the Plan as originally proposed on the basis that single-family West of Beauregard Street will be buffered from proposed multi-family East of Beauregard Street, and the single-family area will not receive the full noise of Beauregard Street traffic as a result of the higher land elevation above Beauregard Street.

The Commission further agreed to allow multi-family development West of Beauregard and North of Seminary Road. The rear boundary of this multi-family area is intended to be a projection of the rear boundary of the Hermitage Methodist Home, running between the home and the previously proposed multi-family area.

(3)

Mr. Cowles, speaking for his family only:

I feel the plan is very good. I have lived for 27 years at 30th and King. The land immediately east of us is presently zoned and has been zoned residential single-family for the past 30 years. I wish to see this land use zoning retained.

Planning Commission Resolution: The property South of King Street in the vicinity of 30th Street has developed with single-family dwellings. In total, however, it represents only a minute fragment of all property in the proposed apartment complex directly served by Shirley Highway. To propose this area for single-family development would be contrary to the criteria outlined in the text. It is anticipated that when the existing single family development outlines its usefulness, multi-family construction will constitute a natural replacement.

*(4)

Mr. R. L. Ruffner, resident on Braddock Road:

I object strenuously to my property on Braddock Road being planned as park. It is presently zoned R-8 and I wish that zoning to remain so that I can develop single-family houses in the future.

Planning Commission Resolution: The Commission agreed to cancel the proposal to expand Fort Ward Park in reference to statements made by Mr. Ruffner, and since money is not available to purchase this property. The Commission further recommended that existing parks be facilitated with proper equipment and additional neighborhood parks and playgrounds be acquired and equipped prior to any efforts to obtain park land of this regional magnitude.

*(5)

Mrs. M. W. Belcher, president of the Seminary Hill Association:

I was advised this morning of a proposal by Mr. Kenny as stated in a letter of November 27, 1961, regarding a change in classification in the East quadrant of Seminary Road and Shirley Highway. Most of us feel we have too many apartments already. The Planning Commission unanimously denied a zoning change for apartments for that area last January, stating that the property is suitably zoned for R-8 single-family development. Our association hopes that this matter will be given reconsideration.

#Mrs. R. F. S. Starr, 4443 Seminary Road:

A more comprehensive evaluation of existing & foreseeable impacts should be made in my area.

Planning Commission Resolution: After the plans were released and published in the Alexandria Gazette, the Department submitted an alternative plan for the property East of Shirley Highway between Seminary and Braddock Roads. The alternative proposal was intended to provide a community shopping center adjacent to Shirley Highway, backed up with multi-family development, to support the proposed shopping center, and also provide a suitable buffer between the center and existing single-family in that area. The alternative proposal was based on the property's close relationship to the intersection of Shirley Highway and Seminary Road, providing very good access to Washington, D. C. and shopping facilities.

The Commission agreed to provide a narrow strip of multi-family along Shirley Highway to be bounded on the East by the projected Kenmore Avenue. They declined the proposal for commercial in that area, since a regional shopping center is proposed in the vicinity.

#(6)

Mr. Albert Bryan, Jr. 120 South Fairfax Street:

Regarding the land (11 acres) owned by Albert Bryan, Trustee for doctors, adjacent to the new hospital on Seminary Road: 1. Whether the "Land Use Plan", if adopted, will preclude later consideration of special district for professional offices or some similar legislation? 2. Whether any consideration has been given to a "Medical " or "Special" district near the new hospital for future land Use?

Planning Commission Resolution: The Commission agreed to reaffirm the proposal for single-family in the vicinity of the New Alexandria Hospital on Seminary Road. Office development might be accepted in that area if oriented directly to the Hospital and if strict standards are applied to such development which will not adversely affect neighboring single-family development.

#(7)

Mr. Charles Beatley, 4875 Maury Lane:

Clarification of the precise extent of multi-family....exact location of the line that divides this section from single-family area along the West side of Pegram Street from Hammond High School to Polk Street.

Planning Commission Resolution: The Tentative Generalized Land Use Plan does not show property lines and in a generalized guide to future local action. The Plan can be interpreted as proposing single family development for property fronting on the West side of North Pegram Street near the Hammond High School, and multi-family at the rear. The transition line is not as definable near Polk Avenue. Future zoning changes would clearly define such lines along existing property lines.

* (8)

Ronald F. and Ruth H. Lewis, 6412 Duke Street:

Re West quadrant at Duke Street and Shirley Highway proposed for industry: We wish to approve your plan showing proposed industry. We are

opposed to any lesser use than that permitted by the existing C-2 zoning.

Mr. Omer Hirst, speaking for Commonwealth Capital Corporation:

The proposed industrial use in Southwest quadrant at Shirley Highway and Duke Street is out of character and should remain commercial.

Planning Commission Resolution: In a recent conversation with officials in Fairfax County, the Department learned that there is no set plan for the area West of the Southwest quadrant of Shirley Highway and Duke Street. The zoning along Duke Street in the County is commercial. In view of the comments made at the Public Hearing and the letter received regarding the quadrant and in view of the conversation with Fairfax County Officials, the Commission agreed to propose the area for commercial development.

* (9)

Mr. Omer Hirst, speaking for Commonwealth Capital Corporation:

The existing commercial zone on the South side of Duke Street running Eastward from Shirley Highway should be classified C-2 rather than apartment. Taxes have increased 20 times on these 12 acres since the County last had it.

Planning Commission Resolution: The Commission agreed to increase the proposed commercial South of Duke Street, West of Lincolnia Road, in an effort to encourage the development of a small convenience goods center to serve the proposed neighboring multi-family area. The amendment changes the property North of the South boundary, Key Motel East of Shirley Highway, and West of Lincolnia Rd. from proposed residential to commercial. This expanded commercial is not intended to contain future uses which will conflict with the development of a large regional shopping center North of Duke Street.

* (10)

Mr. D. R. Nimmer, Skelton Parcel, northeast corner of Lincolnia and Edsall Roads:

I subscribe to the plan as proposed. It is unreasonable to have a lesser zone when existing industrial development has already taken place. See letter for further details.

Mr. Seymour Friedman, representing Mr. Carl W. Freeman, owner of 70 acre tract South of Duke Street, West of Reynolds Street, north of Edsall Road and East of Shirley Highway and Lincolnia Road:

The property is presently zoned R-C except for approximately 8 acres in its northwest corner fronting on Duke Street which is zoned commercial. The commercial area was designed to provide convenient shopping facilities for the overall apartment development plan. The zoning was granted for that purpose and we feel the Land Use Plan should indicate this use. The 70-acre tract is intended to become the site of a luxury high-rise apartment to serve the proposed required shopping center to the North; however, the extensive industrially planned land to the East and South can adversely affect such development. We have already experienced serious difficulty in securing permanent mortgage financing because of the continued proposals and applications seeking industrial zoning of land adjoining our property. Because of the obnoxious aspects associated with industry and the heavy traffic which would inevitably traverse our property, we strongly urge that no industrial development be permitted north of Edsall Road.

Planning Commission Resolution: The Commission agreed to reaffirm the area proposed for industry. Industrial development in this area would be served by Duke and Picket Streets and Edsall Avenue and the proposed Wheeler Avenue and Van Dorn Street. In addition, rail service could be provided by the Southern and Richmond, Fredericksburg and Potomac Railroads. Topography conditions will protect residential from industrial development.

In an effort to protect existing residential development along Stevenson Avenue, the property lying within Shirley Highway and Lincolnia Road and North of the North property line of the school property, and South of the proposed commercial is proposed for single family development. The area South of proposed single family is proposed for multi-family development, including the area of the school site. The Commission agreed that any proposal to expand the industry to the North would seriously jeopardize the possibility of any future residential neighborhood of reasonable size in that area.

(11)

Mr. Sando, of Brookville-Seminary Valley Citizens Association:

I would like to see the buffer strip widened between the industrial North of Duke Street and single-family to the North. I would like even more to see all that area proposed park land which is presently proposed industrial.

Mr. Omer Hirst, speaking for Commonwealth Capital Corporation:

The proposed industry North of Duke Street is a mistake and is better used for park and research and development. I am prepared to pay high taxes to get parks and I feel that the Commission should reconsider the establishment of performance standards and an R-I zone.

Mr. Holland: What is going on the narrow strip of proposed industrial land on Duke Street near Holmes Run will cause the hazard of flooding Duke Street. This zoning should be seriously restudied.

Planning Commission Resolution: Holmes Run provides an adequate buffer between industry and single family and there is no reasonable alternative use other than industry for the area north of Duke Street and west of Holmes Run. The Commission, therefore, reaffirmed the Plan for industrial development in this area.

★(12)

★Mr. Budwesky, appearing for the Shirley-Duke Corporation:

We would like you to reconsider your proposed use just south of the Shirley-Duke Shopping Center on the grounds that it is presently zoned commercial, developed with two filling stations and it is unrealistic to provide residential on an existing and proposed major thoroughfare such as Duke Street from the Union Station to the City limits. The Corporation has already spent a large amount of money for the development of the tract south of the existing shopping center.

#Mrs. Elizabeth M. Hayden, 4436 Venable Avenue:

Regarding the tract south of the Shirley Duke Shopping Center proposed for single family: The residents of my neighborhood feel that commercial as proposed by Shirley-Duke Corporation in that area would cause a bad traffic situation. Would it be unreasonable to request that the area between the Sunoco Station and the first residence on the west side of South Jordan remain residential as is

proposed on the map.

Planning Commission Resolution: The Commission agreed to replace the originally proposed single family classification across from the Shirley Duke Shopping Center south of Duke Street from Holmes Run to Jordan Street with proposed commercial. The area is intended to contain commercial uses other than those normally found in a neighborhood shopping center. The Commission proposed the area to the rear of the commercial for multi-family development. The proposed multi-family area is intended as a buffer between the proposed commercial and single family.

* (13)

Mr. Vernon Cockrell:

We own 12 acres of land on the south side of Duke Street bordered by Wheeler Avenue. You are showing that as single-family and right now it is zoned commercial. We wish the present zoning to remain.

Planning Commission Resolution: The Commission felt that the heavy traffic on Duke Street and the industrial traffic anticipated on Wheeler Avenue, at its intersection with Duke Street, would not be conducive to single family development. The property lying within the acute angle of these two streets was proposed for multi-family as the best alternative.

(14)

Mr. Preston Caruthers, representing 1/4 acres of property on the northwest corner of Seminary Road and Shirley Highway:

The proposed access road west of and paralleling Shirley Highway should not be constructed for several reasons. I will confer with the Planning Department on this matter.

Planning Commission Resolution: The originally proposed collector immediately west of and paralleling Shirley Highway was deleted. The Commission agreed that this collector is not needed since it is anticipated that the State will improve interchanges along Shirley Highway and since additional lanes can be developed within the existing Shirley Right-of-Way. Also, Beauregard Street, when fully developed, will adequately serve the area adjoining and west of Shirley Highway.

* (15)

Mr. Montague, speaking for Strawberry Hill Citizens Association:

We note that it is the intent of the Major Thoroughfare Plan to direct traffic away from the neighborhood streets. We feel in some areas this plan can be improved. We note that Taney Avenue is proposed as a collector road by completing it east of Shirley Duke Apartments. We feel that portions of the road are not wide enough nor is there sufficient room to widen it in the Quaker Park and Dalecrest areas. The proposed connection to Quaker Lane would overcome this, however.

Planning Commission Resolution: Seminary Road and Duke Street are regarded as two radial arterials. A major collector between and parallel to these arterials is advisable west of Jordan Street, where distance between the arterials is sufficiently great. The section of the originally proposed collector between

Jordan Street and Quaker Lane including the connection to Duke Street in Quaker Park was deleted from the Plan. It was the feeling of the Commission that the deleted section could have developed arterial characteristics; thereby dividing neighborhood units in that vicinity.

(16)

Mr. M. W. Belcher:

Regarding the matter of Fort Williams Parkway which is shown on the Major Thoroughfare Plan as continuing north along St. Stephens Road and terminating at Seminary Road, if this could become an expressway, it would subdivide our area. We ask that it not be allowed.

Planning Commission Resolution: Fort William Parkway is not intended as an arterial and should be developed as part of the parkway system.

(17)

Mr. Holland:

Wheeler Avenue, as proposed, appears to be a costly project. It would be advisable to realign Wheeler Avenue to extend into Fairfax County with an existing underpass at the Richmond, Fredericksburg and Potomac Railroad, rather than across to Duke Street as presently proposed. The existing terrain makes the present plan prohibitive.

Planning Commission Resolution: At present, most of the industrially proposed area south of Duke Street is without adequate street service. Wheeler Avenue is intended to serve the largest amount of industrial property and should not be deleted from the study unless the proposal is proved impractical.

PLANNING DISTRICT TWO

(GENERAL REACTION)

Mr. Charles H. Harbaugh, Sr., president of Del Ray Citizens Association, goes on record, with the support of the association members, in favoring the following:

1. Circulation of traffic around residential areas.
2. Making commercial more accessible.
3. Improving industry.
4. Protecting quietness of single-family areas.
5. Making all land areas more stable.
6. Transforming business district into normal trading center.
7. Restoring historical buildings.
8. Eliminating blight.
9. Eliminating incompatible uses.

Mr. Charles H. Harbaugh, Sr., speaking on behalf of the majority of members of the Del Ray Citizens Association and other interested individuals, stated that it was their wish that:

1. Certain areas formerly residential but now commercial and industrial be permitted to remain residential.
2. Certain area now zoned R 2-5 be rezoned to R-5.
3. All property on Mt. Vernon Avenue presently zoned commercial be permitted to remain commercial.

4. Against high-rise apartment use on Mt. Vernon Avenue.

Mrs. Beverly Bieler, speaking for herself:

I would like to say that I think this land use plan is a very good job based on sound principles. Problem of Mt. Vernon Avenue can be worked out.

Mr. Sydney Roger, speaking for himself:

I want to see more commercial on Duke Street.

Mr. E. W. Walter, speaking for himself:

I question the validity of the statistics used in the text of the Land Use Plan.

Mr. Roy Carter, representing himself:

What happens to land when land now presently \$3.00 sq. ft. drops to \$0.60 a sq. ft?

Mr. Ben Malice, property owner, speaking for himself:

Merchants should not be penalized when it becomes apparent progress is moving down Mt. Vernon Avenue from Arlandria. Opposes new zoning.

Mr. Richard McKay, speaking for himself:

If high-rise apartments are built, will parking be provided and will recreation areas be provided for children living in these apartments. If my home burned down in this proposed apartment area, could I build a single-family dwelling on the lot?

(RECREATION AND SCHOOLS)

Mr. W. Scott, speaking for himself:

Del Ray has the finest recreation center in Alexandria.

(18)

Mr. Armistead Booth, representing the owner of Hechinger Hardware property:

We wanted to know the effect the proposed multi-family land use would have on this property.

Planning Commission Resolution: The Commission reaffirmed the proposals for multi-family to replace the Hechinger Hardware property on the northside of Duke Street near Belvoir Street at such time that the structure becomes obsolete and no longer useful for a desirable commercial establishment. However, it is not contemplated that zoning would be changed during the life of the existing building.

(19)

Mr. Robert S. Whitestone, property owner on north side of Duke Street:

I desire clarification of the category called "Semi-public, Public, and Open Space". I wish to know whether or not the Alexandria Water Company would be in conformity to the proposed land use and what effect would the recommendation of the Planning Department have on future requests for zoning changes?

Mr. Sydney Rogers, representing himself:

The area designated as park adjacent to the Alexandria Water Company was too expensive for the City to acquire.

Planning Commission Resolution: The Commission reaffirmed the proposal for park development on the north side of Duke Street adjacent to the Water Company. They strongly recommended that this property be acquired at the earliest possible moment.

★ (20)

★ Mr. Bill Devers, property owner, speaking for himself:

The Plan both blesses and curses us. I desire to have the portion of land, 413 East Monroe Avenue return to its present commercial zoning.

Mr. William L. Devers, 2710 Sycamore Street:

I wish to register an objection to the down-zoning of property located at 413 East Monroe Avenue, (south side of Monroe Avenue), between Leslie and Dewitt Avenues. I am part owner of this property and executor of the Estate of Celesta H. Duncan, who owned the remaining portion of this property. (See letter for additional information.)

Planning Commission Resolution: In an effort to discourage pockets of commercial development along Monroe Avenue, the Commission chose to propose the area along the south side of Monroe Avenue west of Leslie Avenue for apartment development rather than commercial, as requested by Mr. Devers, and rather than industrial as originally proposed, November 6th, 1961.

★ (21)

Mr. John P. Strauss, representing 90 odd persons on Mt. Vernon Avenue and one large property owner in the vicinity:

We are concerned with four blocks mapped that can be rezoned through land use planning. We would like an explanation as to why the four blocks were designated for multi-family use and what would happen if they were non-conforming uses.

Mr. James A. Manning, realtor and property owner on Mt. Vernon Avenue:

I feel that the changeover from commercial to multi-family is not feasible due to property values.

Mrs. Crone, operator of Dime Store on Mt. Vernon Avenue:

Opposing taking area between Bellefonte Avenue and Del Ray Avenue for apartments. Wants the commercial area retained.

Mr. E. M. Johnson, speaking for himself.

Mr. E. J. R. Gulewicz, representing the Voters and Taxpayers League.

Mr. Ben Malice, property owner, representing himself.

Mr. Bill Bailey, property owner representing himself.

Mr. E. A. Walker, Jr., speaking for himself.

Mr. M. H. Barry, speaking for himself.

Mrs. M. Wood, speaking for herself.

Mr. W. F. Carter, representing himself.

All concur with Mrs. Crone.

Planning Commission Resolution: After a lengthy discussion, the Commission proposed the entire stretch along Mt. Vernon Avenue from Nelson Avenue to one-half block north of Hume Street for commercial development as presently zoned. The great amount of opposition was the determining factor in this discussion.

#- 22 -

Messrs. George C. Freeman and D. D. Squires, Squires and Company,
618 North Washington Street:

We are the owners of property on Glebe Road and Clifford Avenue. We would like to see the balance of our tract which runs up to Montrose Street, included in the new industrial area. We hope that the Zoning Board, Planning Commission, as well as Council will see fit to make the move as indicated on the intended Tentative Generalized Land Use Plan. (See letter for additional information.)

Planning Commission Resolution: The Commission reaffirmed the proposal to encourage industrial development east of Montrose Avenue from Swann Avenue to just north of Clifford Avenue.

- 23 -

Mr. Armistead Booth, representing owners of Presidential Gardens:

He requested that the frontage on Mt. Vernon Avenue between Russell Road and Four Mile Run be placed in a commercial land use.

Planning Commission Resolution: The Commission reaffirmed the proposal for apartment development along the west side of Mt. Vernon Avenue between Russell Road and Four Mile Run, considering the fact that future commercial development should be encouraged along the east side of Mt. Vernon Avenue where existing commercial is far more prevalent and commercial development along one side of a major thoroughfare can provide a better unified and convenient neighborhood shopping center.

- 24 -

Mr. Armistead Booth, representing owners of Presidential Gardens:

He requested that the island of single-family land use along Charles and Elbert Avenues be placed in an apartment use.

Planning Commission Resolution: The Commission reaffirmed the plans regarding the proposed single family development along Charles and Elbert Avenues between Courtland Avenue and Glebe Road, considering that this will protect the existing single family development in this area.

- 25 -

Mrs. Beverly Bieler, representing herself:

I would like to see the industrial area on the north side of the W.&O.D. Railroad to the west of V.E.P.C.O. building to be more attractive.

Planning Commission Resolution: Since a change in Land Use was not recommended regarding the land west of V.E.P.C.O. north of the W.&O.D. Railroad, the item remains as proposed in the land use map for industrial use.

Mr. John C. Borton, speaking for the Rosemont Citizens Association:

The basic consideration and objective #9 of the letter of November 8, 1961, "Discouragement of through traffic and industrial traffic in single-family areas", as it applies to the Rosemont area and pertaining to Commonwealth Avenue -- I request that said type traffic be prohibited from using Commonwealth Avenue. I question the extension of Cameron Street as it might open up Commonwealth Avenue, and defeat objective #9.

Planning Commission Resolution: The Commission reaffirmed its position regarding the extension of Cameron Street with connections to Commonwealth Avenue, King and Duke Streets. The effect on Commonwealth Avenue would be negligible since traffic moving north along Telegraph Road would not have convenient access to Commonwealth as a result of the planned one-way traffic system on Cameron and Prince Streets.

Mr. Dan O'Flarrey, representing himself:

In keeping with Rosemont's views, I think that I would like to be recorded as favoring the extension of the proposed Potomac Freeway along the east side of the railroad headed south in keeping with relieving traffic on Russell Road and Commonwealth Avenue.

Planning Commission Resolution: The Commission strongly recommended that the extension of the proposed Potomac Freeway, from its present termination at U.S. Highway Number One, south along the R.F. & P. Railroad to Fairfax County be considered further.

PLANNING DISTRICT ONE

(GENERAL REACTION)

Mr. Teitelbaum, President of Northeast Citizens Association:

Regarding the proposed rail transit, we feel that better service should be provided for our neighborhood. A better walking relationship should be proposed to all neighborhood conveniences. Included in the walking relationship should be lighting and improved walkways.

Mr. E. C. Woods, resident on South St. Asaph Street:

Keep commercial, industrial, high-rise apartment buildings and traffic out of Old Town.

Mr. Walter B. Schilling, Acting Director, National Capital Regional Planning Council:

A riverfront expressway was recommended in our Mass Transportation Survey. Alexandria plans have previously shown this proposed expressway until the publication of the "Tentative Generalized Land Use and Major Thoroughfare Plan".

We would be interested in knowing the information on which this change was based and what provision would be made to handle that traffic on existing streets.

Mr. Denis H. Cahill, Associate Member, American Institute of Planners:

It is with regret that I note on the published plan that the waterfront highway which has been under discussion since 1932 has been relocated along Union Street.

Union Street, being only 50' wide and having buildings constructed up to the

property line, will not, in my opinion, accommodate the recognized traffic which wishes to get from employment centers in Washington, D. C. through Alexandria to points south.

Mr. Leonard S. Brown, Member, Alexandria City Democratic Committee,
127 South West Street:

I am interested and have been interested for the past 15 years in the realization of medium-cost housing for Alexandria's medium-income citizens, particularly those of color. I am hoping that the "Tentative Generalized Land Use Plan" provides for adequate zoning and areas where this housing could be located in our City limits. I urge that special consideration be given to this existing housing shortage in the finalizing of the Plan, if such has not been the case all along.

(28)

Mr. John R. Willett, counsel for Cummins Investment, Inc.:

I would like you gentlemen to give consideration to labeling Lot 501 in the block bounded by Union, Jefferson, Lee and Franklin Streets as Industrial. My client anticipates constructing warehouses not in excess of 20 feet, if given proper zoning. The area across Union Street is industrial. The parcel is served by an active rail spur and the property is not suited for single-family dwellings. My client has paid the City and State 1/2 million dollars in any given year. If my client cannot get sufficient warehouse space here, he will have to utilize shipping in Baltimore. Shipping activity would be infrequent and conducted at night. As an alternative, my client would like to build 8-story co-op apartments.

Holly Hulfish, 200 Duke Street:

I would like to go on record as being opposed to Mr. Willett's proposal for more warehouses. We have far too many there already. I am sure Old Town residents feel the same way.

Mr. Thorpe Richards:

When Interarmco wanted some curb cuts to extend Union Street to warehouses, the plea was made that traffic came in by rail or truck. There was no mention of shipping at all. The proposed port development is mainly in the north end of town. I hope the Commission will keep that in mind regarding their consideration on this matter.

Planning Commission Resolution: The Commission reaffirmed the proposed single-family use for lot 501 in the block bounded by Union, Jefferson, Lee and Franklin Streets.

The Commission did not wish to increase any industrial development in Old Town, nor to introduce high rise apartments development there. In the light of good planning, industrial expansion along the Potomac River should be restricted north of King Street and high-rise apartments development near the Central Business District and west of Washington Street.

(29)

Mr. Teitelbaum, President of Northeast Citizens Association:

Bashford and Slaters Lane should cross George Washington Memorial Parkway. Map is in error.

Planning Commission Resolution: The Commission requested that Bashford and Slaters Lane be shown correctly on the "Plan".

The City map, which was the base map used in delineating the individual land use areas, was reproduced for distribution before plans were formulated for the application of service roads in the Abingdon Apartment Area. This has been corrected on the "Tentative Generalized Land Use Map", dated January 16, 1962.

(30)

Mr. Teitelbaum, President of Northeast Citizens Association:

Industrial use north of Abingdon Apartments would be detrimental to apartments and it would be difficult to ask National Capital Park Authority to develop the park east of Washington Memorial Boulevard while developing obnoxious uses west of the boulevard. This will be the best location in the City for future apartment development with view over park, good access to Washington and Arlington. For reasons of this good access and to discourage industry, I would like south of Slaters Lane to become apartment as well as on the east side of Powhatan. If the neighborhood is going to survive, I ask the help of the Commission rather than planning industry all around it.

For reasons of this good access and to discourage industry, I would suggest other uses south of Slaters Lane. East of Powhatan between Bernard and Bashford, I would suggest commercial rather than industry. The area does need more commercial.

Planning Commission Resolution: The Commission reaffirmed the plan for industry west of Washington Memorial Parkway near the Abingdon Apartments and also the planned industry along the south side of Slaters Lane and the east side of Powhatan Street between Bashford Avenue and Bernard Street.

The industry in this area is compatible to the Potomac Yard land use and will not be injurious to any residential land use west of Washington Memorial Parkway and east of the Potomac Yard. If proper restrictions are imposed on industrial properties adjacent to the Abingdon Apartments and residential properties south of Slaters Lane, these residential uses will not be seriously affected.

(31)

Mr. Teitelbaum, President of Northeast Citizens Association:

We feel that it is advisable to redevelop the area bounded by Third Street, the River, Cameron and Lee Streets and one block west from Queen Street north of Third Street.

This area is principally blighted and could become desirable apartment quarters as well as suitable port and park development. Present industrial uses are not contributing sufficiently to the tax base and harm residential development to the west. I suggest urban renewal as the method of redevelopment.

Mr. E. C. Woods, resident of South St. Asaph Street:

Mr. Teitelbaum's suggestion regarding high-rise apartments makes good sense.

Planning Commission Resolution: The Commission reaffirmed the plan for industry along the Potomac River and also the area bounded by Third, Cameron, and Fairfax Streets, excluding one block bounded by Queen, Lee, Cameron and Fairfax Streets.

The Potomac River is part of the world-wide transportation system for news-print, sulfur and other goods shipped by water. Port locations are necessary for these industries.

The river front, north of King Street affords the most suitable location for such industrial land use within the City of Alexandria.

* (32)

Jack Donovan, representing Donovan properties near First, Powhatan, and Columbus Streets:

I am requesting that this property be made commercial for myself and because neighbors want commercial.

Planning Commission Resolution: The commission agreed that the Donovan properties near First, Powhatan and Columbus Streets, should be changed from proposed single family to proposed commercial since the neighborhood desires this as commercial and because single family development of this property across from the proposed commercial is not practical.

CENTRAL BUSINESS DISTRICT

* (33)

Mr. Hugh Witt, 913 Cameron Street, also speaking for Dr. and Mrs. John Ide, 917 Cameron Street:

I would like to restrict the area in which I am addressing comments to the commercial area bounded by Duke, Queen, Henry, and Washington Streets. We feel that there are between 35 to 60 good residences in this area which should not be removed for off-street commercial parking. Good historic housing should be retained in Alexandria. It is recognized that parking is of major importance in the Central Business District planning; therefore, why not redevelop the Central Business District but at a location near the railroad?

Corrine Reardon:

My sister and I own property on Prince Street near the theater. I do not think large apartments in that area are an incentive to private dwelling improvement. I wish to support Mr. Witt.

Mr. R. N. Wilson, 912 Cameron Street:

I want to endorse Mr. Witt's suggestions.

Mr. Thorpe Richards, Old Town Civic Association:

I agree with Mr. Witt. The way the Central Business District study now is proposed puts all of the commercial along King Street from Royal Street west to Patrick Street. A lot of the members feel this really is not the right planning for the commercialization of this area of Alexandria. We have several reasons why not.

1. All main feeders from the western end of the City arrive at the west end of King Street.
2. Possibility of mass rapid transit in that area along the R.F.& P. Railroad.
3. Commuter parking immediately adjacent.

4. New business district would not be in a competitive position with specialty shops catering to the tourist trade.
5. Main traffic could not enter Old Town Area.

Mr. E. J. R. Gulewicz, President of Voters and Taxpayers League:

I would like to say that the League is in full concurrence with Messrs. Witt and Richards.

Someone from audience:

I would like to go on record as concurring with Mr. Thorpe Richards. It is very sensible.

Mr. Meyers:

I concur with the viewpoint of Mr. Richards.

Captain E. K. Van Swearingen:

I think the record should show that any destruction of a restored area is a destruction of a residential area that on a per front foot basis or a square foot basis is actually bringing in more money to the City than any other residential area. What Mr. Richards proposes makes good sense.

Mr. Holland:

Recently in preparing our position on urban renewal, the Chamber of Commerce took Board action which would, in principle, concur with the viewpoints Mr. Richards and Captain Van Swearingen expressed. It is not inconsistent with the general outlined policy regarding the Central Business District both have taken.

Mr. C. B. Fritche, resident 5 miles south of Alexandria.

I represent five families who would like to live in high-rise apartments as close to the Alexandria Central Business District as possible. Most retired people would like to live in the city where there is life and they are within walking distance to shopping, post office, church, bank, bus line, etc. The only solution for revitalizing King Street is to have a sufficient density of population within walking distance to shopping. There is no conflict of interests in what I say to the preservation of Old Town.

The Retail Merchants Association of Alexandria, Inc., Board of Directors:

The "Generalized Land Use and Major Thoroughfare Plan" sensibly perpetuate the reasonable, valid location of the Central Business District close to the mutually supportive complex of City and professional offices, the Post Office and the financial institutions, and is at the intersection of the main highways: as authentic and natural a location as that of any trading post in our early days of colonization.

The Plan most ably and agreeably achieves a harmony between the historic loveliness of the City and the finest and most progressive concepts of urban planning principles. There is wisdom, too, in making the boundaries of the Central Business District more concise through proposing a business area of adequate size to serve our citizens.

The Board of Directors of the Retail Merchants Association endorses the "Plan" for District One, as originally proposed.

Mr. Anthony Sacli, Executive Vice President, Alexandria Chamber of Commerce, Inc.:
(March 9, 1961): The Board of Directors of the Alexandria Chamber of Commerce on March 8, 1961, by a resolution unanimously adopted, approved the

Gadsby Urban Renewal Project and urged that: The City's arterial system, present and proposed, indicate that the area west of Washington Street would be more practical and more advantageous for the center of our mercantile district and the area east of Washington Street, where 90% of the City's historic shrines are located, is a logical area for restoration and for construction of commercial and residential buildings patterned after existing Colonial architecture and in keeping with the Old Alexandria atmosphere, and is an intelligent and practical location for business and mercantile establishments catering to the tourist trade.

Alexandria Diamond Cab Co., Inc., 815 King Street, Room 515:

We recommend studies regarding transportation movements in the Central Business District and the Old Town and their staging during demolition and reconstruction. The taxi-cab stand on the 100 block of South Pitt Street has been an excellent business "pick-up" location for nearly 20 years.

Planning Commission Resolution: The Commission reaffirmed its position regarding the Central Business District with an amendment changing the area bounded by King, West and Prince Street and Reineker's Lane from proposed industry to proposed multi-family use. The amendment was made in an effort to provide a more attractive west-King Street and to provide a more unified and larger apartment area to support the Central core area.

The Commission also amended the area bounded by Prince, Henry, Duke and West Streets from proposed industry to proposed commercial. This area is intended for office development to provide further support for the central core area.

The Commission further amended the two blocks bounded by Queen, Columbus, Cameron and Patrick Streets and the two blocks bounded by Prince, Columbus, Duke and Patrick Streets to be entirely proposed for office development, replacing proposed multi-family.

#* (34)

Mr. Harry Kay, 7608 Georgia Avenue, N.W., Washington 12, D.C.:

On behalf of the owners of Lot 500 at the intersection of Second Street and Memorial Boulevard, we wish to go on record as opposing the change in zoning from commercial to multi-family use, as set out in the "Tentative Generalized Land Use Plan".

Planning Commission Resolution: The Commission agreed to change Lot #500 at the northeast corner of Second Street and Memorial Boulevard from proposed multi-family to proposed commercial.

The Commission considered this location along Washington Street suitable for commercial use, oriented to the automobile. This area will be afforded the opportunity for the first time to have adequate access from Washington Street as a result of the planned service road.

(35)

Mr. J. A. Anderson, Vice President and Division Manager, Safeway Stores, Inc.:

As we understand the Planning Commission proposal, the property which we now occupy, 805 Franklin Street, would become zoned for multi-family use, if the present commercial use were to be discontinued. We feel it is the company's interest to oppose the change.

Planning Commission Resolution: The Commission agreed that the Safeway property at 805 Franklin Street should remain as proposed multi-family.

The Commission considered the Safeway Store location a detail within a large area proposed for apartment development. The property should be replaced by apartment development in the long-range plan and further commercial development of this nature should take place along Washington Street, where it can be a part of a more unified shopping center.

(36)

Messrs. H. H. Cooper, Rooper, Buchanan, Fugund, Appleton, and Mrs. Appleton and Dr. King:

We note that the "Plan" envisages zoning for multi-family on the 700 block of Wolfe Street east of Washington Street. The block is not a slum and should be preserved single-family. There are six houses on the south side of the block in question, five of these are in an advanced state of restoration; and among them are well-preserved examples of earliest architecture.

It would help us and our friends if we could receive some assurance that even in its tentative stage the Plan intends to restrict the south side of the 700 block of Wolfe Street to single-family.

Planning Commission Resolution: The Commission reaffirmed the proposed multi-family along the 700 block of Wolfe Street as indicated on the "Plan" of November 6, 1961.

These old restored homes along the south side of the 700 block of Wolfe Street represent a small portion of the blighted section, proposed for apartment development south of Duke Street.



THE PLAN
GENERAL DESCRIPTION

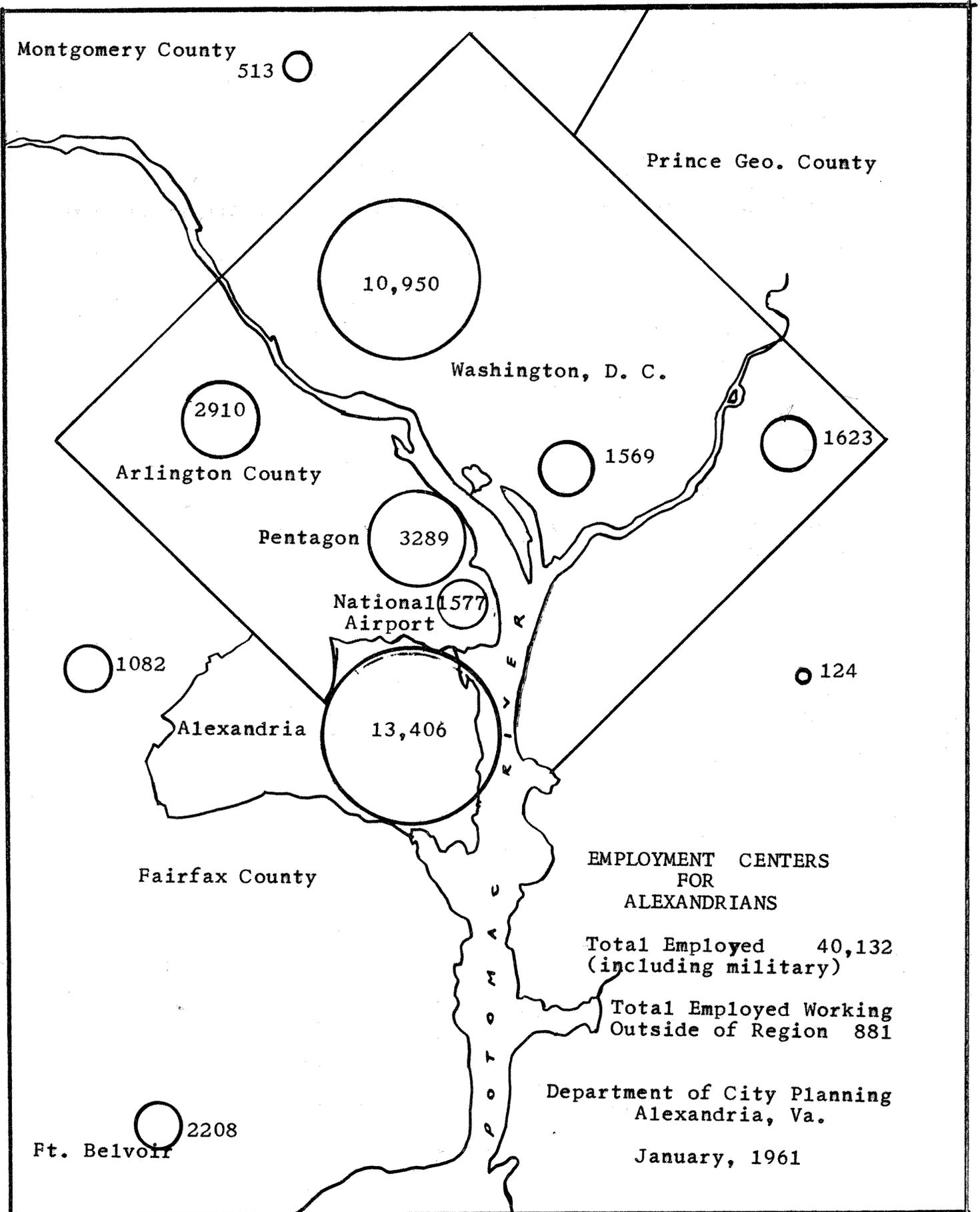
The City of Alexandria is composed of 9,990 acres (15 square miles) of gently rolling piedmont. Its boundaries are the Potomac River, Fairfax and Arlington Counties.

When first chartered in 1749, the boundaries of Alexandria included the land roughly bounded by the Potomac River, Duke, Royal and Pendleton Streets. Additional land was obtained as a result of a series of annexations, the last of which took place as recently as 1952.

The City's population expansion was first attributed to its strategic location with respect to water transportation and related commercial development along the water front. Later, however, the location of the Nation's Capital here provided for Alexandria's expansion at a faster pace. "A Look at our City, September, 1956" displayed a map of Washington and vicinity describing the employment centers for Alexandria. The map on the following page (Illustration 1) is similar but brought up to date using 1960 population figures. As depicted on the map, Washington, D. C. employs a good portion of the Alexandria working force and indicates the Capital's influence over Alexandria. The previous map expressed very similar figures. Much of the growth of Alexandria has occurred in recent post war years. This growth can be expected to continue because of the City's close location to Washington, D. C. which only recently has become virtually saturated with building development.

The "Year 2000 Plan, 1961" for the Washington Metropolitan Area explains as one of its recommended policies, "No increase in population within the District of Columbia."

Illustration I



This policy statement, if effectuated, would indicate that future growth is slated for Alexandria at a rapid rate. It is the purpose of the Plan for Alexandria to guide such growth in a way which will enhance existing property values rather than detract from them, and also broaden its tax base.

If the City were allowed to develop under the limits of the Tentative Plan, the population of Alexandria could be expected to reach an approximate maximum level of 165,000 persons. See Table 1 below for further details on potential population. It must be pointed out, however, that the maximum population level could reach as high as 210,000 if residential units continue to be permitted in commercial districts.

TABLE 1
Proposed
Potential Population

Classification Dwelling Units Per Acre	Planning District One Dwelling Units	Planning District Two Dwelling Units	Planning District Three Dwelling Units	Total Dwelling Units
High rise 50-100	5,810		13,340	19,150
Apartments 25	2,817	6,625	18,016	27,458
Single Family 10	1,607	319	595	2,521
Single Family 4		8,000	4,916	12,916
	10,234	14,944	36,867	62,045
TOTAL POPULATION	24,447	49,410	91,510	165,367

These figures were obtained from the following expressions:

Single-family (detached) = 4 families per acre.
 Single-family (attached) = 10 families per acre.
 Multi-family (medium density) = 25 families per acre.
 Multi-family (high density) = 55 families per acre to 100.
 One-family = 3.3 persons (1.7, high density).

The present population of Alexandria is 94,926 persons. This represents a January, 1962, estimate expanded from the April, 1960 U. S. Census.

Alexandria presently has approximately 2566 acres of vacant land and of this total Planning District Number One contains 287.0 acres. Planning District Number Two contains 306 acres; and Planning District Three contains 1973 acres respectively. The City has 25.7 per cent in undeveloped land. In the proposed land use plan this vacant land has been projected to its appropriate or natural use, depending upon existing or expected conditions or trends.

Generally the future land use plan follows the trend of existing land uses. New areas for schools and parks are shown in a general location to bring about more convenient services.

The total area of the land use classifications have been increased over presently existing uses as follows:

Single-family	+ 20.5%
Multi-family	+104.4%
Commercial	+ 74.0%
Industry	+ 79.2%
Public & Semi-public Open Space	+ 31.3%
Institutional	+ 13.6%
Streets	+ 5.2%

In this report each planning district was studied separately with the most desirable and best suited land use for the City as a whole being the ultimate goal.

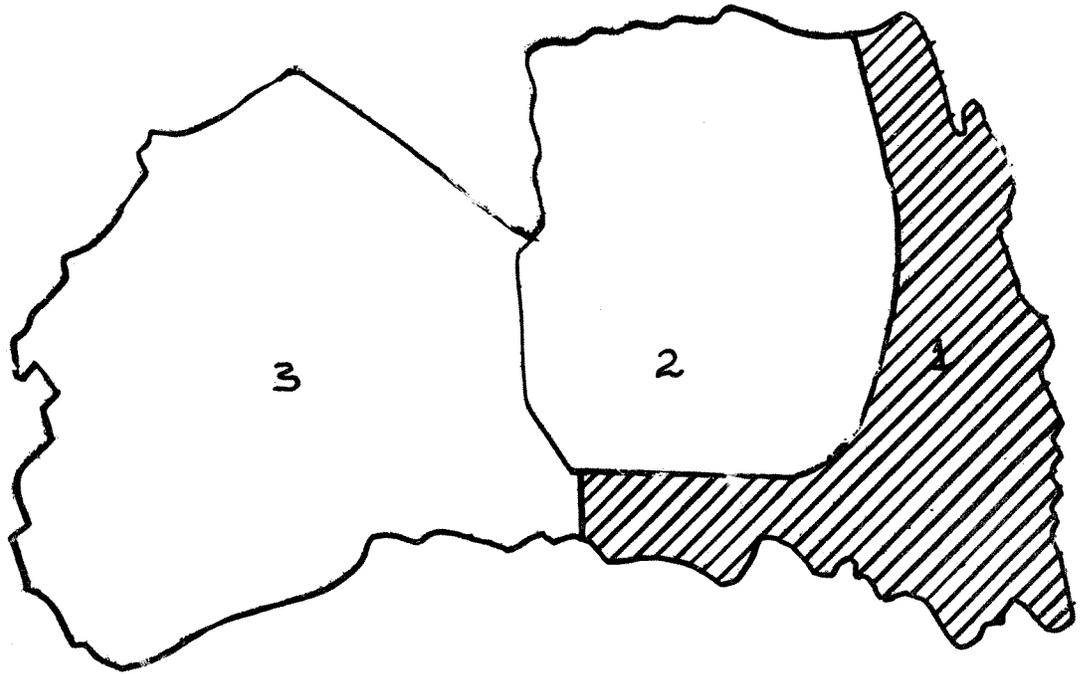
The following Table 2 represents a comparison of existing to proposed land uses. A similar table describing the Planning Districts individually will follow their respective discussions.

TABLE 2
 GENERALIZED LAND USE INVENTORY
 EXISTING & PROPOSED
 THE CITY OF ALEXANDRIA TOTAL
 ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including rooming, boarding, & sub- divided row houses	2,882.80	28.86	3,453.66	34.58
Total Multi-Family	659.50	6.60	1,350.16	13.51
High density	(20.00)		(480.87)	
Medium density	(639.50)		(859.29)	
Commercial	224.05	2.23	407.34	4.08
Industrial	1,029.60	10.16	1,844.65	18.47
Public & Semi- Public, Open Space & Recrea- tional Areas	595.75	6.20	782.21	7.83
Institutional; including public & private schools but excluding churches	476.70	4.70	541.70	5.42
Street Rights- of-Way	1,436.90	14.39	1,511.28	15.13
Water	119.00	1.19	98.00	.98
Vacant Land	2,564.70	25.67	--	--
TOTAL	9,989.00	100.00	9,989.00	100.00



PLANNING DISTRICT NUMBER ONE



PLANNING DISTRICT NUMBER ONE
General Description

Planning District Number One, containing the original City of Alexandria, has developed more densely than the newer sections of Alexandria, Planning Districts Two and Three. Its boundaries are roughly the Potomac River on the east, Fairfax County on the south, the Richmond, Fredericksburg & Potomac Railroad on the west, and Arlington County on the north.

Planning District One contains a great majority of the City's blight, some of which will be treated with public urban renewal under the methods prescribed in the "Gadsby Plan". Another section located generally south of King Street and east of Washington Street is experiencing urban renewal through private initiative.

Proposals

The Plan for Planning District One contains the following three fundamental principles: (1) separation of incompatible land uses, (2) location of the Central Business District in closest proximity to major routes of transportation, and (3) separation of traffic by origin and destination.

Industrial activity is localized mainly along the waterfront and the Richmond, Fredericksburg, & Potomac Railroad. The expansion indicated on the map from 561 acres to 834 acres takes place almost entirely south of Duke Street in the western section of the Planning District. Industry remains on the plan mainly as it is at the present time. All industrial areas were examined in relation to transportation and their effect on neighboring residential areas.

The Central Business District is regarded as the most prominent shopping area in the entire City. Its proposed future lo-

cation is where highest economic activity is presently taking place. Adoption of the Gadsby Project predetermines the location of a portion of the Central Business District. The proposed delineation of the Central Business District is not merely an estimation of what is felt to be an area large enough to retain enough commercial activity to meet the demand of the market area, but also a delineation based on a realistic judgment of the best way to take advantage of main routes of transportation during the following ten to twenty years. These arterials, the additional 2,000 off-street proposed parking spaces, adjacent proposed office development, high-rise apartment proposals, and better use of the cultural surroundings will add greatly to the Central Business District's drawing power.

Single-family contained in the Planning District is chiefly of town house nature. This type of housing should be encouraged east of Washington Street as it sets the character of historic Alexandria.

Multi-family housing is proposed near the Central Business District west of Washington Street where advantages of a dense population can be obtained by the major shopping area.

Open space in Planning District One is far below accepted standards. In order to provide the amount of park land necessary to meet accepted standards, it would be necessary to raze existing buildings at convenient locations. While considering this method prohibitive at this time, neighborhood studies might lead to alternative solutions.

Major thoroughfares existing in Planning District One are indicated on the map as a solid black line. These are presently greatly congested. The proposed additional thoroughfares are

suggested for future development. A temporary solution is necessary immediately, however, which would necessitate elimination of a great majority of intersections of streets. This closing of streets should protect residential neighborhoods as well.

Major Land Use Changes

Most of the major changes proposed for Planning District One are located in the western sections of the Planning District. This is where mixed land use is most frequent and blight most apparent. Beginning with the north and working south, each area involved in proposed major changes are briefly discussed below.

Along the east side of Powhatan Street roughly between Bernard Street and Bashford Lane, it is proposed that provision be made for industry to replace existing mixed usage. Another change for the same neighborhood concerns the mixture of industry and single family along the south side of Slaters Lane. It is proposed that industry be allowed along this strip. Together these changes would more clearly mark the line of transition along which open space should be provided to protect the residential properties within.

Along both sides of Columbus Street north and south of its intersection with Madison Street, it is proposed that the existing single family be redeveloped in new multi-family usage. This type of land use could survive better, given the existing surroundings of public housing and commercial.

The existing sub-standard single-family development immediately south of Parker Gray High School lying within West, Payne

and north of Pendleton Streets, is proposed for apartment development.

The area immediately west and across West Street is recommended for industrial activities. Because of its location adjacent to the Richmond, Fredericksburg & Potomac Railroad and the existence of some industry, it might prove unsatisfactory for future housing.

Parker Gray High School is in need of expansion. Such expansion might well include the block bounded by First, Fayette, Montgomery and Payne Streets as first priority since some deteriorating industrial development would be removed and the school site would attain a more functional shape for the service needed.

The impact of Route One by creating one-way movements on Patrick and Henry Streets caused a necessity to study this in relation to future land use between these two streets. The conclusions on this matter thus far indicate that industrial development would more appropriately replace the existing sub-standard single-family development. This type of industrial development might logically be oriented to the automobile and of an auto sales and service nature. The area between the one-way streets south of Wythe and north of Queen Streets has been proposed for such future redevelopment. The area south of Queen Street to Duke Street is proposed for parking to serve the Central Business District. This parking would replace substandard single-family usage to the same extent as would industrial to the north. This redevelopment might logically be coordinated with the Number One highway improvements.

South of Cameron Street from Harvard to Henry Streets and

south of King Street from Daingerfield Road to Henry Streets is proposed for high rise apartment development. This high rise apartment development would replace substandard commercial and residential uses and would provide for a sustaining market for the Central Business District immediately east.

In an effort to provide the previously mentioned proposed high rise apartment area with additional convenience shopping and shopper parking, the properties fronting on the west side of Harvard Street lying between Cameron and King Streets are recommended for future expansion of the existing shopping area to the west. If the area was encouraged to remain in town house development, it would be incompatible after the neighboring properties were developed as prescribed by the plan.

Another change proposed in this vicinity lies in the area south of Duke Street along the Southern Railroad yards, and the area bounded by Duke, West, Prince, and Reinekers Lane. This area is presently composed of mixed commercial, industrial and to a great extent substandard single-family development. The area is proposed for industrial development, much of which could be used for warehousing to serve the Central Business District.

The Central Business District, excluding that portion lying within the Gadsby Urban Renewal area, is proposed for complete redevelopment which would include additional parking facilities. The expansion of parking would replace single-family development ringing retail structures within Cameron and Prince Streets. The commercial areas north of Cameron and south of Prince Streets are slated for office development. Another proposed office area is located within Prince, Henry, Duke, and West Streets. The office employees and persons

visiting the offices would add greatly to the retail market. Also slated for office development are the areas along Washington Street north and south of the shopping area.

The strips of commercial proposed along King Street from Fairfax Street east to the Potomac River, would replace existing mixed usage. This commercial should be of an office and retail specialty nature. In this way the areas would serve to complement the Central Business District rather than detract from the same.

The area south of Duke Street between Quaker Lane, the Richmond, Fredericksburg & Potomac Railroad is proposed for industrial expansion replacing the existing mixture of substandard commercial and residential uses. This entire area is more adaptable to industrial attention as a result of the services that could be obtained from Duke Street and the Railroad, and its proximity to the Capital Beltway.

The "L" shaped apartment area proposed immediately east of Jefferson School will replace mixed land usage, most of which is substandard single family. The remaining area south of Pendleton Street is recommended for single-family development with retention of the existing neighborhood shopping area along the west side of Henry Street between Princess and Queen.

The area designated public along the east boundary of the Richmond, Fredericksburg & Potomac Railroad between Duke and King Streets replaces industrial and commercial usage. Much of the area is presently vacant. This property is strategically located near the Union Station, which is tentatively slated as a stop for commuter service between Washington, D. C. and Jef-

erson Manor, Fairfax County. The public area could be utilized most appropriately as public parking, providing an additional market for the Central Business District.

The general area bounded by the Central Business District, Washington Street and proposed business properties bordering Washington Street, Church Street, and Patrick Street is proposed for apartment development. The area immediately west bounded by Wolfe, Patrick, Franklin, and Henry Streets is also proposed for apartment development. Beyond encouraging the replacement of much existing substandard mixed usage, these areas would expand the shopping market of the Central Business District in the immediate vicinity.

TABLE 3

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
PLANNING DISTRICT NUMBER ONE
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including room- ing, boarding, & subdivided row houses	253.00	11.40	160.50	7.21
Total Multi-Family	95.00	4.27	176.79	7.95
High density	(20.00)		(64.08)	
Medium density	(75.00)		(112.71)	
Commercial	108.65	4.90	119.64	5.38
Industrial	561.00	25.20	827.64	37.20
Public & Semi- Public, Open Space & Recrea- tional Areas	265.35	11.80	307.43	13.82
Institutional; including public & private schools but excluding churches	109.00	4.92	110.00	4.94
Street Rights- of-Way	428.00	19.31	425.00	19.10
Water	119.00	5.35	98.00	4.40
Vacant Land	286.00	12.85	--	--
TOTAL	2,225.00	100.00	2,225.00	100.00



using records of the Planning Department indicated that the Planning District accounts for 5,883 apartment units, exceeding the number of existing apartment units located in either Planning District One or Three. The remaining portion of Planning District Two developed during the pre-war period. The single-family area is almost completely auto dependant, and with a few street closings, a great majority of its neighborhoods could be free of through traffic.

This type of urban sprawl is in character with post war development, but according to many sources cannot be continued in the Washington Metropolitan Area without seriously affecting efficiency in transportation. "The Year 2000 Plan" for the Washington Metropolitan Area, prepared by the National Capital Regional Planning Council, dated 1961, explains that if urban sprawl is permitted to continue in the region, the countryside would be suburbanized without open space from Washington, D. C. to Manassas, Virginia.

In 1950 the population of Planning District Two was 36,016. The 1960 U. S. Census accounted for 45,333 persons, and during the same time interval the number of dwelling units increased from 11,116 to 13,738.

At the present time ten per cent of the residential land is in multi-family construction.

The slow but steady growth cannot continue much longer as a result of the gradual disappearance of vacant land. Builders and renters can be strongly assured of sale and rental.

Proposals

The proposals for Planning District Two are consistent with its trend of development. Industry remains along Jefferson Davis Highway but it should not be allowed to expand in areas presently containing good housing. Future industrial expansion should be encouraged, for the most part, in the southwestern sections of the City where industrial activities can be conducted without injury to residences and where the best possible utilization can be made of required transportation networks. Industrial activities should be restricted to only those areas, and only those uses which will least detract from the neighborhood residential area. Under these restricted conditions, industry can provide a suitable buffer between the Potomac Yards and residential areas.

High density residential development is encouraged to remain along the northern boundary of the district. Much of the commercial area along Mt. Vernon Avenue is recognized as future shopping, but should be reorganized for better convenience. The remaining single-family suburbia is preserved. In an effort to protect the residential area from traffic, street closings, among other methods, will be thoroughly explored.

Major Land Use Changes Planning District Two

Major proposed changes in Planning District Two occur entirely in its northern and eastern sections. These proposed changes are discussed below individually in clockwise fashion, beginning with those in the northwest and ending with those in the southeast.

The first major land use change occurs on the north side of Glebe Road west of its intersection with Florence Drive. The

property containing VEPCO, presently used industrially as a field service yard, controls to a great extent the land use in the immediate area. This is also true of the maintenance yard and buildings of Parkfairfax, west of Glebe Road. The change would encourage a more orderly development of the area and perhaps impede future commercial blight which could result from commercial use of the location. Existing zoning establishes the area for industry, but zoning controls do not prevent the intrusion of commercial uses.

The small area along the west side of Mt. Vernon Avenue between Four Mile Road and Four Mile Run, containing three commercial facilities, two of which include gasoline service stations and the other a supermarket, is proposed for future apartment development. It would be preferable to expand shopping on the east side of Mt. Vernon Avenue where extensive development has already taken place. In this case, shopper traffic would not be moving across a major thoroughfare. It can be noticed, however, that shopping is existing without proposed change further south on each side of Mt. Vernon Avenue and on each side of Glebe Road. These particular situations can be remedied by street realignment measures rather than land use changes.

The area south of Cora Kelly School, bounded on the other two sides by Mt. Vernon and Commonwealth Avenues, is proposed for apartment development replacing single-family. This area shows some signs of decay and because of its close proximity to Mt. Vernon and Commonwealth Avenues and the proposed Old Dominion

Thoroughfare, would provide a suitable area for apartment structures.

The area just to the east of the afore mentioned apartment use proposal, is also proposed for similar treatment. Part of this block bounded by Reed, Commonwealth and Wilson Avenues is developed with apartment usage. The remaining portion is in semi-blighted single-family and commercial. For the same reasons as mentioned in the previous paragraph, this block is proposed for additional apartment development.

The strip along the west side of Jefferson Davis Highway, extending from just north of Reed Avenue southward to Calvert Avenue, containing for the most part commercial usage, is proposed for industrial development. Some of this strip is used industrially at the present time. In addition it is recommended that the area bounded by Montrose Avenue, the rear property lines north of Clifford Avenue, Jefferson Davis Highway, and the rear properties south of Raymond Avenue be encouraged to redevelop industrially, replacing the existing substandard single-family. The industrial expansion should be restricted to only those uses which will not be detrimental to the remaining good single-family outside the recommended industrial expansion area.

Industry is a suitable use for Jefferson Davis Highway rather than any other use as a result of the truck and commercial traffic utilization.

Another change is proposed on the south side of Monroe Avenue just west of Leslie Avenue. In this area, three single-

family dwellings exist, one of which is substandard. It is proposed that apartment development be encouraged along Monroe Avenue from Leslie Avenue westward to a point just south of the Y.M.C.A. Apartment development would be in harmony with the Y.M.C.A. and also would not interfere to any great extent with property values to the rear. The property to the rear is presently completely developed with town house units.

The area with frontage along Commonwealth Avenue between Mason and Monroe Avenues immediately across the street from a small neighborhood shopping center, is proposed for change from single-family to apartment usage. This would provide a buffer between the commercial and single-family uses and also provide a logical expansion for existing apartment development in the immediate vicinity.

The area bounded by Adams Avenue, Mt. Vernon Avenue, Braddock Road, and Ramsey Street, is suggested as a future apartment area. This use would replace an existing service station and drive-in restaurant near the intersection of Mt. Vernon Avenue and Braddock Road, and single-family usage in the remainder of the area. Apartment development in the area would be compatible to the major traffic pattern, George Washington High School, and neighborhood trends of development.



TABLE 4

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
PLANNING DISTRICT NUMBER TWO
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including room- ing, boarding, & subdivided row houses	1,905.80	56.70	2,037.23	60.61
Total Multi-Family	200.00	5.95	265.33	7.89
High density	(--)		(--)	
Medium density	(200.00)		(265.33)	
Commercial	59.70	1.77	94.69	2.82
Industrial	49.60	1.48	64.14	1.91
Public & Semi- Public, Open Space & Recrea- tional Areas	131.80	3.92	192.01	5.71
Institutional; including public & private schools but excluding churches	134.70	4.03	134.70	4.01
Street Rights- of-Way	572.90	17.05	572.90	17.05
Vacant Land	306.50	9.12	--	---
TOTAL	<u>3,361.00</u>	<u>100.00</u>	<u>3,361.00</u>	<u>100.00</u>

PLANNING DISTRICT TWO-A

(Census Tract 8)

General Description

Planning District Two-A bounded by Duke Street, Quaker Lane and King Street has previously received attention by the Planning Department and Planning Commission. The plan for this area was approved by the Planning Commission during its regular meeting of July 6, 1961, and amended during a work session October 17, 1961.

Adopted Proposals Including Amendments

The following is a summary of the basic concepts indicated in the plan.

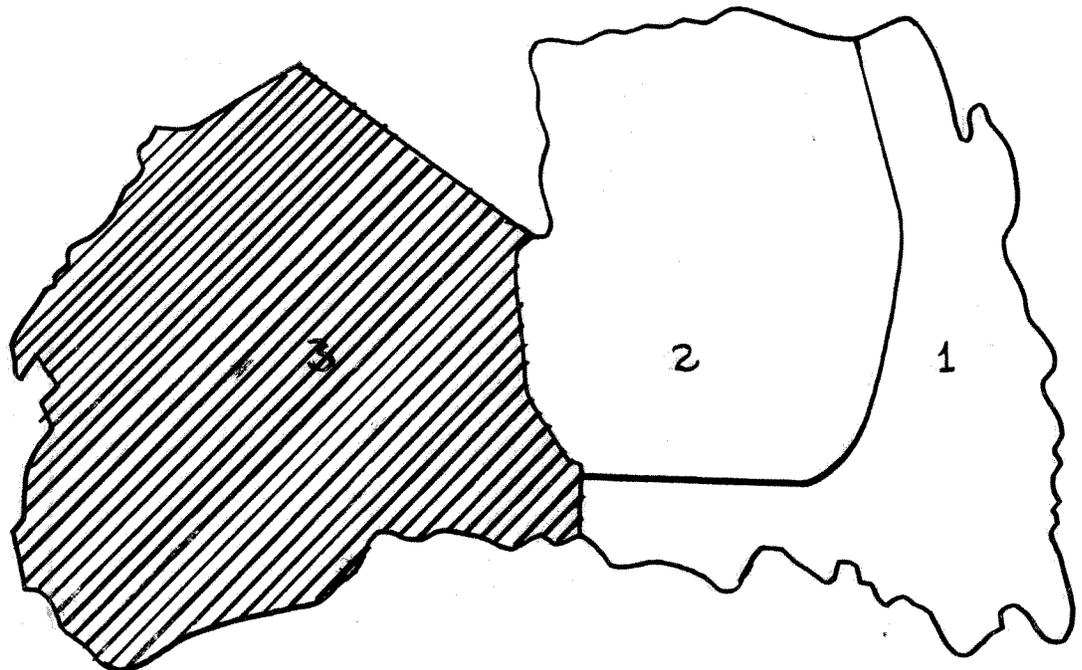
The present make up and potential future use of this entire area, should be controlled for residential land use with such incidental uses as go with the residential land use. The major changes incorporated herein, compared with the existing zoning, include a high school site on King Street, north of Chinquapin Village, an incorporation of a portion of Chinquapin Village in that high school site, and the further use of the balance as general park and recreational area. The Taylor Run Parkway would be continued to this point and connect down to Duke Street. Additional park area is shown as an extension of the George Washington National Memorial land westward to a line at the rear lot lines of the present residential development on Hilton Street and Upland Place. On Duke Street the construction or the reconstruction of the interchange will eliminate better than half of the present commercial ground and there is no point continuing commercial useage in this strip process on Duke Street. The Street will be a heavy traffic carrier and therefore would not

reasonably warrant its future use for single-family development. It is therefore shown as apartments and would anticipate that this apartment classification be of a low density. It is recommended that apartment usage west of Taylor Run Parkway be continued with the exception of the properties fronting on the west side of Taylor Run Parkway West which have already developed single family. Apartments are also shown at the intersection of King Street and Quaker Lane, with a small portion of existing commercial usage retained.

For practical purposes Planning District Two-A is a part of Planning District Two. The statistical material presented in Planning District Two, therefore, includes Two-A.



PLANNING DISTRICT NUMBER THREE



PLANNING DISTRICT NUMBER THREE

General Description

Planning District Number Three, annexed in 1952, contains 4,403 acres within the boundaries of Quaker Lane on the east, Fairfax County on the south and west and Arlington County on the north.

Its main routes of transportation compose an interior irregularly shaped trapezoid including Shirley Memorial Highway, King Street, Quaker Lane and Duke Street in its perimeter. Within this trapezium all routes of transportation distribute traffic to interior points of destination. The exception, of course, is Seminary Road which runs through the center of the trapezium linking the Planning District with Fairfax County, the trapezium and Planning District Two.

Proposals

Industry is developing south of Duke Street. Recognizing the advantages of this localized development, the area's good access to necessary industrial transportation, and its rather remote position from the rest of the City, additional industry desiring to locate or expand in Alexandria is strongly recommended for this area. The plan provides for better than doubling the existing area presently used industrially in Planning District Three south of Duke Street.

It is recognized that another route for industrial traffic will be necessary to open up portions of this area presently landlocked. The Wheeler Avenue proposed extension would provide the required service and furnish effective access to South Van Dorn Street and the Capital Beltway.

As a result of the large amount of vacant land contained in Planning District Three, the Planning District has not experienced the full impact of commercial development. Strip commercial has not developed to the extent as in the remaining Planning Districts. The opportunity is therefore here to nip such growth in the bud. At the present time Brad-Lee and Shirley Duke Shopping Centers are serving the Planning District effectively. The plan provides for two additional shopping centers both of regional significance, having access to Shirley Memorial Highway.

Multi-family development prefers to locate along major routes of transportation. This development has occurred in Planning District Three, for the most part along the perimeter of the irregular trapezoid mentioned earlier. By so choosing this area, single-family has been protected from large volumes of traffic. It is the intention of the Plan to continue this trend and to provide the heaviest densities along Shirley Memorial Highway where plans for extensive widening are already adopted and mass transportation already proposed. This extensive apartment area has been divided into neighborhood units served by shopping facilities, parks and schools.

Major Land Use Changes

Beginning with the northern most part of the Planning District and going south, the major land use changes include the following.

In an effort to provide opportunities for improved neighborhood shopping for the northern part of the Planning District,

roughly bounded by Seminary Road and Shirley Memorial Highway, the existing commercial along King Street north of North Beauregard Street is proposed for expansion replacing scattered single-family development on the northeastern side of King Street with retail shopping facilities. These facilities, in addition to serving the northern part of the Planning District, would serve the section of Arlington County in the immediate vicinity.

The area bounded by North Beauregard Street, King Street, Shirley Memorial Highway and Holmes Run is mostly vacant and proposed for apartment development. This apartment development forming two neighborhoods would replace some few scattered single-family residences and two commercial sites. These areas would be served by the shopping facilities mentioned in the previous paragraph and centrally located parks would be either purchased by the City or more appropriately dedicated by the property developers. The existing school land located on North Beauregard Street should be facilitated with school buildings at an appropriate time during this area's development.

The commercial area on the north side of Seminary Road would serve the adjacent apartment development.

The existing Fort Ward Park is recommended for site expansion in an effort to create a city wide park of a size which could provide a multiplicity of recreational activities in addition to pleasant areas for relaxation. The proposed site would replace some few single-family residences in its eastern portion.

The areas located immediately adjacent to both northeast cloverleaves of the Duke Street - Shirley Highway interchange,

are proposed for land use changes. The triangle section bounded by Lincolnia Road, the Cloverleaf, and North Beauregard Street, is presently mixed single-family and commercial. It is proposed that the commercial be expanded replacing the single-family in an effort to serve the neighborhood and make better utilization of the existing interchange.

The remaining section bounded by the western City Limits, Shirley Memorial Highway and Duke Street, is also proposed for commercial development which would replace some single-family residential. This commercial development would harmonize with the Fairfax development immediately to the west.

The southern part of Planning District Three is beginning to develop industrially. It is proposed that the industrial area be expanded westward to Reynolds Street north of Edsall Road and to the western City Limits south of this point. This expansion would replace some older existing single-family along Reynolds Street and Edsall Road. The remaining pocket south of Duke Street and bounded by this industrial expansion is proposed for apartment development, but excluding the property in the vicinity on Stevenson Avenue. The large apartment area would provide the proposed regional shopping facility immediately to the north with a built-in market.

The small area north of Duke Street proposed for industrial activities is intended to harmonize with the area south. Holmes Run then becomes a buffer protecting residences to the north. This industrial development would replace the existing single-family and commercial usage fronting on Duke Street.

TABLE 5
 GENERALIZED LAND USE INVENTORY
 EXISTING & PROPOSED
 PLANNING DISTRICT NUMBER THREE
 ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including rooming, boarding, & sub- divided row houses	724.00	16.44	1,255.93	28.53
Total Multi-Family	364.50	8.28	908.04	20.62
High density	(--)		(340.25)	
Medium density	(364.50)		(577.79)	
Commercial	55.70	1.26	193.01	4.39
Industrial	419.00	9.51	952.87	21.64
Public & Semi- Public, Open Space & Recrea- tional Areas	198.60	4.50	282.77	6.42
Institutional; including public & private schools but excluding churches	233.00	5.30	297.00	6.74
Street Rights- of-Way	436.00	9.92	513.38	11.66
Vacant Land	1,972.20	44.79	--	--
TOTAL	4,403.00	100.00	4,403.00	100.00

CRITERIA USED IN DETERMINING THE
"TENTATIVE LAND USE PLAN"
FOR ALEXANDRIA, VIRGINIA

A. General

1. Modern planning theory.

Planning theory has been continually changing in the United States. During the 19th Century, cities began to experience the common pains attributed to rapid population growth. The need for planning was recognized, but the first planning attempts were, for the most part, narrow, expressing only street planting, artistic lamp posts, and other forms of civic art.

Later, substantial progress was made in planning for streets, parks, civic centers, and other features of the city. Before the early 1920's, however, each function of the city was planned independently by separate local departments.

It later became recognized that this procedure was wasteful and inefficient unless these departments worked together so each could know what the others were doing, and unless they followed an agreed upon general plan.

As much as possible, the "Tentative Plan" for Alexandria is comprehensive in scope, recognizing the existing highway system, park system, residences, businesses, industries, water supply and sewer systems, and their relation one to the other.

Comprehensive planning advanced further when recognition was given to the city's surroundings. Since World War II,

as more states adopted legislature empowering cities to enter into arrangements with other local governments, many metropolitan agencies were organized across the country.

The "Tentative Plan" takes advantage of published materials by the National Capital Regional Planning Council, as well as published materials by Fairfax and Arlington Counties, and Washington, D. C.

The City of Alexandria should guide its development to fit into the region, and the advantages Alexandria has over its neighbors should be fully recognized and utilized for its own benefit and the benefit of the region. Among these advantages might well be featured the Potomac River, close proximity to Washington, D. C., the Capital Beltway, Shirley Memorial Highway, the Richmond, Fredericksburg, & Potomac Railroad, and historic Alexandria as well as being the arterial route between Washington, D. C. and historic Mount Vernon and points south.

2. Reasons for the City's existence, its particular location and its continuing development.

The City of Alexandria which started its life as a "Central City" has, down through the years by the process of economic evolution, reached a state at the present time where it assumes many of the aspects of a "Satellite City" of the greater growth represented by the Washington Metropolitan Area.

It still maintains, however, characteristics of an individual city as a result of its strategic location as a transportation center. It also contains many elements for the attraction

of tourists as one of the oldest cities in the United States with much historical significance. Neither the transportation aspect nor the tourist attraction have been developed to their highest potential.

Although Alexandria first existed for reasons of trade, its growth is attributed chiefly to employment opportunities in Washington, D. C. and the industry, and business which developed as a result of the Governmental Center. The "Tentative Plan" points out that much of the Alexandria working force is employed in Washington, D. C. Latest Washington policy recommends growth of employment concentration in the city, but with two-thirds of all new Federal employment being located elsewhere in the Region.

3. Traditional public ideas of compatibility.

Although complete awareness of public ideas cannot be realized until public discussions are conducted, it has been anticipated that the citizens wish the City to grow in an organized, well balanced fashion, but without mixture of uses as presently exists in the western section of Planning District One. They have also expressed their wishes to preserve the character of the eastern half of Planning District One, with its old rehabilitated structures which have historic significance and beauty of architectural design. It is also anticipated that they are aware of blighted areas and the need to do something about them. It is further anticipated that they are primarily interested in a city in which it is pleasant to live, easy to travel to and from work, and convenient to do business.

4. Existing land use pattern and trends.

The existing land use pattern was strongly recognized in determining the pattern in the "Tentative Plan". Even with uncontrolled growth there are economic forces which mold a City sometimes surprisingly harmoniously. Major land use changes were not recommended where economic forces have already prescribed an efficient use of land. Where mixture has occurred, an estimate was made regarding the land use trend in the area as well as a check on factors mentioned previously and those following.

5. Compatibility of surroundings.

Where intrusions of incompatible uses have occurred, changes were recommended to correspond such properties to the general area.

6. Suitability of terrain for building improvements.

Planning District Number One contains 119 acres of water within its boundaries. Although it is easily possible to fill 21 acres near Route One, the area would remain low and highly subject to flooding. It is recognized that private development of this property is not likely, and, since the City is in need of open space, this property is recommended as a future green space rather than swamp as it is today.

7. Vehicle service related to properties.

Frequently pointed out in the texts submitted with comprehensive plans is the land use structure's relation to transportation. Some uses such as commercial, industrial and densely

populated apartment are enhanced when located adjacent to major arteries. Single-family, on the other hand, is often adversely affected when fronting on major highways. It has been necessary, therefore, to fully understand the existing and expected thoroughfare system before determining the future land use pattern.

8. Stability of area.

When an area is found to be declining, it is necessary to determine the reason for its decline and then apply a method designed to halt such decline. When simple methods are not applicable, land use changes or urban renewal might be the solution.

B. Residential (Single-family)

1. Existing and potential protection of area from traffic.

Traffic frequently invades the privacy of single-family neighborhoods, especially when major arteries are congested and adjacent streets can be easily used as alternatives. This situation has occurred in Planning District One and, to some extent, in Planning District Two, for the most part, where the grid system prevails. Recognizing that this intrusion of traffic is one important element which causes blight, a solution must be found which can change the traffic pattern, or the area should be slated for a use which can be complimented by the existing traffic pattern.

2. Capability of areas to attain desirable residential densities to support schools, shopping and park facilities (3,500 to 5,000 persons).

Where a small area of only a few blocks has developed residentially and there is no opportunity for the area to expand to a proper size to sustain necessary services, the area should be encouraged to change land-use-wise unless the services can be conveniently shared with a neighboring residential area.

C. Residential (Multi-family).

1. Convenience of transportation.
2. Nearness of existing and proposed neighborhood facilities.

The more densely populated areas of the community should be close to neighborhood services and major routes of transportation in order to protect the quietness of single-family areas. The incorrect relationship is recognized when persons residing in areas of high density must travel through adjacent single-family areas in order to reach major arteries or neighborhood services.

D. Shopping

1. Type of service rendered by the shopping facility.

Shopping centers serve a particular trade area depending on the amount and variety of business establishments located within the center.

Regional shopping centers generally serve at least 25,000 families and contain a department store as its principal tenant. The largest regional centers often duplicate the central business district.

Community shopping centers include a variety store as its principal tenant and serves at least 10,000 families.

The neighborhood shopping unit contains a supermarket as its principal tenant and usually includes a drug store and local convenience stores. Such a center can be supported by 5,000 families.

2. Adjacent major routes of transportation.

Shopping centers cannot profitably exist without having access to their properties. When stores front immediately on major arteries, however, the heavy volumes of high speed traffic can be detrimental. It becomes necessary to apply special treatment to many of the shopping centers in the City to accomplish good access and convenient pedestrian shopping. It is preferable for shopping to be located on a frontage or parallel service road. Adjacent public transportation is necessary to the livelihood of the Central Business District and assists neighborhood shopping facilities.

3. Adequacy of site to serve existing and potential population.

If a shopping area has no opportunity to expand to meet demands, an alternative site of adequate size might be recommended for future shopping. Also, shopping is proven more successful when all the elements of the center can be located as one unit rather than spread throughout the area it is serving.

4. Capacity of site to serve population conveniently.

Location of a shopping facility should be centrally with respect to the population it is serving. The central location is not always geographically, but rather, centrally with respect to time distance.

5. Amount of competition.

When competition between centers is already at a high degree no additional shopping has been recommended, and where it is apparent that many of the previous points have not been satisfied, the shopping center of least productivity might have been recommended for alternative redevelopment.

E. Industry

1. Accessibility to major routes and multiplicity of types of transportation to receive and dispatch materials.

2. Accessibility to public transportation to provide auxiliary transportation for the working force.

3. Location's convenience to working force.

4. Adequacy of water supply and waste disposal.

5. Desirability of geographic conditions including topography, soil base, etc.

6. Opportunity for site expansion.

7. Multiplicity of site choice to attract industry.

8. Areas selected should not be injurious to the residential population.

9. Access to power lines.

F. Public Open Space

1. Generally accepted standards - 1 acre per 100 persons.
2. Site acquisition cost.
3. Accessibility of site to the people who will use it.
4. Potentiality of site for future expansion to meet the needs of the growing population.
5. Capacity of existing facilities.
6. Preservation of historic areas.
7. Classification of use such as immediate, neighborhood, community, city wide or regional.



TENTATIVE
MAJOR THOROUGHFARE PLAN

Draft, February, 1962.

INTRODUCTION

A comprehensive thoroughfare system is the blood upon which nourish the physical, economic and social structure of a region. Generally, a highway network is considered one of the essential forces influencing the land use pattern; therefore, it is important that the principal highways be planned well in advance of community development, so as to unite the various activities giving function to the physical, social and economic unit. It is also necessary in some cases to supplement a highway plan with a workable transit plan.

No segment of urban life escapes the penalties of traffic congestion. For the average citizen, this means higher cost to operate the family car and higher prices for all types of consumer goods; not to mention daily inconvenience and vexation. For the merchant it means obstructed access to his establishment, loss of trade and overall increased costs of operating his business. To the industrialist hampered production schedules and inflated charges in reaching markets result. For the property owner, it means loss in realty values; for the municipal official, abnormal decentralization, urban blight, and slump in tax structure.

To these losses, running into billions of dollars annually, must be added the appalling cost of accidents and the loss of life and limb.

Improvement of the street plan, physically and operationally, is therefore not an answer in itself. It must be revised in terms of basic objectives; reduction of the economic wastes due to traffic delays and accidents; restoration of healthful circulation in

the community; revival of business in run-down central area; establishment of a sound balance between City and other components of a metropolitan area.

Purpose and Scope

The purpose of this Major Thoroughfare Plan and Report is to provide a workable plan to satisfy future thoroughfare requirements of the City as a component of the Washington Metropolitan area.

In following the 1953 plan, improvements have been made and rights-of-way acquired to keep pace with the rapid development of the City. More must be done. The proposed plan is a plan designed to be integrated with State, Federal and adjacent local highway systems, so that present-day traffic will be served adequately and future traffic needs satisfied. For practical purposes, the year 1980 is considered to be about as far in the future as highway needs can be anticipated.

The "Tentative Plan" is intended to direct traffic over roads away from neighborhood streets when its destination is elsewhere. The "Plan" is intended to relieve congestion and provide uninterrupted movements of traffic on major arteries serving Alexandria and its environs.

When the "Plan" is completed we should have a network of streets and transit facilities which will meet the future demands, and which will secure a safer, faster, and more pleasant way of travel for all concerned.

A model outline for transportation planning should contain techniques designed to guide the development of highway, transit and terminal improvements in a manner which will (1) afford the

public the best possible transportation serve at the least possible cost; and (2) aid in accomplishing desirable goals of urban renewal and sound suburban growth.

Fundamentals

In reaching the ultimate goals in the plan, the following basic fundamentals of urban transportation planning have been studied and will be studied in more detail.

A. Obtaining the transportation facts.

1. Street use.
2. Origin - destination and land use.
3. Existing traffic service.
4. Existing transit service.
5. Physical street system.
6. Financial records.

B. Defining the problem.

1. Review of existing conditions.
2. Projecting future travel.
3. Adopting standards.
4. Determining present and future deficiencies.

C. Analysis.

1. Trends in motor vehicle registration and use.
2. Trends in population by area.
3. Trends in land use.
4. Travel patterns of automobiles, trucks, taxicabs and buses.
5. Travel patterns of persons.
6. Trends in modes of transportation.
7. Trends in shopping habits.

8. Trends in transit operations and use.
9. Trends in supply and demand of curb and off-street parking.
10. Analysis of existing traffic facilities to include types of facilities (local streets, major thoroughfares, expressways, and freeways), roadway widths, intersection design, traffic capacities, and methods of eliminating conflicting movements whenever possible.

Principles

1. The routing of traffic in the City should be carefully related to patterns of neighborhood development.
2. "Through traffic" tends to be a most insistent problem. Although the movement of this traffic is important it should not overshadow the needs of the City itself - with respect to internal movement.
3. The fact that the early construction of a much-needed traffic route may be financially impossible or impractical offers no excuse for delaying adequate planning for the route that will:
 - a. Serve as a guide for such improvement.
 - b. Enable the location of such a route to be taken into consideration in the planning of other related thoroughfares.
 - c. Serve as a regulatory measure assuring that the development of private land will conform to, or not conflict with, the route as planned.
4. Construction of a major regional traffic route with direct frontage thereon, represents the use of public funds to produce a facility that by its own nature tends to defeat its own purpose.

5. The best interest of the City requires the provision of a system of traffic routes and a Rapid Transit System that will enable the most efficient performance of the traffic function arising from the nature of the City and region as a group of closely knit neighborhoods with considerable differentiation in economic function within the among various sections of the region. A system such as ours should provide for a safe and convenient flow of traffic that will produce economic and social interchange among the neighborhoods of the City.

Objectives

1. Circulation of through and commuter traffic around residential areas rather than within residential areas.
 - a. Closing of intersecting residential streets where feasible along major arteries.
 - b. Redesigning of intersecting residential streets to further discourage through movement of traffic and to reduce the speed of vehicles.
2. Securing the accessibility to and from commercial areas.
 - a. Provide a network of streets and transit facilities which complement Alexandria's outlying shopping areas and population.
 - b. Provide for circulation in and around the central business area for all types of trip purposes.
 - c. Separation of conflicts where possible.
 1. Vehicle to vehicle.
 2. Pedestrian to vehicle.
 - d. Easy and convenient access to and from business and parking areas.

- e. Easy and convenient access to and from home and work and to the central retail area.
- 3. Securing the accessibility and mobility of industrial land use.
 - a. Easy access to trucking routes and through highways.
 - b. Railroad access with side track connections.
 - c. Available access to residential areas for use by employees.
- 4. Park and open space accessibility.
 - a. City wide parks should be accessible to all age groups.
 - (1) Near transit lines and major routes of travel.
 - b. Neighborhood parks should be readily accessible, primarily to the residences of the particular neighborhood.

CONCLUSION

The City of Alexandria is vitally in need of means to accomodate the existing traffic flow and the tremendous impact of future traffic volumes.

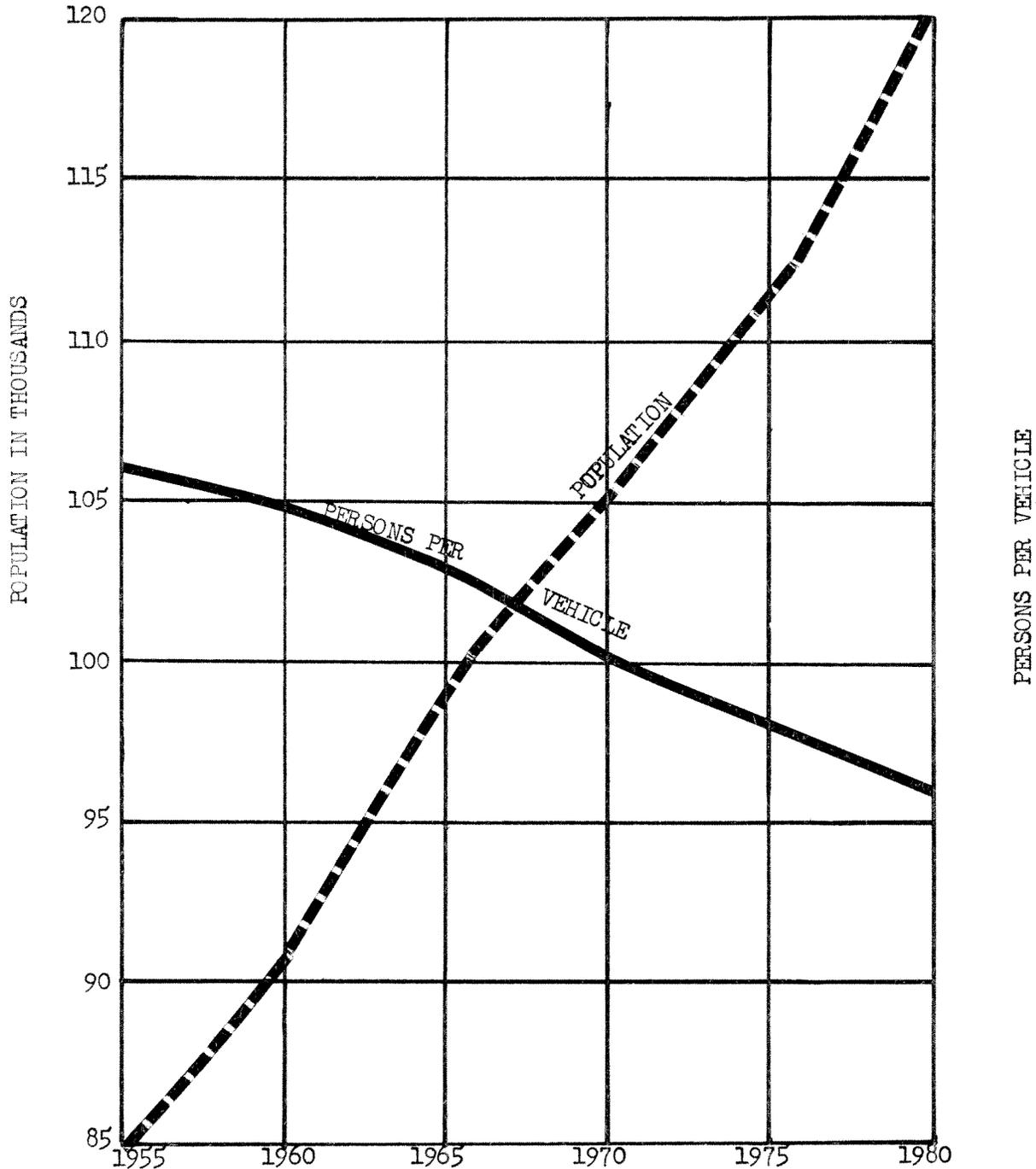
Even with the forecoming improvements on Shirley Highway and U.S. Highway #1 within the City, the expected volume will be too large to cope with efficiently. Mass Rapid Transit should be incorporated into a total Traffic Flow Plan.

There should be, within Planning District Number One, a system of high speed thoroughfares to accommodate the commuter traffic, and afford a system to easy, uncongested circulation in the Central Business District.

It is quite evident that the residential area within the congeste traffic corridors are taking the brunt of the over-capacity volumes. A remedy must be found to eliminate this situation.

A better solution to the circulation of traffic within and around the Central Business District must be obtained to facilitate accessi-

VEHICLE REGISTRATION
ALEXANDRIA, VIRGINIA
1955 - 1980
(Estimate)



NOTE: Vehicle Registration is as follows -
 1955 - 27,100; 1960 - 32,000; 1965 - 35,000;
 1970 - 42,000; 1975 - 48,700; 1980 - 57,000

bility and attractiveness of the area.

Additional studies are needed to apply the down-to-earth medicine of correcting the ailment of too much traffic volume and its present deteriorating effect on both traffic movement and land use.

CAPACITIES OF HIGHWAYS AND ROADS

Basic Capacity is the maximum number of passenger cars that can pass a given point on a lane or roadway during one hour under the most ideal roadway and traffic conditions that can be attained.

Practical Capacity is the maximum number of vehicles that can pass a given point on a roadway or in a designated lane during one hour without the traffic density being so great as to cause unreasonable delay, hazard, or restriction to the driver's freedom to maneuver under prevailing roadway and traffic conditions.

Possible Capacity represents the maximum volume attainable under unfavorable saturation.

A free-flowing freeway has the highest capacity of all arterial highways. Volumes up to 2,000 vehicles per lane per hour have been recorded on free-flowing divided highways used by passenger cars only. This value represents lane capacity under ideal conditions.

On an at-grade expressway, where the volume of cross and turning traffic is sufficiently low so that no signal control is necessary, traffic for the most part is uninterrupted and design capacity of 1,000 to 1,200 passenger vehicles per hour can be achieved.

Where pedestrian and vehicular cross and turning traffic is high enough to require signals, lane capacities are generally 500 to 750 vehicles per hour. Truck traffic decreases street capacities still further. On level terrain, one truck is equivalent to two passenger vehicles; on rolling terrain, the equivalent to passenger vehicles is as high as four.

For design purposes, practical capacity is the standard generally used, and considered acceptable for operating conditions. Under favorable conditions on

City streets where cross traffic is minor, with parking prohibited on multi-lane roads, lane capacities up to 1,000 vehicles per hour in passenger cars may be realized for traffic at about 30 miles per hour. For the more usual conditions lane capacity is about 800 vehicles per hour. Special intersection design and added turning lanes can improve intersection capacity.

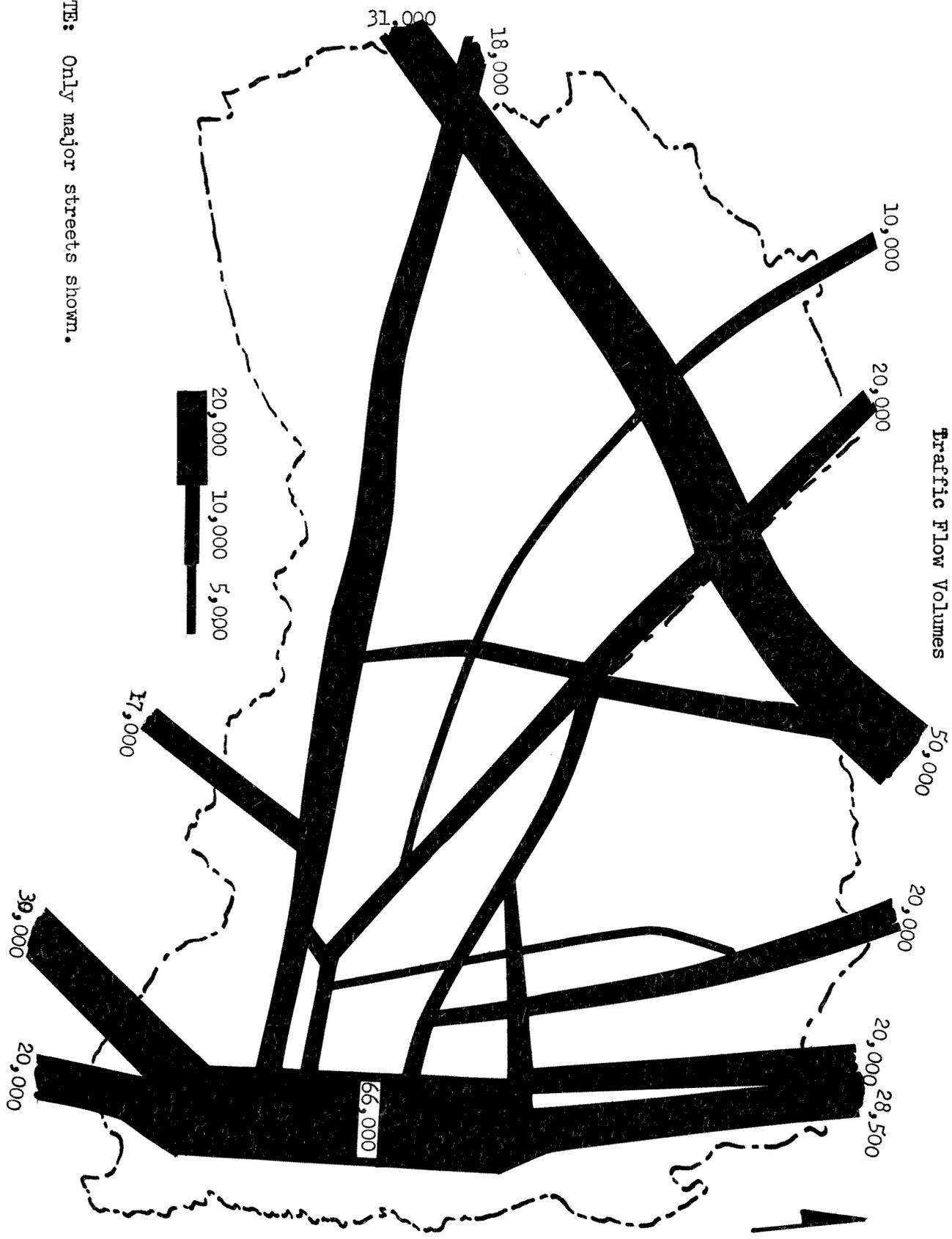
TRAFFIC PROBLEMS EXPECTED IN THE NEXT TEN-TWENTY YEARS

As Alexandria grew along with the Washington Metropolitan Area, the City found itself in the predicament of providing access through the City for the increasing volumes of traffic desiring to reach suburban areas to the South in Fairfax County, and their work in Washington, D. C. Presently, Alexandria provides vehicle traffic ways for approximately 125,000 automobile trips daily. Planning District #1 alone carries a total of 66,000 vehicles daily in the North-South pattern. Alexandria has not and can never expect to accommodate this volume efficiently, let alone what is expected volume-wise in the future, with the present system of streets.

Recent estimates made by the State Highway Department and the Virginia Economic Development Commission, indicate that the nation's population may increase 19% during the coming decade and Virginia will receive approximately 1 million additional persons by 1970 and an additional 850,000 automobiles. This means one additional car for every two on the road today. A great deal of Virginia's population and related auto expansion will occur in its northern region where traffic congestion is already in a critical stage.

We must recognize the dynamics of land use and the movement of people and goods in, around, and among the different land uses. We must also recognize that transportation is one of the major planning problems which cuts across political boundaries. In this particular area, especially, its solution cannot be achieved by a single political jurisdiction.

By the year 1980 we can expect 100,000 vehicular trips within a 24 hour period in Planning District #1. Of this total we can expect a peak hour volume of 9,000 vehicles in the direction of heavier movement. This figure constitutes



a volume of 5,000 vehicles over the capacity of the existing streets under exist-
ing conditions. Leaving Patrick & Henry and Washington Streets as they are now,
we would need an additional 3 lanes of controlled access in the direction of
heavier movement to accommodate such a volume. This is only in one direction
during the peak hour. It would have to be doubled to compensate for a 24 hour
volume and the additional peak hour. Even if we were to make Washington Street
six lanes, three in each direction with controlled access and Patrick & Henry
Streets likewise arranged, we would still need 2 additional controlled access
lanes. It can readily be seen we need more than Highways to accommodate this
volume and that need can only come from mass transit facilities. Highways and
rapid transit must both be used to get us out of the present and pending "Traffic
Muddle".

The CBD and residential areas will be strangled by this volume unless steps
are taken to ease the noose. An East-West circulation pattern must be provided.
Easy access from all directions must be planned. The circulation must be planned
with existing and future land uses taken into consideration.

Municipal traffic headaches would be considerably less prevalent today, had
there been earlier recognition that the street system serves not one, but three
basic purposes. These functions are:

1. To provide access to residential properties, retail stores and other
buildings.

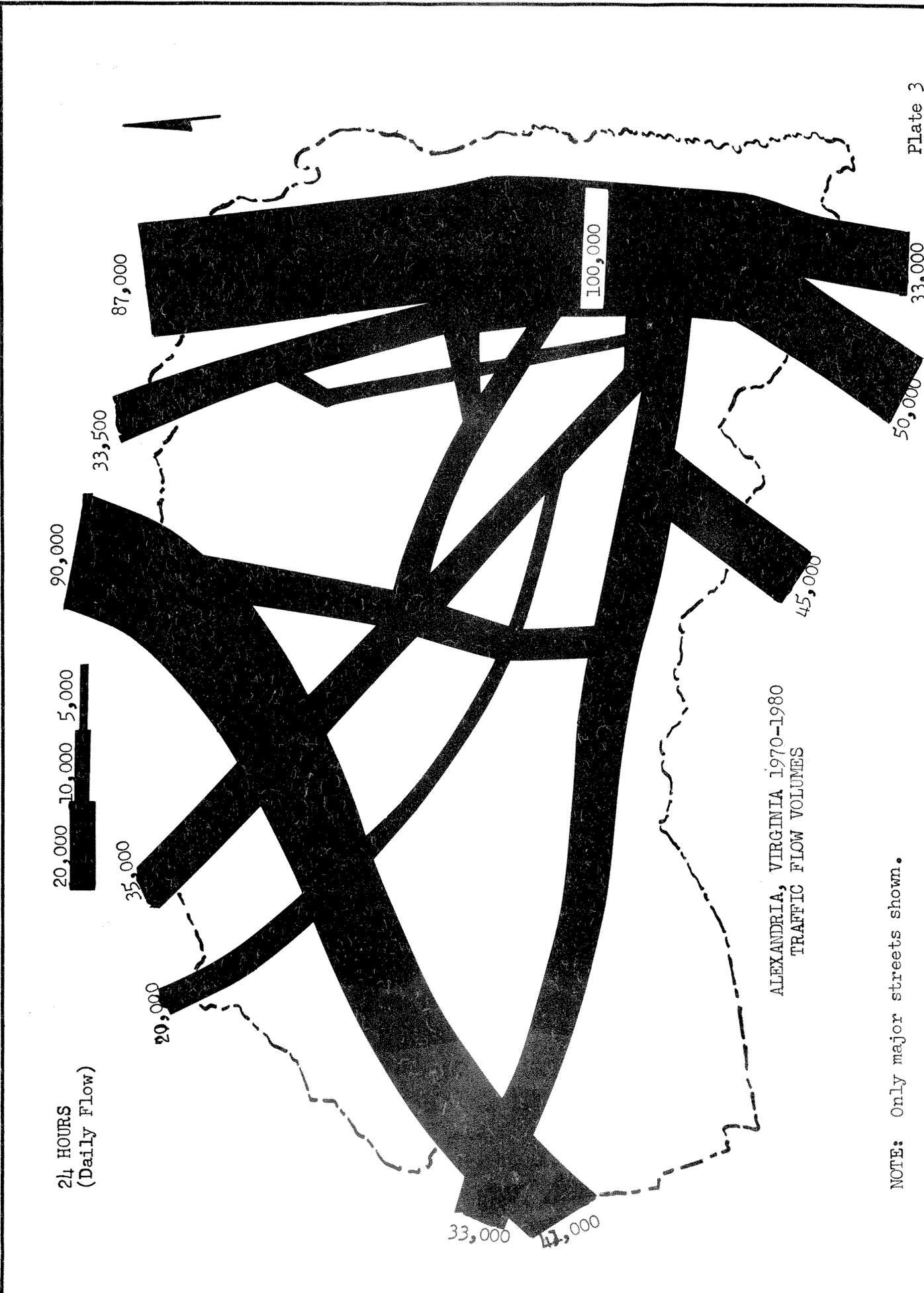
2. To provide circulation within an area or neighborhood of a city.

3. To provide for through travel and circulation between different
areas of the city.

It is impossible for the same facility to serve all three purposes with any
degree of efficiency and that is what is being asked of our streets in Alexandria.
The need to provide a special system of through and circulatory streets for
moving large volumes of high speed traffic is apparent in this City.

Downtown will not generally increase in dominance because of growing competi-

tion from outlying areas under existing conditions. It will, however, be strength-
ened by improved highways, public transit and parking and by the development of



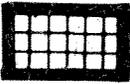
24 HOURS
(Daily Flow)



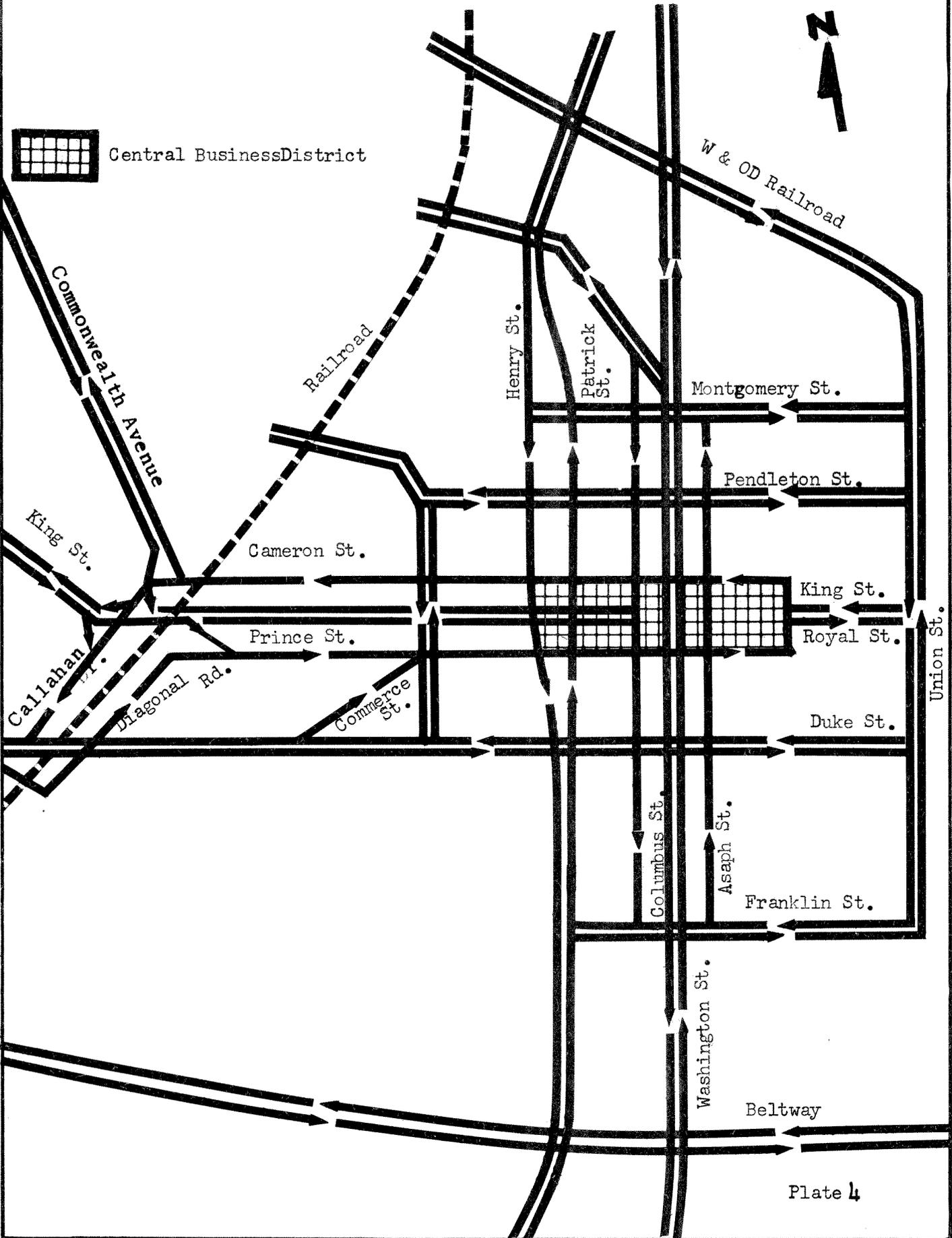
ALEXANDRIA, VIRGINIA 1970-1980
TRAFFIC FLOW VOLUMES

NOTE: Only major streets shown.

PROPOSED ARTERIAL & COLLECTOR TRAFFIC FLOW PATTERN
- ARTERIAL -
CENTRAL CITY AREA



Central Business District



attractive high density residential uses in surrounding areas.

Urban transportation needs will require that highways be augmented by public transit, including rapid transit. Further studies of individual neighborhoods will be required to determine the most desirable treatment of vehicular circulation.

There is no stable traffic pattern in District #1 because of the desire on the part of the motorist to avoid the congestion during peak hours on Washington Street and U. S. Route #1. This causes an overflow of traffic into the parallel streets in the area. This is one of the major disadvantages of the "Grid System." The situation described above, creates further congestion on all streets and intersections, lowers property values in residential areas, and is hazardous not only for motorists but pedestrians as well.

CAPITAL BELTWAY

No complete study has been made to date, by any jurisdiction in the Metropolitan Area of Northern Virginia, in determining the effect of the Beltway on our existing street system in Planning District Number One.

It is our opinion, however, that the Beltway will not greatly relieve the situation as it now exists on Alexandria's streets in Planning District #1. We do foresee north bound, east bound and west bound traffic, desiring to by-pass the metropolitan area, using this exit. Also those people to the south of Alexandria who are employed in Maryland will be using this road as a by-pass. We also visualize an increase in tourist volume and market volume by utilizing the "Beltway" as a means of entrance to Alexandria, thereby increasing volume on our streets in Planning District #1.

The primary purpose of the Capital Beltway is to provide a by-pass around Washington for through traffic. As most of the area through which the Beltway will pass is fairly well developed, it is thought that the main benefit to the

area which it serves will be in improved traffic circulation. Every main thoroughfare passing through the downtown area of Washington will be relieved of considerable out-of-town traffic.

The Beltway is designed for high-speed traffic and has full control access with grade separated interchanges.

It should be re-emphasized here that the future impact of the Beltway on the economy and street system of Alexandria is not fully known, and that only assumptions can be made. It is our assumption that the Beltway will add to the traffic congestion and the economy of Alexandria. If this is the case, Alexandria shall be in need of additional circulation within the city to preserve existing residential areas and to complement the central retail area.

STANDARDS FOR STREET FACILITIES AND SERVICE

The criteria used to appraise service and guide design are based upon the following premises.

1. To develop efficient street transportation, to serve effectively various land uses in Alexandria, and to insure logical community development, it is desirable to establish a network of streets divided into systems, each system serving either movement and/or access to a varying but distinctively different degree.
2. In order that the basic service of each system may be maintained and improved, the purpose of each street system must govern the selection of the structural features, the visible dimension of streets, and the use of any control devices or measures.
3. Terminal facilities are an integral part of street transportation, and must be considered in providing satisfactory service.

Following this criteria just mentioned, the streets of Alexandria have been placed in a system as found below.

Major Primary System

Freeway - An expressway, beltway or by-pass having full or partial control of access with grade separated interchanges and having the only function of carrying high speed through traffic, with a minimum right-of-way of 200 feet.

Arterial - A primary street or highway connecting areas of principal traffic generation and important rural or urban highways entering the City and used primarily for through traffic on a continuous route, having a minimum right-of-way of 100 feet.

Parkway - An arterial highway for non-commercial traffic with full or partial control of access, and located within a park or a ribbon of parklike development. Rights-of-way widths shall be such as deemed necessary by the City Planning Commission.

MINIMUM DESIGN STANDARDS

DESIGN ELEMENTS (All Widths in Feet)	EXPRESSWAY	MAJOR ARTERIAL	COLLECTOR		LOCAL	
			Single Family Residential Area	Other	Single Family Residential Area	Other
Number of traffic lanes	4 up	4-6	2	4	2	2-4
Width of traffic lanes	12	12	10	11	10	11
Width of curb parking lane or shoulder	10	10	10	10	8+	10
Width of border area	16	12	10	8	12	10
Median Width	20	12	--	--	--	--
Width of Right-of-Way	200 up	100-200	66	80	60-66	60-80
Design speed	50	40	30	30	25	25
Stopping light distance	350	275	200	200	160	160
Superelevation	.08	--	--	--	--	--
Degree Curve	7.60	11.30	21.00	21.00	--	--
Grade	3%	6%	6%	6%	12%	12%

+ Under light traffic conditions, parking may be limited to one side.

Secondary System

Collector - A feeder, distributor or secondary street which serves the internal traffic movements, draining traffic off local streets and loading this traffic to arterial or local generators. Collectors shall have a minimum right-of-way of 80 feet.

Local - Minor streets with the function of providing access to properties abutting the public right-of-way in a residential area. Rights-of-way shall have a minimum width of 60 feet.

Service Road - A frontage road or roadway contiguous to and generally paralleling a freeway, arterial, parkway or collector street so designed as to intercept, collect and distribute traffic desiring to cross, enter or leave such a facility and to furnish access to property which otherwise would be isolated.

Widths of such roads shall be determined by the appropriate city official.

CRITERIA FOR ESTABLISHING SYSTEM

The principal factors considered in designating Alexandria's streets into appropriate systems are the travel desires of automobiles, trucks, and transit users; the needs of adjacent land development; the network pattern of existing streets; and existing land use.

The establishment of Alexandria's classification of streets has been based on the location of traffic generators, the amount and location of through traffic movement and the access needs of abutting property. In evaluating these factors, consideration was given to present and future traffic requirements, and land use plans of the area.

To provide greatest efficiency and service, some streets have been given preference to movement, others to access, and some serve both of these essential needs.

The collection of Alexandria's local traffic, and the distribution of its through traffic within the City's neighborhoods, as well as access service to abutting property has been provided for in the collector system, which inter-

connects through traffic arteries with local access streets.

Expressway System

To provide satisfactory service for long trips, and to relieve existing facilities of excessive traffic volume; high speeds and greater capacity are necessary than can be obtained on major arterial streets with frequent intersections at grade. This usually requires facilities with full control of access. An expressway system will efficiently handle dense volumes of long-trip through traffic, relieve the existing major arterial streets of excessive traffic, and overcome handicaps in the present street pattern. Parking should not be permitted under any condition.

The present as well as the future use of land areas played an important role in the determination of Alexandria's proposed routing of expressway or freeway system. The routing of these proposed expressways has not disrupted sound land use development.

Major Arterial System

The major arterial system, together with an expressway or freeway system, where necessary, must serve as the principal network for through traffic flow.

Continuity of routes is most important--otherwise, through traffic movement will be retarded. Washington Street is a good example of this broken continuity. A properly designated and developed major arterial system should help to define residential neighborhoods, industrial sites and commercial, and to minimize conflicts with school and park developments to insure that collector and local streets serve their primary purpose, arterial streets should not be more than a mile apart. No parking permitted on arterial system. Curb returns at intersections increased to ease flow of traffic.

Collector Street System

This system should include all distributor and collector streets serving traffic between major arterial and local streets. The collector system also

should include those streets used principally to provide for through traffic movements within a local area, and for access to abutting property.

There must be some continuity in the pattern of this facility. They should connect efficiently adjacent neighborhood areas and should be spaced at approximately half-mile intervals. Curb returns at intersections increased to ease flow of traffic.

They must accommodate local through traffic movements, and interconnect local streets with the major arterial street system. Parking one side only where pavement widths permit.

Local Street System

This system includes all streets used primarily for direct access to residential, commercial, industrial, or other abutting property.

Continuity of this street system in residential areas is not important. It should provide easy access to abutting property and connect with collector streets. All through traffic movement should be discouraged on local streets. Parking one or both sides dependent upon street widths.

Additional studies within residential areas are needed to define problems and recommend corrective measures.

MAJOR PRIMARY

Expressway Type

1. Shirley Highway
2. Capital Beltway
3. W. and O. D. Right-of-Way.
4. Potomac Freeway

Arterial Type

1. Washington Street
2. Duke Street (West of Washington Street)
3. Prince Street (West of Royal Street)
4. Cameron Street (West of Royal Street)
5. Royal Street (Between Cameron and Prince Streets).
6. U. S. Highway #1 (Patrick & Henry Streets).
7. Pendleton Street (West of Washington Street).
8. U. S. Highway #1 (Jefferson Davis Highway)
9. Braddock Road (East of Quaker Lane)
10. Mount Vernon Avenue
11. Commonwealth Avenue
12. King Street (West of Union Station)
13. Commerce Avenue (Between Duke and Prince Streets)
14. Seminary Road
15. Quaker Lane
16. Van Dorn Street
17. Beauregard Street

MAJOR COLLECTOR

Industrial Collector

1. Union Street
2. Lee Street (north of Pendleton Street)
3. Pendleton Street (east of Washington Street)
4. Montgomery Street
5. Franklin Street
6. Wheeler Avenue
7. South Pickett Street
8. Mill Road

Residential Collectors

1. Duke Street (east of Washington St.)
2. West Street north
3. Powhatan Street
4. Glebe Road
5. Windsor Avenue
6. Monroe
7. Walnut Street
8. Dartmouth Road
9. Yale Drive
10. High Street
11. Summit Avenue
12. Oakcrest Drive
13. Valley Drive
14. Dominion Boulevard
15. North Early Street

16. Menokin Drive
17. North Jordan Street
18. Braddock Road (west of King Street)
19. North Pickett Street
20. Taney Avenue (west of North Jordan Street)
21. Dawes Avenue (north of Seminary Road)
22. North Chambliss Street
23. South Jordan Street

Commercial Collectors

1. St. Asaph Street
2. Columbus Street
3. West Street (south of Cameron Street)

MASS TRANSIT

What is good transportation? By this we mean efficient mass transportation with reasonable price, reasonable comfort, and reasonable speed or time factor.

Consider five people entering a city in one bus or train car. Obviously we would call this a poor transportation system. This situation is duplicated, however, when five people drive into a city at peak hours in five different autos.

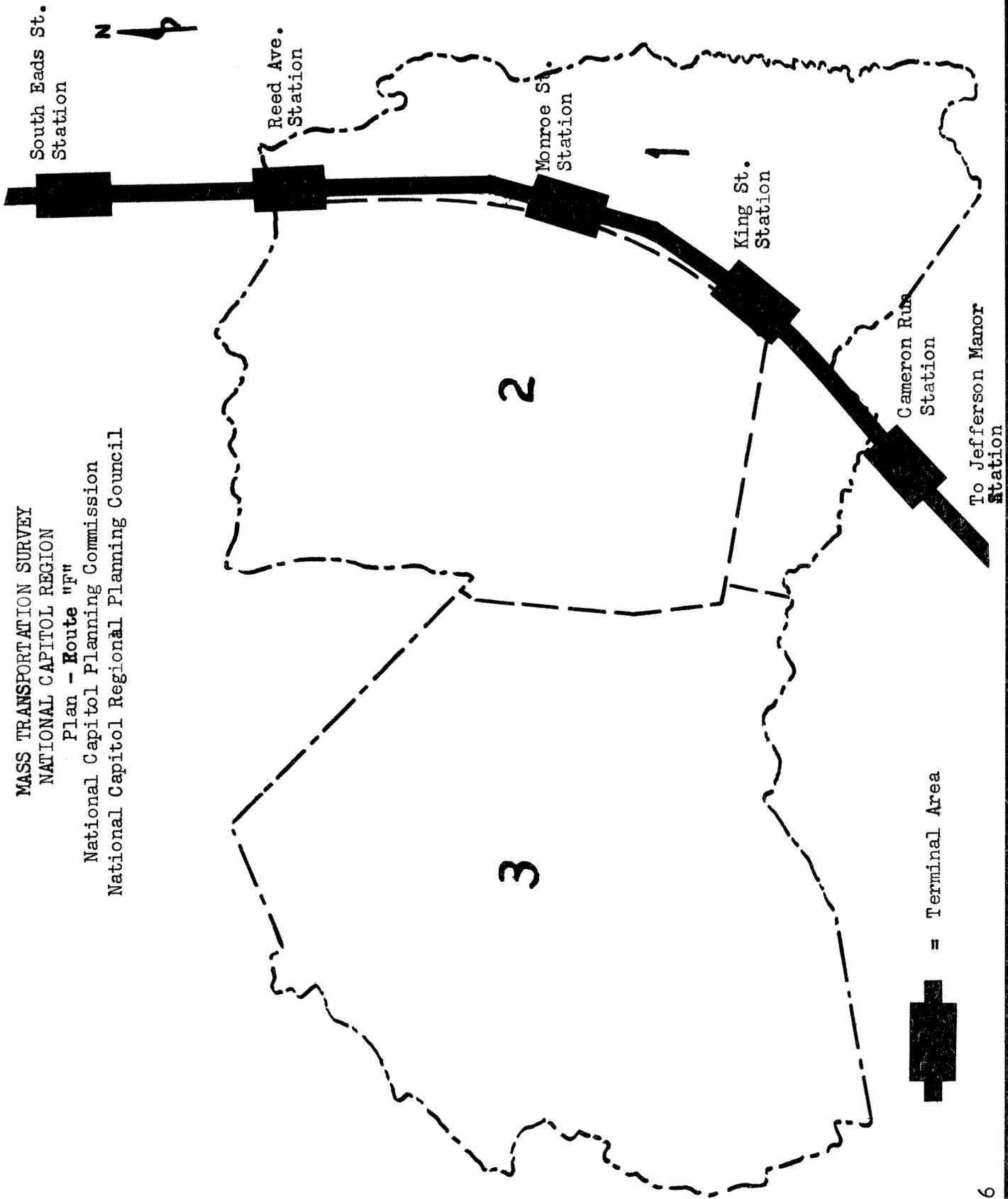
Compared to mass transit, and mass rail transit, the private automobile is a less economical, but a more convenient and pleasant form of transportation for the commuter. We know that despite large subsidies, mass transit finds it difficult to compete with the private automobile for the suburban commuter. It also seems clear that any sound long-range solution of the problem will depend upon cooperative planning of public and private transportation.

Mass rapid rail transit can move more people per unit than any other means of transportation. It can offer a desirable substitute to auto transportation since existing streets are becoming overcrowded and will become increasingly congested in the future. Rail transit is not as flexible as other modes; however, since the vehicles must follow the rail designed to carry them, buses and autos can choose alternative routes as long as another public street is available.

The pattern of land use is therefore an important determinant in the success or failure of a mass rapid rail transit facility. Rail transit should locate along medium to high residential population densities where most auto traffic would ordinarily originate, and along points of destination, such as major shipping centers, major office locations and concentrated industrial areas.

On Plate 6 is a sketch denoting mass transit stations located on the Richmond & Fredericksburg Railroad, as was recommended in the mass transportation survey prepared by the National Capital Regional Planning Council and National Capital Planning Commission. Steps should be taken by the city to endorse this plan as has been done by Arlington and Fairfax Counties.

MASS TRANSPORTATION SURVEY
NATIONAL CAPITOL REGION
Plan - Route "F"
National Capitol Planning Commission
National Capitol Regional Planning Council



 = Terminal Area

The Richmond, Fredericksburg and Potomac Railroad, between Washington, D.C. and Jefferson Manor, has been chosen for such a rapid transit rail facility since the existing right-of-way and rail lines can greatly reduce initial costs of operation.

The potential growth of Fairfax County, just south of Alexandria to 132,000 persons over the ensuing twenty year period; the proposed high rise residential development along west King Street, Planning District one, and the Central Business District should add greatly to the possibility of the facility's profitable operation.

The plan locates three stations within the existing city limits and two additional stations to the south in Fairfax County. These stations are: Reed Avenue, Monroe Street Station, King Street Station, Cameron Run Station and Jefferson Manor. These stations are strategically located to serve the City of Alexandria and the southern Metropolitan area.

Of the three terminals within the City, the King Street terminal will be one of the greatest importance as far as the central city area is concerned. Not only will it be serving commuters but it will serve to entice the suburban shopper to the Central Business District. This terminal will be generally located between the proposed circulating arterial of Prince and Cameron Streets, this would provide for easy access by a shuttle bus or taxi to the retail sales area.

Mass transit should be considered thoroughly in reaching a decision on the future land use concept and traffic plan. It should be incorporated into this plan knowing that the only answer to the traffic muddle is a co-ordinated system of transportation.

RECOMMENDATIONS

It is recommended, in the light of good Planning:

1. That Washington Street be modified to accommodate six lanes of traffic, three lanes in each direction for the entire length of said street within the city limits.

2. That the one-way system now being utilized on Prince and Cameron Streets be continued; that the jogs in Cameron Street between Washington and Columbus Streets be eliminated and the extension of Cameron Street under the R. F. & P. Railroad be studied as to its feasibility, in order that a better circulation in the central city area be attained.
3. That a connection between George Washington Memorial Parkway and U. S. Highway #1 be studied in conjunction with an expressway type traffic facility, extending from a similar facility in Arlington County to U. S. Highway #1 at Henry Street.
4. That the right-of-way of the W. & O. D. Railroad be acquired if and when the facility is available, to provide for an expressway type, east-west movement, serving Alexandria's water front and central business district, and as a direct route to Dulles Airport.
5. That a location for a new bridge on U. S. Highway #1 be studied to eliminate the present one at Monroe and Powhatan Streets, which is deteriorating and causing great delay and cost to the traveling public.
6. That Patrick and Henry Streets (U. S. Highway #1) be widened to accommodate three or four lanes of traffic each.
7. That studies be made to determine the feasibility of improving U. S. Highway #1 between Monroe Street and the northern city limits to include a service frontage road on the western alignment of Highway #1 to provide adequate free movement to both the commuter and industrial land users in the area.
8. That the improvement of the intersection of Telegraph Road at Duke Street be initiated as soon as State Funds are available. The complex interchange has been approved by the State and City agencies and the planning stage has been completed.
9. That the City of Alexandria go on record as favoring a mass rapid rail transit line in Planning District Number One, using the existing right-of-way of the R. F. & P. Railroad.

10. That Quaker Lane be widened to the standards as set forth in this report to better serve the City of Alexandria as an Arterial Traffic way.
11. That King Street be widened to the standards as set forth in the report, between Sunset Drive and Park Road with further study given to improving the remaining portions of narrow width. A study should be made to determine the most feasible application to the complex intersection of King Street, Braddock Road and Quaker Lane.
12. That communication with the appropriate state agency be made to determine whether the extension of Braddock Road over Shirley Highway may be incorporated into the plans for the improvement of Shirley Highway.
13. That a study be made to determine whether Taney Avenue or Holmes Run Parkway is the most desirable route to extend over or under Shirley Highway. An east-west collector route is most desirable in this area, to provide access to the city proper for those citizens residing west of Shirley Highway. The distance between Duke Street and Seminary Road is too great to facilitate good circulation of traffic movement in this area of proposed high density residential land use.
14. That Mount Vernon Avenue be modified to accommodate four lanes of traffic to meet the increasing volumes on this North-South commercial route.
15. That the standards set forth as to right-of-way requirements for each type of traffic way be incorporated into the City Code to replace the existing requirements.
16. That steps be taken to encourage the elimination of all on-street parking on arterials routes.
17. That an origin and destination study be made for the City of Alexandria to obtain valuable needed information not now available and kept up.
18. That the feasibility of a Transportation Plan be studied for the City of Alexandria.

19. That the traffic flow concept as delineated on the tentative Major Thoroughfare Plan and the standards as set forth in the accompanying report be adopted.

ALEXANDRIA'S EXISTING PUBLIC STREETS

<u>CENSUS TRACT</u>	<u>MILES</u>	<u>LINEAR FEET</u>	<u>SQUARE FEET</u>	<u>ACREAGE</u>
1.	10.6	55,968	2,798,400	64.3
2.	7.5	39,600	1,980,000	45.5
3.	10.0	52,800	2,640,000	60.6
4.	5.0	26,400	1,320,000	30.3
5.	4.1	21,648	1,082,400	24.8
6.	7.7	40,656	2,032,800	46.7
7.	8.3	43,824	2,191,200	50.3
8.	14.6	77,088	3,854,400	88.5
9.	16.2	85,536	4,276,800	98.2
10.	5.3	27,984	1,399,200	32.1
11.	11.2	59,136	2,956,800	67.9
12.	12.4	65,472	3,273,600	75.2
13.	10.7	56,496	2,824,800	64.9
14.	10.5	55,440	2,772,000	63.6
15.	10.5	55,440	2,772,000	63.6
16.	7.3	38,544	1,927,200	44.2
17.	6.9	36,432	1,821,600	41.8
18.	11.5	60,720	3,036,000	69.7
19.	7.8	41,184	2,059,200	47.3
20.	11.0	58,080	2,904,000	66.7
<hr/>				
	189.1	998,448	49,922,400	1,146.2

Plate 7

DEVIATIONS FROM THE 1953 MAJOR THOROUGHFARE PLAN
CITY OF ALEXANDRIA, VIRGINIA

The delineation of routes shown on the Tentative Traffic Flow Plan do not constitute the exact location. Only an engineering survey can verify the proper location. The Traffic Flow Plan can be and should be amended from time to time to meet new studies and concepts for the growth of the City.

1. Taney Avenue is extended over or under Shirley Highway westward to North Chambliss Street.

2. Dawes Avenue between Seminary Road and King Street has been placed in the collector system.

3. The extension of Fillmore Avenue to 30th Street has been deleted as a collector.

4. Parkway located between North Chambliss Street and Shirley Highway has been deleted, pending further study of Taney Avenue.

5. Van Dorn Street has been deleted from the primary system north of Duke Street but remains as an arterial traffic way south of Duke Street extending to southern city limits.

6. A new route west of Telegraph Road between Duke Street and Capital Beltway is proposed as a collector to serve the landlocked industrial land in that area.

7. Mill Road and the extension thereof to the land-locked industrial land between Duke Street and Capital Beltway is placed in the collector system, with a connection to Duke Street at Holmes Run.

8. A route to be known as Wheeler Avenue south of Duke Street to the city limits running parallel with the city limits has been placed in the collector system to serve the land-locked industrial land in the area.

9. Gordon Street between Duke Street and Wheeler Avenue is placed in the collector system, but only until such time that Wheeler Avenue is completed with its proposed connection with Duke Street.

10. The extension of North Howard between Braddock Road and Shirley Highway is deleted.

11. It is proposed that Braddock Road be extended over or under Shirley Highway to connect to a proposed service road and to Beauregard Street in a manner which will enhance the area's development.

12. An extension of Kenwood Avenue between Braddock Road and King Street is proposed as collector.

13. Parkway between Key Drive and Janney's Lane has been deleted.

14. Aspen Street has been deleted from the collector system.

15. High Street has been placed in the collector system.

16. Hume Street is deleted as a collector.

17. Glebe Road has been deleted from the primary system and placed in the collector system. Glebe Road shall lose its character as a primary route in the event of the construction of the W. & O. D. route as arterial. It would better serve as a collector facility in this effect.

18. Cameron Mills Road has been deleted as a collector.

19. A mass rail transit line is shown following the existing railroad line north and south in Planning District #1 terminating at Union Station.

20. Powhatan Street in conjunction with the new routes will become a collector between Highway #1 and Washington Street.

21. An additional freeway-type route paralleling George Washington Memorial Parkway, beginning at the north city limits and extending south to U. S. Highway #1, is proposed with connections at the proposed W. & O. D. Railroad route and the George Washington Memorial Parkway. This route would be the first stage for a high-speed freeway through the City south to Fairfax County.

22. The W. & O. D. Railroad right-of-way has been designated as a primary route through the City beginning at the George Washington Memorial Parkway. This route will be of the freeway or expressway type designed to afford to vehicles a

cross-country route between Dulles Airport and Washington National Airport areas.

23. Dangerfield Road between Duke and Prince Streets is deleted from the primary system to coincide with the plans for the central business district.

24. Union Street has been placed in the collector system and extended north along the W. & O. D. Railroad to afford access for waterfront traffic to Highway #1 and points west via a proposed freeway. This would prevent industrial waterfront traffic from penetrating residential areas, both historical and otherwise. Waterfront traffic would be allowed access to points west only on Pendleton, Montgomery and Franklin. This would necessitate the widening of Union Street and the improvement of Washington Street to six lanes. Only then, could Royal Street be eliminated as a collector.

25. Prince and Cameron Streets have been deleted from the collector system and placed in the primary system between Royal Street and the railroad. Royal Street between Prince and Cameron shall remain in the primary system. This designation of the above-mentioned streets are based on plans for the central business district. The routing around the central business district affords the best circulation at this time. The extension of Cameron Street requires a new underpass at the railroad to intersect with Commonwealth Avenue at Sunset Drive.

26. King Street is deleted from the primary system and placed in the collector system between Washington Street and Dangerfield Road and between Royal and Union Streets. King Street between Washington Street and Royal Street is deleted entirely from the primary system in order to parallel the plans of Gadsby and the proposed central business district. Future studies for the central business district will bear this out. Cameron and Prince Streets are more adaptable than King Street for moving traffic, in an effort to feed the central business parking and proposed off-street parking areas satisfactorily. Large volumes of traffic on King Street will interfere with pedestrian shoppers.

27. Columbus and St. Asaph Streets remain as collectors but should be

studied further as to their deletion as collectors when the plan for the central business district is studied.

28. Pendleton, Duke, Franklin and Montgomery Streets are proposed for collectors east of Washington Street. The primary service of these streets is to provide for collection of vehicles and the distribution thereof to Washington Street, Highway #1, and arterials leading west. Montgomery and Franklin Streets have been proposed as collectors for the entire length with the exception of Franklin Street which shall terminate at Highway #1 as a collector.

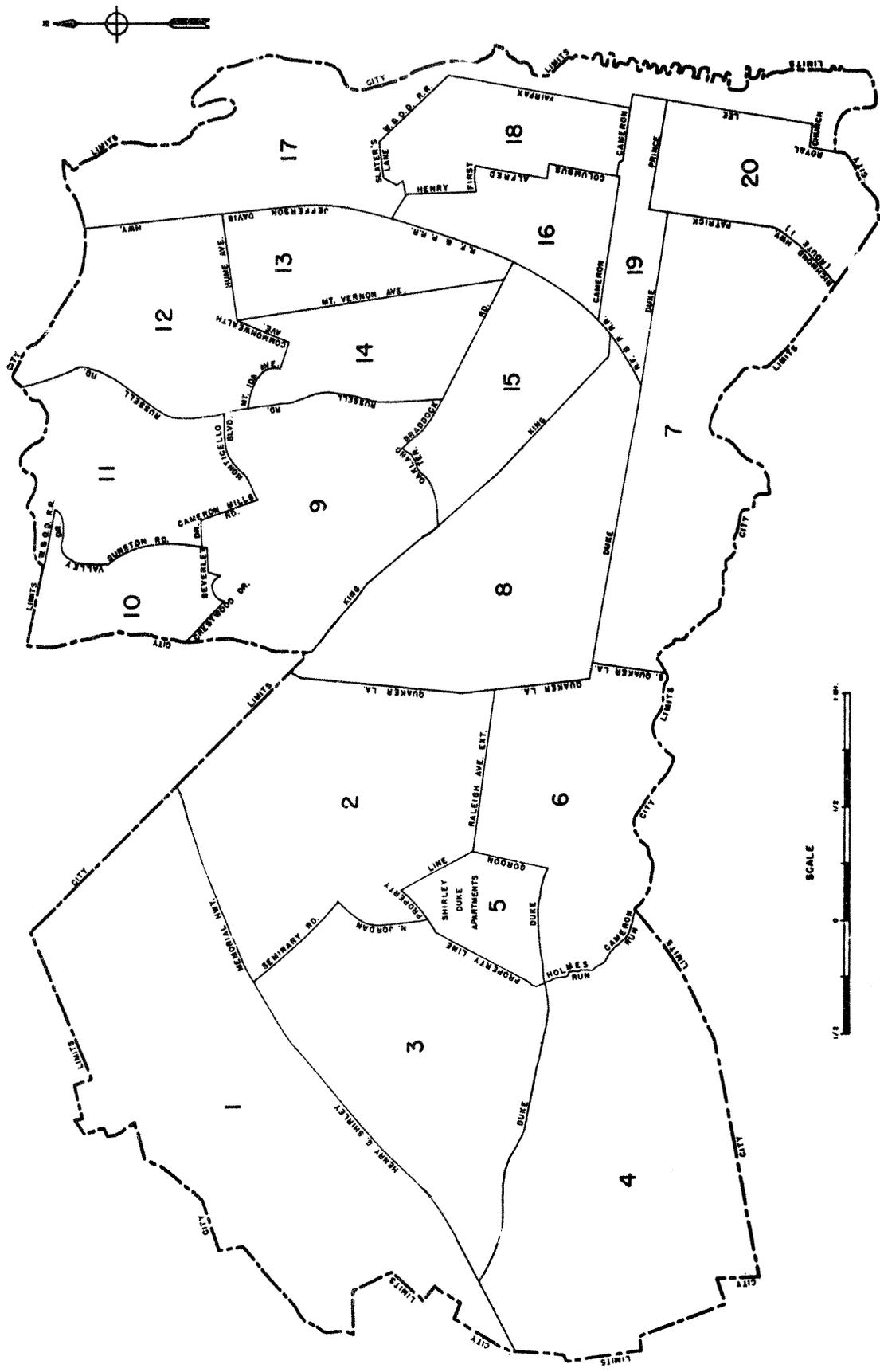
29. Royal Street has been removed from the primary system in order to maintain the historical residential area, which it presently divides. Royal Street south of Pendleton Street by its environmental character is a residential street. High volumes of traffic can only depreciate the neighborhoods and cause a loss of property values. The serene character and safety of a residential area are lost when heavy volumes of traffic are allowed to penetrate it.

30. The proposed water front highway has been deleted from the Tentative Major Thoroughfare Plan because it would greatly interfere with the development of Alexandria's port facilities.

* These collectors were eliminated on the Tentative Traffic Flow Map in order that a more compact neighborhood area could be maintained. Further studies will provide for minor collector streets.



ALEXANDRIA, VA., BY CENSUS TRACTS





BASIC STATISTICS OF THE
CITY OF ALEXANDRIA VIRGINIA

POPULATION.....

1790.....	2,748
1800.....	4,971
1810.....	7,227
1820.....	8,218
1830.....	8,241
1840.....	8,459
1850.....	8,734
1860.....	12,652
1870.....	13,570
1880.....	13,659
1890.....	14,339
1900.....	14,528
1910.....	15,329
1920.....	18,060
1930.....	24,149
1940.....	33,523
1950.....	61,787
1951.....	62,600*
1952.....	74,500*
1953.....	77,000*
1954.....	81,000*
1955.....	83,000*
1956.....	84,310
1957.....	85,570*
1958.....	87,000*
1959.....	89,500*
1960.....	91,023
1961.....	94,381*

* Estimates

PUBLIC STREETS BY CENSUS TRACT.....

1.....	10.6
2.....	7.5
3.....	10.0
4.....	5.0
5.....	5.1
6.....	7.7
7.....	8.3
8.....	14.6
9.....	16.2
10.....	5.3
11.....	11.2
12.....	12.4
13.....	10.7
14.....	10.5
15.....	10.5
16.....	7.3
17.....	6.9
18.....	11.5
19.....	7.8
20.....	11.0
Total.....	189.1

AREA.....

Original town...	60 acres or .093 sq. mi.
1749 - 1853 *...	750 acres or 1.2 sq. mi.
1853 - 1915.....	750 acres or 1.2 sq. mi.
1915 - 1930.....	1,699 acres or 2.6 sq. mi.
1930 - 1952.....	5,195 acres or 8.1 sq. mi.
1952 - ?	9,995 acres or 15.6 sq. mi.

* During this period the City of Alexandria grew in area by several small annexations.

DOWN TOWN STREETS AND BLOCKS.....

The streets Union and Lee are 50 feet wide; Washington and Franklin are 100 feet wide; all other grid pattern streets are 66 feet.

The blocks are 353' 2", north and south and 246' 10", east and west in the grid pattern except for the blocks between Union and Lee which are 300 feet east and west.

GENERAL PROPERTY EVALUATION BY CENSUS TRACTS

Census Tract	Value of Owner Occupied	Monthly Rent of Rental Units
1.....	\$ 8,436,600	\$ 51,360
2.....	2,220,400	72,828
3.....	11,625,600	41,706
4.....		3,422
5.....		Shirley Duke
6.....	13,085,700	14,040
7.....	6,053,400	18,018
8.....	17,680,000	78,933
9.....	28,029,900	32,428
10.....		Parkfairfax
11.....	8,290,200	167,256
12.....	12,822,600	146,902
13.....	10,604,500	50,154
14.....	11,497,200	76,258
15.....	15,859,900	39,004
16.....	5,544,000	46,637
17.....	1,887,300	30,324
18.....	6,574,500	136,161
19.....	3,626,000	56,925
20.....	12,556,700	214,290
Totals	\$ 176,394,500	\$ 1,600,290

The above table is a projection of the median values and rents from the 1960 U. S. Census

VACANCY RATE.....There are 1182 vacant units; 4.14% of all units.

AGE GROUP (5 Yr. Steps)	ALEXANDRIA (In Each Group)	PERCENT (Of Pop.)	WASH. METRO- POLITAN AREA	PERCENT (Of Pop.)
Under 5 Yrs.	11,325	12.443	235,173	11.749
5 to 9 Yrs.	8,439	9.271	207,767	10.379
10 to 14	7,524	8.266	175,735	8.778
15 to 19	5,870	6.449	133,805	6.684
20 to 24	7,928	8.710	139,119	6.949
25 to 29	7,484	8.222	139,223	6.955
30 to 34	6,466	7.104	150,219	7.504
35 to 39	7,202	7.912	165,662	8.275
40 to 44	6,635	7.289	148,630	7.424
45 to 49	5,863	6.441	128,566	6.422
50 to 54	5,027	5.523	106,706	5.330
55 to 59	3,713	4.079	82,287	4.110
60 to 64	2,697	2.963	64,302	3.212
65 and over	4,850	5.328	124,703	6.229
TOTAL	91,023	100.000	2,001,897	100.000

AGE GROUP (5 Yr. Steps)	RICHMOND METRO- POLITAN AREA	PERCENT (Of Pop.)	ARLINGTON (In Each Group)	PERCENT (Of Pop.)
Under 5 Yrs.	44,485	10.889	15,658	9.583
5 to 9 Yrs.	40,443	9.900	12,815	7.843
10 to 14	35,849	8.776	13,427	8.217
15 to 19	27,488	6.729	11,469	7.019
20 to 24	25,759	6.306	13,966	8.547
25 to 29	27,323	6.689	12,571	7.693
30 to 34	30,134	7.377	10,911	6.677
35 to 39	31,863	7.800	12,888	7.887
40 to 44	28,450	6.965	13,761	8.422
45 to 49	26,468	6.479	12,838	7.857
50 to 54	22,503	5.509	10,634	6.508
55 to 59	19,234	4.709	7,464	4.568
60 to 64	15,012	3.675	5,430	3.323
65 and over	33,483	8.197	9,569	5.856
TOTAL	408,494	100.000	163,401	100.000

The 1960 U. S. Census revealed that the average age of Alexandrians was less than the national average, and less than the average for the District of Columbia. It is the intent herein, therefore, to compare individual age groups of Alexandria against the same age groups for the Washington Metropolitan Area, and to show percentage-wise the differences.

The flight to suburbia from the over crowded conditions in Washington have probably been the major factors in the difference shown in the 20 to 29 age group. This is the age group which is most apt to make changes. The direct opposite is shown in the 60 and older groups which are more apt to be settled and are not subject to change.

This shift is probably very recent. The increase in the number of children which would result from a parent age group increase (the 20 to 29 group) is evident only in the last five years. According to the above figures, this was not true five to nine years ago.

This generally coincides with a slight boom in the construction of residential units which began around 1958, and with a noticable growth in available jobs in the Northern Virginia Area since the middle of 1959.

A comparison of the percentages of persons within various age groups in Arlington County, Virginia and in Richmond, Virginia, according to the 1960 U. S. Census Report.

In comparing Alexandria with Arlington, we find that there are less children under ten years of age, and slightly less in

the 20 to 29 (or parental group). This would indicate that the flight to suburbia is not as strong in Arlington now as it is in Alexandria. However, the Arlington figures are higher in the 40 to 59 groups. This would indicate that Arlington was the target of these flights some twenty to thirty years ago. The smaller percentage of children under ten would indicate that the growth of Arlington County will probably not be able to keep pace with future growth in Alexandria (percentage wise). This has already been noted in the fact that Alexandria's present growth rate is over three percent per year while Arlington County showing only about two and a half percent population increase per year.

The Richmond figures (which includes the Richmond Metropolitan Area) compare closely to the Washington Metropolitan Area figures. If figures were available on individual outlying suburbs, a more representative analysis could be made. It can be assumed with a reasonable degree of accuracy, that Alexandria's relationships to the Washington Metropolitan Area is generally the same as any strong, growing area within any large metropolitan area.

Since these figures were compiled by the U. S. Census Bureau, a noticeable upturn has occurred in population in Alexandria. This has been accomplished by an increase in the building of apartment units in the western section of the City. The percentages of vacancy in the City as shown on a separate report, show an astounding stability in the ability of property to be sold or rented.

Apparently, the demand for homes or apartments in Alexandria by persons living in the Washington Area is sufficiently great to allow developers to build without fear of loss. These factors, if continued for the next forty years, should give Alexandria its full potential population of about 220,000 by the year 2000.



FIVE YEAR ANALYSIS OF HOUSING AND POPULATION IN PLANNING DISTRICT I

A Look At Our City, an economic base survey made under the direction of the Planning Department in the Fall of 1956, is compared with the July 1, 1961 estimates expanded from the April, 1960 U. S. Census. It is the intent herein to show comparative growth and decline during the ensuing five year period.

ITEM	TRACT	1956	1961	
Population by Census Tracts	7	2520	2525	+ 5
	16	5090	5464	+ 374
	17	1150	977	- 173
	18	7060	6402	- 658
	19	3850	3213	- 637
	20	8050	7869	- 181
Totals		27720	26450	- 1270
Housing units by Census Tract	7	774	782	+ 8
	16	1270	1342	+ 72
	17	446	440	- 6
	18	2239	2218	- 21
	19	1246	1233	- 13
	20	3157	3167	+ 10
Totals		9132	9182	+ 50

Apartment units remain the same for all tracts except number 16 which increased from 79 to 131 units. This is an increase of 52 apartment units in five years.

No. of % Vacancy by Census Tract	TRACT	1956	%	1961	%
	7	46	5.943 %	19	2.430 %
	16	46	3.622 %	64	4.769 %
	17	12	2.691 %	24	5.455 %
	18	111	4.958 %	117	5.275 %
	19	84	6.742 %	97	7.867 %
	20	173	5.480 %	129	4.073 %
Totals		472	5.169 %	450	4.901 %

High percentages on vacancy in Census Tract 19 is believed to be caused by the inconvenience of living over (or immediately adjacent to) commercial stores. Almost eight percent vacancy in the tract that makes up the Central Business District stands out in the above table, and is cause for further study.

While the population of Planning District One has decreased during the past five years, the number of Dwelling Units has increased and the percentage of vacancy has decreased. This denotes that the process of "Doubling-up" is lessening, and naturally, the number of persons per unit has gone down. Our two Census Tracts which have the most commercial land use, Tracts 18 and 19, both show a marked decrease in population and a similar increase in vacancies. Tract 16, the only tract which is mostly residential shows the only steady growth, and this has stopped in the past year. Townhouse development accounts for Dwelling Unit increases in Census Tract 20, but the population in this area continues to drop.



FIVE YEAR ANALYSIS OF HOUSING AND POPULATION IN PLANNING DISTRICT II

A Look At Our City, an economic base survey made under the direction of the Planning Department in the Fall of 1956, is compared with the July 1, 1961 estimates expanded from the April, 1960 U. S. Census. It is the intent herein to show comparative growth and decline during the ensuing five year period.

ITEM	TRACT	1956		1961	
Population by Census Tracts	8	5440		6663	+ 1223
	9	5030		5425	+ 395
	10	4750		4148	- 602
	11	6170		6613	+ 443
	12	7610		8498	+ 888
	13	3890		4957	+ 1067
	14	5000		5105	+ 105
	15	4330		4525	+ 195
	Totals		42220		45934
Housing Units by Census Tracts	8	1461		1851	+ 390
	9	1388		1545	+ 157
	10	1711		1721	+ 10
	11	1983		2103	+ 120
	12	2333		2546	+ 213
	13	1186		1227	+ 41
	14	1535		1583	+ 48
	15	1295		1312	+ 17
	Totals		12892		13888
<p>Apartment units remained the same in tracts 10 and 15. Increases in the six other tracts accounted for an additional 507 units, bringing the total apartment units to 4,474. This is more than any other Planning District in the City.</p>					
No. & % of Vacancy by Census Tract	8	40	2.738 %	85	4.592 %
	9	20	1.441 %	27	1.748 %
	10	12	0.701 %	13	0.755 %
	11	100	5.043 %	132	6.277 %
	12	141	6.044 %	66	2.592 %
	13	47	3.963 %	34	2.771 %
	14	18	1.173 %	49	3.095 %
	15	30	2.317 %	30	2.287 %
	Totals		408	3.165%	436

Conclusions: A slow, but steady, growth in this planning district is approaching the point of saturation. Vast areas of unbroken residential uses are slowly reaching into every undeveloped acre. Builders and developers seeing the above constancy in percentages of vacancy can construct new dwellings with strong assurance of sale or rental.

Note: The decline in population in Census Tract 10 is due to a policy change in the Parkfairfax Apartments which forbid small children in certain sections of that development.



FIVE YEAR ANALYSIS OF HOUSING AND POPULATION IN PLANNING DISTRICT III

A Look At Our City, an economic base survey made under the direction of the Planning Department in the Fall of 1956, is compared with the July 1, 1961 estimates expanded from the April, 1960 U. S. Census. It is the intent herein to show comparative growth and decline during the ensuing five year period.

ITEM	TRACT	1956	1961		
Population by Census Tracts	1	1720	5008	+ 3288	
	2	1750	2786	+ 1036	
	3	1160	3748	+ 2588	
	4	460	422	- 38	
	5	7240	6266	- 974	
	6	2040	3767	+ 1727	
	Totals		14370	21997	+ 7627
Housing Units by Census Tracts	1	530	1833	+ 1303	
	2	500	929	+ 429	
	3	308	778	+ 470	
	4	106	105	- 1	
	5	2220	2151	- 69	
	6	547	1063	+ 516	
	Totals		4211	6859	+ 2648
Apartment units remained the same in tracts 4, 5, and 6. Increases in the other three tracts accounted for an additional 1375 units, bringing the total apartment units to 4089. The greatest growth was 1009 new units in census tract one.					
No. & % of Vacancy by Census Tract	1	16	3.019 %	83	4.528 %
	2	11	2.200 %	25	2.691 %
	3	59	19.156 %	53	6.812 %
	4	2	1.887 %	7	6.667 %
	5	87	3.919 %	89	4.138 %
	6	32	5.850 %	49	4.610 %
	Totals		207	4.916 %	306

Conclusions: Now only half developed, this area shows the fastest growth in the City. A 62.883% increase in dwelling units in the past five years has not increased the percentage of vacancy. In fact, the demand for housing in this area has actually lowered the vacancy percentage.

Note: It is believed that the present vacancy percentage should be slightly lower than shown here. Several new apartment developments were just opening at the time these figures were taken, and had not been rented to a normal compacity.



B A S I C S T U D Y - P O P U L A T I O N

Population.....

1790.....	2,748
1800.....	4,971
1810.....	7,227
1820.....	8,218
1830.....	8,241
1840.....	8,459
1850.....	8,734
1860.....	12,652
1870.....	13,570
1880.....	13,659
1890.....	14,339
1900.....	14,528
1910.....	15,329
1920.....	18,060
1930.....	24,149
1940.....	33,523
1945.....	48,000+
1946.....	50,000+
1947.....	53,000+
1948.....	56,000+
1949.....	59,000+
1950.....	61,787
1951.....	62,600+
1952.....	74,500+
1953.....	77,000+
1954.....	81,000+
1955.....	83,000+
1956.....	84,310
1957.....	85,570+
1958.....	87,000+
1959.....	89,500+
1960.....	91,023
1961.....	93,788+
1962.....	94,926+
1963.....	98,600°
1964.....	101,780°
1965.....	105,070°
1970.....	124,600°
1975.....	137,000°
1980.....	148,000°
2000.....	165,000°

+ Estimates
 ° Projections

The records of the United States Bureau of the Census date back to the year 1790. The results of this decennial count is shown at the left for each tenth year from 1790 to and including 1960. An additional count was made by the City of Alexandria for a study made in 1956. This accounts for the nineteen actual population counts that have been made in Alexandria since its beginning.

Beginning in 1945, the Department of City Planning has kept annual estimates of the population. These estimates are adjusted with each census, and are perpetuated for current use by the City officials and City Departments. For the most part, these estimates are projected from records of the Building Inspector's Department as to new construction completed.

In an attempt to establish a basis for future plans, the population is projected into the future as far as the year 2000. By knowing the growth rate at the present, the maximum population the City can accommodate and the rate of increase in construction; it is possible to arrive at these annual generalized figures through the year 1975. A further projection is likewise made for 1980 and the year 2000.

Both the need for new construction and new construction are now at an all time high. The percentage of increase is rising each year (increase of the increase), and it is believed that this trend will continue until about 1985 when the area for further development will diminish to the point of scarcity. This will probably force property values up greatly.

The maximum population of the City under the present plan is approximately 165,000.

NOTE: U. S. Census figures are as of April of each year, 1950 City Census shows an Autumn count, and estimates are given as of January 1st of each year.



REPORT ON
THE GENERALIZED LAND USE PLAN
OF THE
CITY OF ALEXANDRIA, VIRGINIA
FEBRUARY 1962

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INTRODUCTION

The Generalized Land Use Plan is a long range proposal for the proper arrangement of future development within the City of Alexandria. The close relationship of major streets to the Land Use Plan required joint consideration of the Major Thoroughfare Plan.

The Land Use and Major Thoroughfare Plans are part of the Comprehensive Plan. Also to be included in the fulfillment of the Comprehensive Plan is a Community Facilities Plan which will provide for a suitable arrangement and distribution of parks, playgrounds, and public utilities, and a Public Improvements Program which will identify and recommend priorities for future public improvements needed to meet objectives established in the Plans.

The Land Use and Major Thoroughfare Plan are effectuated by the various tools established in the City Code. These consist of the master zoning map, zoning regulations, subdivision regulations, taxation, condemnation power, a site plan ordinance, and the approval of specific projects for accomplishment of the total community improvement program, such as urban renewal, port development, etc.

The Land Use Plan has the word "Generalized" within its title for the following two reasons:

1. The varieties of land use are divided into six major categories, therefore, some variations of uses are included in each category.

2. The lines of transition from one use to another do not always follow property lines. Details of this nature should be thoroughly examined when such properties are considered for rezonings.

The Land Use Plan provides for expanding the six categories of land use, from what presently exists, in the following manner:

1. Single Family - In quiet areas of the City away from major routes of transportation.
2. Multi-Family - Mostly along Shirley Memorial Highway, and west and south of King Street west of Washington Street in Planning District One where shopping and major routes of transportation are in close proximity.
3. Commercial - Mostly along Shirley Memorial Highway at the intersections of Seminary Road and Duke Street where medium to high population densities are in close proximity and where best service can be obtained from major routes of transportation and a redevelopment of the Downtown Central Business District.
4. Industry - Mostly in the southwest section of the City where service can be made available from a variety of transportation systems and where residential properties will not be seriously affected.
5. Public & Semi-Public Open Space - Mostly the expansion of Fort Ward Park, the location of a part site on the north side of Duke Street adjacent to the Water Company, and the addition of two neighborhood parks west of Shirley

Memorial Highway where population densities will be greatly increased.

6. Institutional - The location of two grade school sites west of Shirley Highway where population densities will be greatly increased. The grade school locations and two neighborhood parks proposed for this area should be developed in park - school units, not separately.

Each of the above uses of land has its proper place and relationship to other uses and for a well planned City the predetermined relationships should be maintained within reasonable bounds.

The purpose of future land use plan is to establish the bounds of this pre-determined relationship. A future land use plan is not a magical solution to all problems which arise. The adoption of such a plan has little or no value without a commitment to follow the general blue-print thereby established and, if and when necessary, to change the plan rather than deviate from it.

It is possible in comparing Alexandria with neighboring or other jurisdictions to arrive at erroneous conclusions as to the relative values of, for instance, proportions of single family dwellings as compared to multi-family dwelling units. A strict statistical comparison is not always a fair means of judgment. Certain individual characteristics of a city or community are its own individual peculiarities which do not show up in straight statistical comparison.

Because one jurisdiction is able and willing to support a housing unit distribution indicating 60% multi-family development and

40% single family development, is not in itself any reason for pre-determining that Alexandria should be willing and able to establish the same distribution. The individual character of the community itself deserves as much or more weight than comparative statistics.

The Tentative Generalized Land Use Plan recognizes the existing land use structure and is based on sound objectives, up to date criteria, and major policies recommended by the National Capital Planning Commission and National Capital Regional Planning Council for the future growth of the metropolitan area as a whole.

The Land Use Plan is not a proposed zoning map. It is a guide for the general development of the City of Alexandria for the next 20 years. It represents a target to which local actions can be directed.

BASIC ASSUMPTIONS

The Land Use Plan for Alexandria is developed in recognition of the City's place within the Washington Metropolitan Area. It is intended to carry out the policies promoted in the "Year 2000 Corridor Plan" for the Metropolitan Area which emphasizes highest population densities along major routes of transportation leading to and from Washington, D. C.

The Land Use Plan is also based on the following assumptions:

1. That no major change occurs regarding the basic economic structure of the Washington Metropolitan Area.
2. That the demand for apartment living will continue during the forthcoming years.
3. That the City of Washington and County of Arlington will

continue policies of limiting their populations to what presently exists within their limits.

4. That a population increase will continue in Fairfax County, south of Alexandria and east of Shirley Highway; thereby increasing the traffic flow on Alexandria's streets, leading to and from Washington, D. C.

OBJECTIVES

The Tentative Generalized Land Use Plan is based on the following objectives designed to promote any advantages which the City of Alexandria have within the Metropolitan Area. These advantages can be equally beneficial to both the City and its neighbors. The objectives are also designed to create a more attractive City, provide its residents with community facilities at less cost, and broaden the City's tax base. These objectives are very much a part of the Land Use Plan and should be restudied as often as the Land Use and Major Thoroughfare Plans are reviewed.

The tentative proposals are based on the following basic conditions and objectives:

1. Improvement of Alexandria's Central Business District to its fullest potential, allowing it to take its place in the Washington Metropolitan Area as a dominant trading center.
2. Revitalization and protection of other shopping areas in Alexandria where they serve their markets effectively, and the addition of new shopping centers where they are needed and where they can serve their markets conveniently.

3. Promotion and restoration of places with historical significance throughout the City.
4. Encouragement of industrial expansion, where it will not adversely affect residential properties.
5. Elimination of blight wherever it exists, encouraging private renewal when possible and public urban renewal when necessary.
6. Elimination of mixtures of incompatible uses.
7. Provision of adequate parks and open space convenient to the population.
8. Recognition of existing land use patterns and investments where possible.
9. Discouragement of through traffic and industrial traffic in single family areas.
10. The location of highest residential densities along major transportation routes and near major shopping areas.
11. Encouragement of Rapid Transit as a means to relieve congestion along major arteries.
12. Encouragement of a clean Potomac River to provide additional recreational advantages.

EVOLUTION OF THE PLANS

Early in 1961 a long overdue land use plan reached the threshold of serious consideration by the Planning Commission. The Commission delegated the Planning Department the responsibility of preparing this plan for their review in coordination with a re-study of the Major Thoroughfare Plan, adopted in 1956.

The Tentative Generalized Land Use and Major Thoroughfare Plans were released November 6, 1961, and published in the Alexandria Gazette, November 15, 1961, along with an announcement of Public Hearings on these plans, scheduled for November 27, 29 and 30, 1961. Each hearing was restricted to a specific planning district beginning with Planning District Three on November 27 and ending with Planning District One on November 30.

The Planning Commission reviewed each comment delivered at the Public Hearings and all written communications received by the Commission and Staff at work session on the evenings of January 10 and 16, 1962.

The Planning Commission and City Council jointly reviewed the Tentative Generalized Land Use and Major Thoroughfare Plans February 20, and March 20, 1962.



THE PLAN GENERAL DESCRIPTION

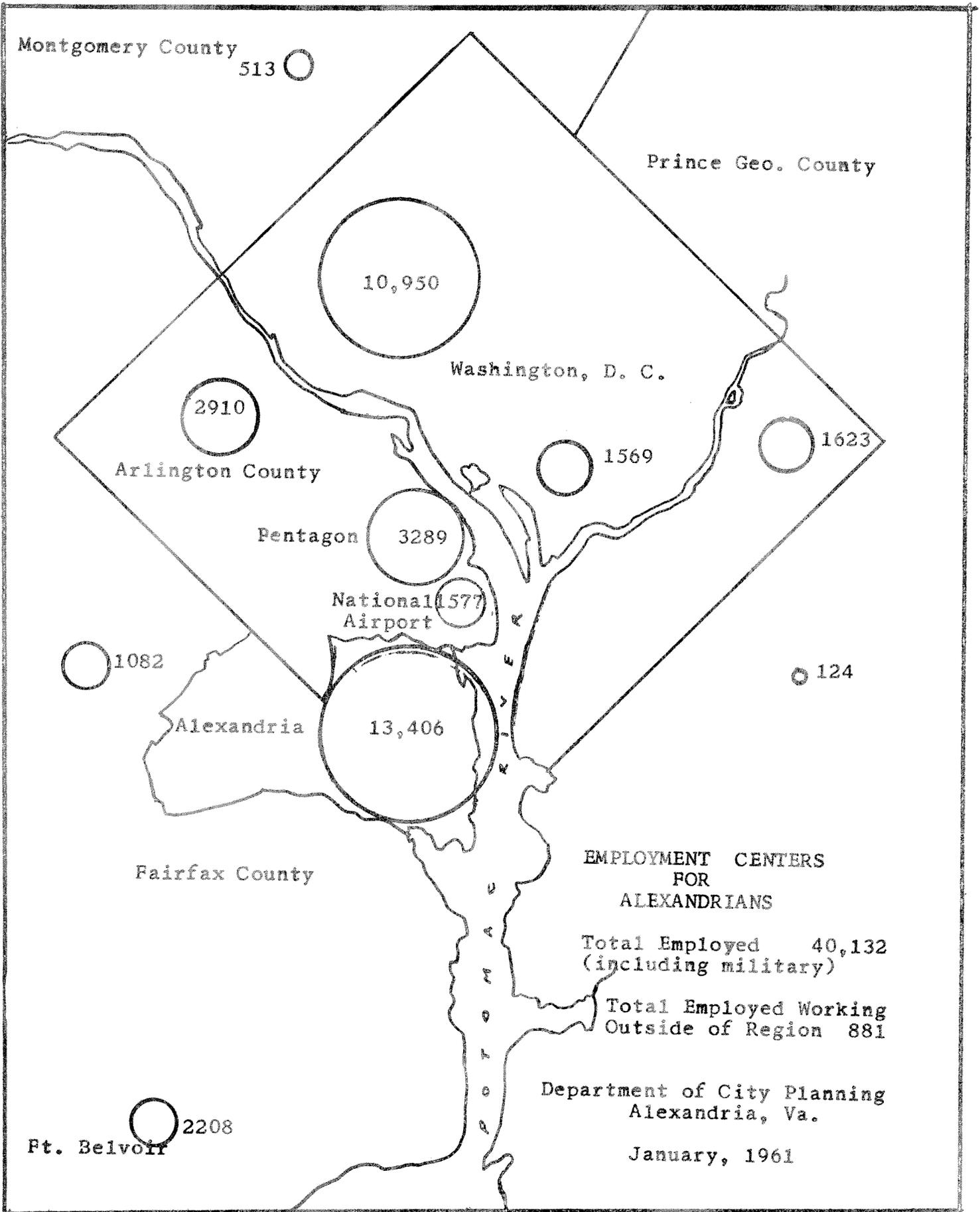
The City of Alexandria is composed of 9,990 acres (15 square miles) of gently rolling piedmont. Its boundaries are the Potomac River, Fairfax and Arlington Counties.

When first chartered in 1749, the boundaries of Alexandria included the land roughly bounded by the Potomac River, Duke, Royal and Pendleton Streets. Additional land was obtained as a result of a series of annexations, the last of which took place as recently as 1952.

The City's population expansion was first attributed to its strategic location with respect to water transportation and related commercial development along the water front. Later, however, the location of the Nation's Capital here provided for Alexandria's expansion at a faster pace. "A Look at our City, September, 1956" displayed a map of Washington and vicinity describing the employment centers for Alexandria. The map on the following page (Illustration 1) is similar but brought up to date using 1960 population figures. As depicted on the map, Washington, D. C. employs a good portion of the Alexandria working force and indicates the Capital's influence over Alexandria. The previous map expressed very similar figures. Much of the growth of Alexandria has occurred in recent post war years. This growth can be expected to continue because of the City's close location to Washington, D. C. which only recently has become virtually saturated with building development.

The "Year 2000 Plan, 1961" for the Washington Metropolitan Area explains as one of its recommended policies, "No increase in population within the District of Columbia."

Illustration I



EMPLOYMENT CENTERS
FOR
ALEXANDRIANS

Total Employed 40,132
(including military)

Total Employed Working
Outside of Region 881

Department of City Planning
Alexandria, Va.

January, 1961

This policy statement, if effectuated, would indicate that future growth is slated for Alexandria at a rapid rate. It is the purpose of the Plan for Alexandria to guide such growth in a way which will enhance existing property values rather than detract from them, and also broaden its tax base.

If the City were allowed to develop under the limits of the Tentative Plan, the population of Alexandria could be expected to reach an approximate maximum level of 165,000 persons. See Table 1 below for further details on potential population. It must be pointed out, however, that the maximum population level could reach as high as 210,000 if residential units continue to be permitted in commercial districts.

TABLE 1
Proposed
Potential Population

Classification Dwelling Units Per Acre	Planning District One Dwelling Units	Planning District Two Dwelling Units	Planning District Three Dwelling Units	Total Dwelling Units
High rise 50-100	5,810		13,340	19,150
Apartments 25	2,817	6,625	18,016	27,458
Single Family 10	1,607	319	595	2,521
Single Family 4		8,000	4,916	12,916
	10,234	14,944	36,867	62,045
TOTAL POPULATION	24,447	49,410	91,510	165,367

These figures were obtained from the following expressions:

- Single-family (detached) = 4 families per acre.
- Single-family (attached) = 10 families per acre.
- Multi-family (medium density) = 25 families per acre.
- Multi-family (high density) = 55 families per acre to 100.
- One-family = 3.3 persons (1.7, high density).

The present population of Alexandria is 94,926 persons. This represents a January, 1962, estimate expanded from the April, 1960 U. S. Census.

Alexandria presently has approximately 2566 acres of vacant land and of this total Planning District Number One contains 287.0 acres. Planning District Number Two contains 306 acres; and Planning District Three contains 1973 acres respectively. The City has 25.7 per cent in undeveloped land. In the proposed land use plan this vacant land has been projected to its appropriate or natural use, depending upon existing or expected conditions or trends.

Generally the future land use plan follows the trend of existing land uses. New areas for schools and parks are shown in a general location to bring about more convenient services.

The total area of the land use classifications have been increased over presently existing uses as follows:

Single-family	+ 21.8%
Multi-family	+ 97.9%
Commercial	+ 95.3%
Industry	+ 74.9%
Public & Semi-public Open Space	+ 31.3%
Institutional	+ 13.6%
Streets	+ 5.2%

In this report each planning district was studied separately with the most desirable and best suited land use for the City as a whole being the ultimate goal.

The following Table 2 represents a comparison of existing to proposed land uses. A similar table describing the Planning Districts individually will follow their respective discussions.

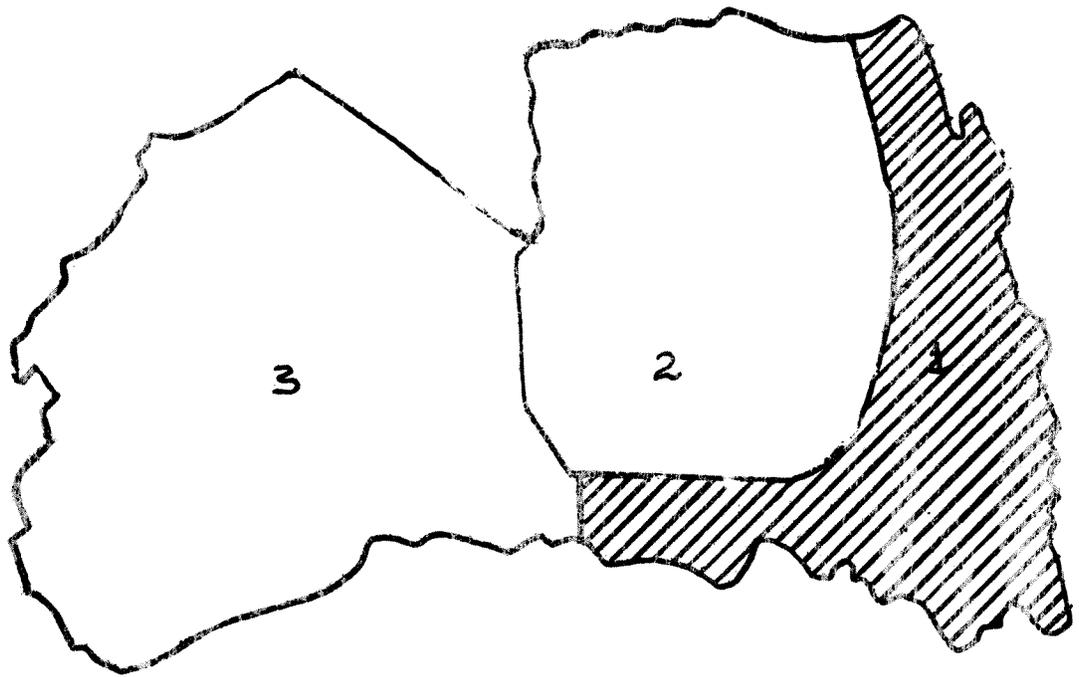
TABLE 2

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
THE CITY OF ALEXANDRIA TOTAL
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including rooming, boarding, & sub- divided row houses	2,882.80	28.86	3,511.76	35.16
Total Multi-Family	659.50	6.60	1,305.46	13.06
High density	(20.00)		(375.13)	
Medium density	(639.50)		(930.33)	
Commercial	224.05	2.23	437.74	4.38
Industrial	1,029.60	10.16	1,800.85	18.04
Public & Semi- Public, Open Space & Recrea- tional Areas	595.75	6.20	782.21	7.83
Institutional; including public & private schools but excluding churches	476.70	4.70	541.70	5.42
Street Rights- of-Way	1,436.90	14.39	1,511.28	15.13
Water	119.00	1.19	98.00	.98
Vacant Land	2,564.70	25.67	--	--
TOTAL	9,989.00	100.00	9,989.00	100.00



PLANNING DISTRICT NUMBER ONE



PLANNING DISTRICT NUMBER ONE
General Description

Planning District Number One, containing the original City of Alexandria, has developed more densely than the newer sections of Alexandria, Planning Districts Two and Three. Its boundaries are roughly the Potomac River on the east, Fairfax County on the south, the Richmond, Fredericksburg & Potomac Railroad on the west, and Arlington County on the north.

Planning District One contains a great majority of the City's blight, some of which will be treated with public urban renewal under the methods prescribed in the "Gadsby Plan". Another section located generally south of King Street and east of Washington Street is experiencing urban renewal through private initiative.

Proposals

The Plan for Planning District One contains the following three fundamental principles: (1) separation of incompatible land uses, (2) location of the Central Business District in closest proximity to major routes of transportation, and (3) separation of traffic by origin and destination.

Industrial activity is localized mainly along the waterfront and the Richmond, Fredericksburg, & Potomac Railroad. The expansion indicated on the map from 561 acres to 813 acres takes place almost entirely south of Duke Street in the western section of the Planning District. Industry remains on the plan mainly as it is at the present time. All industrial areas were examined in relation to transportation and their effect on neighboring residential areas.

The Central Business District is regarded as the most prominent shopping area in the entire City. Its proposed future lo-

cation is where highest economic activity is presently taking place. Adoption of the Gadsby Project predetermines the location of a portion of the Central Business District. The proposed delineation of the Central Business District is not merely an estimation of what is felt to be an area large enough to retain enough commercial activity to meet the demand of the market area, but also a delineation based on a realistic judgment of the best way to take advantage of main routes of transportation during the following ten to twenty years. These arterials, the additional 3,500 off-street proposed parking spaces, adjacent proposed office development, high-rise apartment proposals, and better use of the cultural surroundings will add greatly to the Central Business District's drawing power.

Single-family contained in the Planning District is chiefly of town house nature. This type of housing should be encouraged east of Washington Street as it sets the character of historic Alexandria.

Multi-family housing is proposed near the Central Business District west of Washington Street where advantages of a dense population can be obtained by the major shopping area.

Open space in Planning District One is far below accepted standards. In order to provide the amount of park land necessary to meet accepted standards, it would be necessary to raze existing buildings at convenient locations. While considering this method prohibitive at this time, neighborhood studies might lead to alternative solutions.

Major thoroughfares existing in Planning District One are indicated on the map as a solid black line. These are presently greatly congested. The proposed additional thoroughfares are

suggested for future development. A temporary solution is necessary immediately, however, which would necessitate elimination of a great majority of intersections of streets. This closing of streets should protect residential neighborhoods as well.

Major Land Use Changes

Most of the major changes proposed for Planning District One are located in the western sections of the Planning District. This is where mixed land use is most frequent and blight most apparent. Beginning with the north and working south, each area involved in proposed major changes are briefly discussed below.

Along the east side of Powhatan Street roughly between Bernard Street and Bashford Lane, it is proposed that provision be made for industry to replace existing mixed usage. Another change for the same neighborhood concerns the mixture of industry and single family along the south side of Slaters Lane. It is proposed that industry be allowed along this strip. Together these changes would more clearly mark the line of transition along which open space should be provided to protect the residential properties within.

Along both sides of Columbus Street north and south of its intersection with Madison Street, it is proposed that the existing single family be redeveloped in new multi-family usage. This type of land use could survive better, given the existing surroundings of public housing and commercial.

The existing sub-standard single-family development immediately south of Parker Gray High School lying within West, Payne

and north of Pendleton Streets, is proposed for apartment development.

The area immediately west and across West Street is recommended for industrial activities. Because of its location adjacent to the Richmond, Fredericksburg & Potomac Railroad and the existence of some industry, it might prove unsatisfactory for future housing.

Parker Gray High School is in need of expansion. Such expansion might well include the block bounded by First, Fayette, Montgomery and Payne Streets as first priority since some deteriorating industrial development would be removed and the school site would attain a more functional shape for the service needed.

The impact of Route One by creating one-way movements on Patrick and Henry Streets caused a necessity to study this in relation to future land use between these two streets. The conclusions on this matter thus far indicate that industrial development would more appropriately replace the existing sub-standard single-family development. This type of industrial development might logically be oriented to the automobile and of an auto sales and service nature. The area between the one-way streets south of Madison and north of Queen Streets has been proposed for such future redevelopment. The area south of Queen Street to Duke Street is proposed for ^{retail shopping and} parking to serve the Central Business District. The parking would replace substandard single-family usage to the same extent as would industrial to the north. This redevelopment might logically be coordinated with the Number One highway improvements.

South of Cameron Street from Harvard to West Streets and

south of King Street from Daingerfield Road to West Street is proposed for high rise apartment development. This high rise apartment development would replace substandard commercial and residential uses and would provide for a sustaining market for the Central Business District immediately east.

In an effort to provide the previously mentioned proposed high rise apartment area with additional convenience shopping and shopper parking, the properties fronting on the west side of Harvard Street lying between Cameron and King Streets are recommended for future expansion of the existing shopping area to the west. If the area was encouraged to remain in town house development, it would be incompatible after the neighboring properties were developed as prescribed by the plan.

Another change proposed in this vicinity lies in the area south of Duke Street along the Southern Railroad yards, ^{This area is proposed for industry.} and the area bounded by Duke, West, Prince, and Reinekers Lane.

presently composed of mixed commercial, industrial and to a great extent substandard single-family development.

is proposed for office development, be used for warehousing to serve the Central Business District.

The Central Business District, excluding that portion lying within the Gadsby Urban Renewal area, is proposed for complete redevelopment which would include additional parking facilities. The expansion of parking would replace single-family development ringing retail structures within Cameron and Prince Streets. The commercial areas north of Cameron and south of Prince Streets are slated for office development.

The office employees and persons

visiting the offices would add greatly to the retail market. Also slated for office development are the areas along Washington Street north and south of the shopping area.

The strips of commercial proposed along King Street from Fairfax Street east to the Potomac River, would replace existing mixed usage. This commercial should be of an office and retail specialty nature. In this way the areas would serve to complement the Central Business District rather than detract from the same.

The area south of Duke Street between Quaker Lane, the Richmond, Fredericksburg & Potomac Railroad is proposed for industrial expansion replacing the existing mixture of substandard commercial and residential uses. This entire area is more adaptable to industrial attention as a result of the services that could be obtained from Duke Street and the Railroad, and its proximity to the Capital Beltway.

The "L" shaped apartment area proposed immediately east of Jefferson School will replace mixed land usage, most of which is substandard single family. The remaining area south of Pendleton Street is recommended for single-family development with retention of the existing neighborhood shopping area along the west side of Henry Street between Princess and Queen.

The area designated public along the east boundary of the Richmond, Fredericksburg & Potomac Railroad between Duke and King Streets replaces industrial and commercial usage. Much of the area is presently vacant. This property is strategically located near the Union Station, which is tentatively slated as a stop for commuter service between Washington, D. C. and Jef-

erson Manor, Fairfax County. The public area could be utilized most appropriately as public parking, providing an additional market for the Central Business District.

The general area bounded by the Central Business District, Washington Street and proposed business properties bordering Washington Street, Church Street, and Patrick Street is proposed for apartment development. The area immediately west bounded by Wolfe, Patrick, Franklin, and Henry Streets is also proposed for apartment development. Beyond encouraging the replacement of much existing substandard mixed usage, these areas would expand the shopping market of the Central Business District in the immediate vicinity.

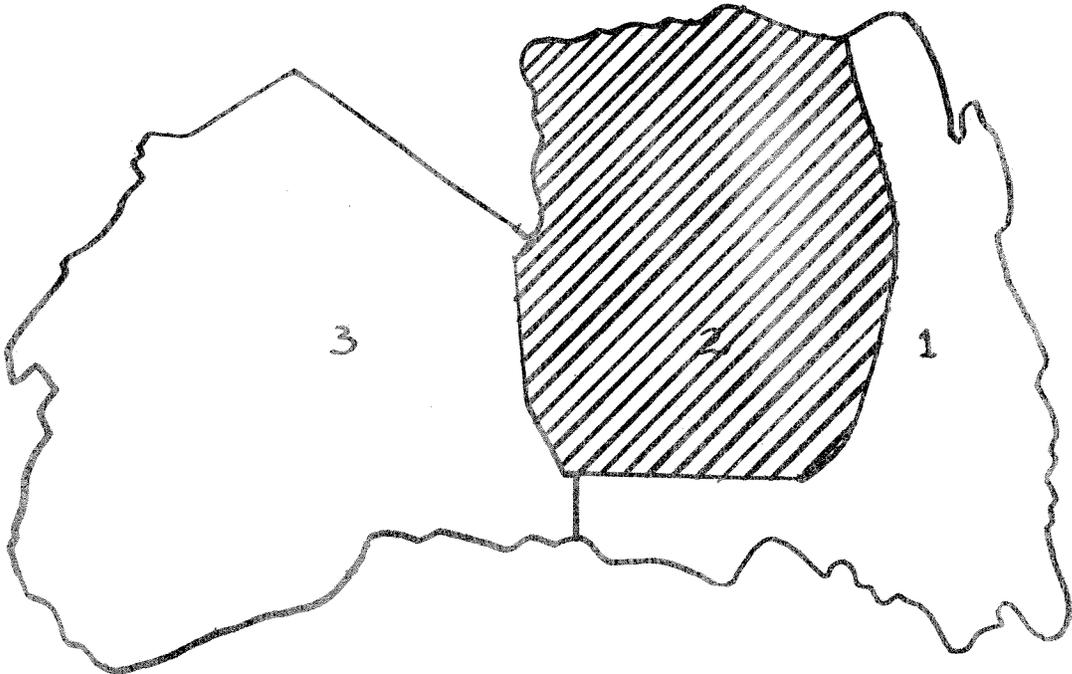
TABLE 3

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
PLANNING DISTRICT NUMBER ONE
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including room- ing, boarding, & subdivided row houses	253.00	11.40	160.50	7.21
Total Multi-Family	95.00	4.27	164.59	7.95
High density	(20.00)		(51.88)	
Medium density	(75.00)		(112.71)	
Commercial	108.65	4.90	146.04	5.38
Industrial	561.00	25.20	813.44	37.20
Public & Semi- Public, Open Space & Recrea- tional Areas	265.35	11.80	307.43	13.82
Institutional; including public & private schools but excluding churches	109.00	4.92	110.00	4.94
Street Rights- of-Way	428.00	19.31	425.00	19.10
Water	119.00	5.35	98.00	4.40
Vacant Land	286.00	12.85	--	--
TOTAL	2,225.00	100.00	2,225.00	100.00



PLANNING DISTRICT NUMBER TWO



PLANNING DISTRICT NUMBER TWO

General Description

Planning District Number Two, consisting of 3,361 acres, is bounded by the Richmond, Fredericksburg and Potomac Railroad trackage on the east, Duke Street on the south, Quaker Lane on the west and Arlington County on the North.

The urban structure is framed by three major arteries (Jefferson Davis Highway, Duke Street and Quaker Lane). It is reinforced by six additional major arteries running through the Planning District in an irregular pattern (Mt. Vernon Avenue, Commonwealth Avenue, Glebe Road, Braddock Road, King Street and Janneys Lane).

The eastern section of the Planning District known as Del Ray developed along with the Potomac Yards taking advantage of the Yards employment opportunities. As a result of the concentration of population, the need for shopping was met by strip shopping along Mt. Vernon Avenue. Jefferson Davis Highway and the Potomac Yards provided suitable facilities for industrial and commercial strip development and provided additional employment opportunities for the immediate area. The remaining arteries provided convenient transportation routes connecting more recent residential areas with shopping facilities to the southeast, east of the Richmond, Fredericksburg and Potomac Railroad, as well as with late outlying shopping centers and regional routes of transportation.

As a result of the access given the northwest section of Planning District Two to Shirley Memorial Highway and the advantage of reasonably convenient shopping, the area became characterized with apartment development. A recent estimate

using records of the Planning Department indicated that the Planning District accounts for 5,883 apartment units, exceeding the number of existing apartment units located in either Planning District One or Three. The remaining portion of Planning District Two developed during the pre-war period. The single-family area is almost completely auto dependant, and with a few street closings, a great majority of its neighborhoods could be free of through traffic.

This type of urban sprawl is in character with post war development, but according to many sources cannot be continued in the Washington Metropolitan Area without seriously affecting efficiency in transportation. "The Year 2000 Plan" for the Washington Metropolitan Area, prepared by the National Capital Regional Planning Council, dated 1961, explains that if urban sprawl is permitted to continue in the region, the countryside would be suburbanized without open space from Washington, D. C. to Manassas, Virginia.

In 1950 the population of Planning District Two was 36,016. The 1960 U. S. Census accounted for 45,333 persons, and during the same time interval the number of dwelling units increased from 11,116 to 13,738.

At the present time ten per cent of the residential land is in multi-family construction.

The slow but steady growth cannot continue much longer as a result of the gradual disappearance of vacant land. Builders and renters can be strongly assured of sale and rental.

Proposals

The proposals for Planning District Two are consistent with its trend of development. Industry remains along Jefferson Davis Highway but it should not be allowed to expand in areas presently containing good housing. Future industrial expansion should be encouraged, for the most part, in the southwestern sections of the City where industrial activities can be conducted without injury to residences and where the best possible utilization can be made of required transportation networks. Industrial activities should be restricted to only those areas, and only those uses which will least detract from the neighborhood residential area. Under these restricted conditions, industry can provide a suitable buffer between the Potomac Yards and residential areas.

High density residential development is encouraged to remain along the northern boundary of the district. Much of the commercial area along Mt. Vernon Avenue is recognized as future shopping, but should be reorganized for better convenience. The remaining single-family suburbia is preserved. In an effort to protect the residential area from traffic, street closings, among other methods, will be thoroughly explored.

Major Land Use Changes Planning District Two

Major proposed changes in Planning District Two occur entirely in its northern and eastern sections. These proposed changes are discussed below individually in clockwise fashion, beginning with those in the northwest and ending with those in the southeast.

The first major land use change occurs on the north side of Glebe Road west of its intersection with Florence Drive. The

property containing VEPCO, presently used industrially as a field service yard, controls to a great extent the land use in the immediate area. This is also true of the maintenance yard and buildings of Parkfairfax, west of Glebe Road. The change would encourage a more orderly development of the area and perhaps impede future commercial blight which could result from commercial use of the location. Existing zoning establishes the area for industry, but zoning controls do not prevent the intrusion of commercial uses.

The small area along the west side of Mt. Vernon Avenue between Four Mile Road and Four Mile Run, containing three commercial facilities, two of which include gasoline service stations and the other a supermarket, is proposed for future apartment development. It would be preferable to expand shopping on the east side of Mt. Vernon Avenue where extensive development has already taken place. In this case, shopper traffic would not be moving across a major thoroughfare. It can be noticed, however, that shopping is existing without proposed change further south on each side of Mt. Vernon Avenue and on each side of Glebe Road. These particular situations can be remedied by street realignment measures rather than land use changes.

The area south of Cora Kelly School, bounded on the other two sides by Mt. Vernon and Commonwealth Avenues, is proposed for apartment development replacing single-family. This area shows some signs of decay and because of its close proximity to Mt. Vernon and Commonwealth Avenues and the proposed Old Dominion

Thoroughfare, would provide a suitable area for apartment structures.

The area just to the east of the afore mentioned apartment use proposal, is also proposed for similar treatment. Part of this block bounded by Reed, Commonwealth and Wilson Avenues is developed with apartment usage. The remaining portion is in semi-blighted single-family and commercial. For the same reasons as mentioned in the previous paragraph, this block is proposed for additional apartment development.

The strip along the west side of Jefferson Davis Highway, extending from just north of Reed Avenue southward to Calvert Avenue, containing for the most part commercial usage, is proposed for industrial development. Some of this strip is used industrially at the present time. In addition it is recommended that the area bounded by Montrose Avenue, the rear property lines north of Clifford Avenue, Jefferson Davis Highway, and the rear properties south of Raymond Avenue be encouraged to redevelop industrially, replacing the existing substandard single-family. The industrial expansion should be restricted to only those uses which will not be detrimental to the remaining good single-family outside the recommended industrial expansion area.

Industry is a suitable use for Jefferson Davis Highway rather than any other use as a result of the truck and commercial traffic utilization.

Another change is proposed on the south side of Monroe Avenue just west of Leslie Avenue. In this area, three single-

family dwellings exist, one of which is substandard. It is proposed that apartment development be encouraged along Monroe Avenue from Leslie Avenue westward to a point just south of the Y.M.C.A. Apartment development would be in harmony with the Y.M.C.A. and also would not interfere to any great extent with property values to the rear. The property to the rear is presently completely developed with town house units.

The area with frontage along Commonwealth Avenue between Mason and Monroe Avenues immediately across the street from a small neighborhood shopping center, is proposed for change from single-family to apartment usage. This would provide a buffer between the commercial and single-family uses and also provide a logical expansion for existing apartment development in the immediate vicinity.

The area bounded by Adams Avenue, Mt. Vernon Avenue, Braddock Road, and Ramsey Street, is suggested as a future apartment area. This use would replace an existing service station and drive-in restaurant near the intersection of Mt. Vernon Avenue and Braddock Road, and single-family usage in the remainder of the area. Apartment development in the area would be compatible to the major traffic pattern, George Washington High School, and neighborhood trends of development.

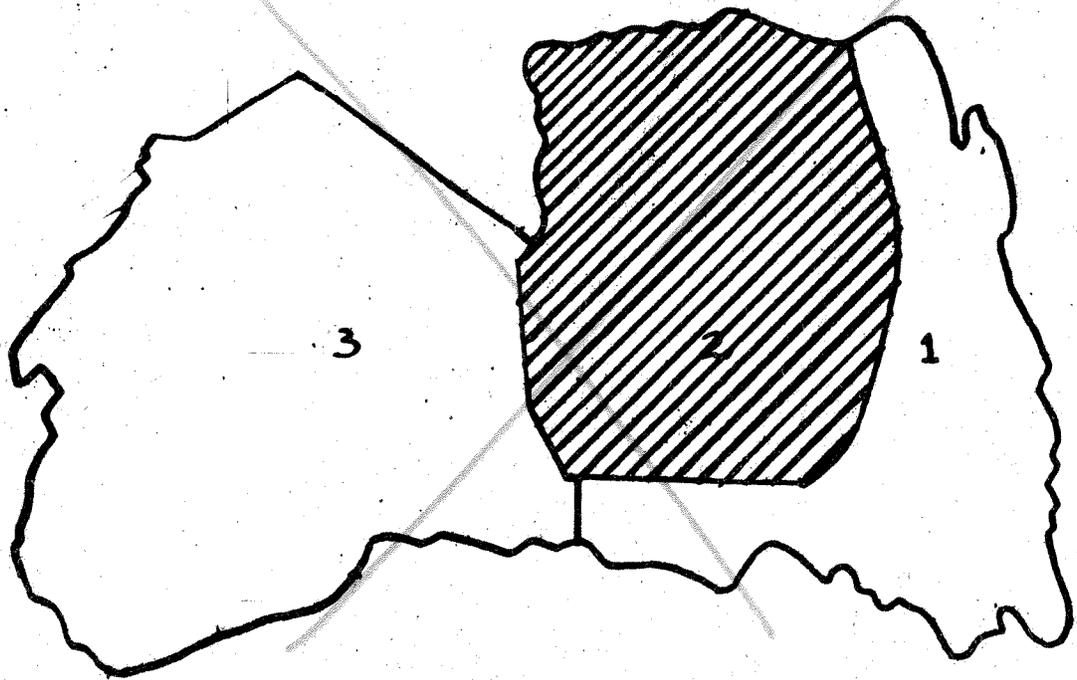


TABLE 4

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
PLANNING DISTRICT NUMBER TWO
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including room- ing, boarding, & subdivided row houses	1,905.80	56.70	2,029.73	60.61
Total Multi-Family	200.00	5.95	272.83	7.89
High density	(--)		(--)	
Medium density	(200.00)		(272.83)	
Commercial	59.70	1.77	94.69	2.82
Industrial	49.60	1.48	64.14	1.91
Public & Semi- Public, Open Space & Recrea- tional Areas	131.80	3.92	192.01	5.71
Institutional; including public & private schools but excluding churches	134.70	4.03	134.70	4.01
Street Rights- of-Way	572.90	17.05	572.90	17.05
Vacant Land	306.50	9.12	--	---
TOTAL	3,361.00	100.00	3,361.00	100.00

PLANNING DISTRICT NUMBER TWO



PLANNING DISTRICT TWO-A
(Census Tract 8)
General Description

Planning District Two-A bounded by Duke Street, Quaker Lane and King Street has previously received attention by the Planning Department and Planning Commission. The plan for this area was approved by the Planning Commission during its regular meeting of July 6, 1961, and amended during a work session October 17, 1961.

Adopted Proposals Including Amendments

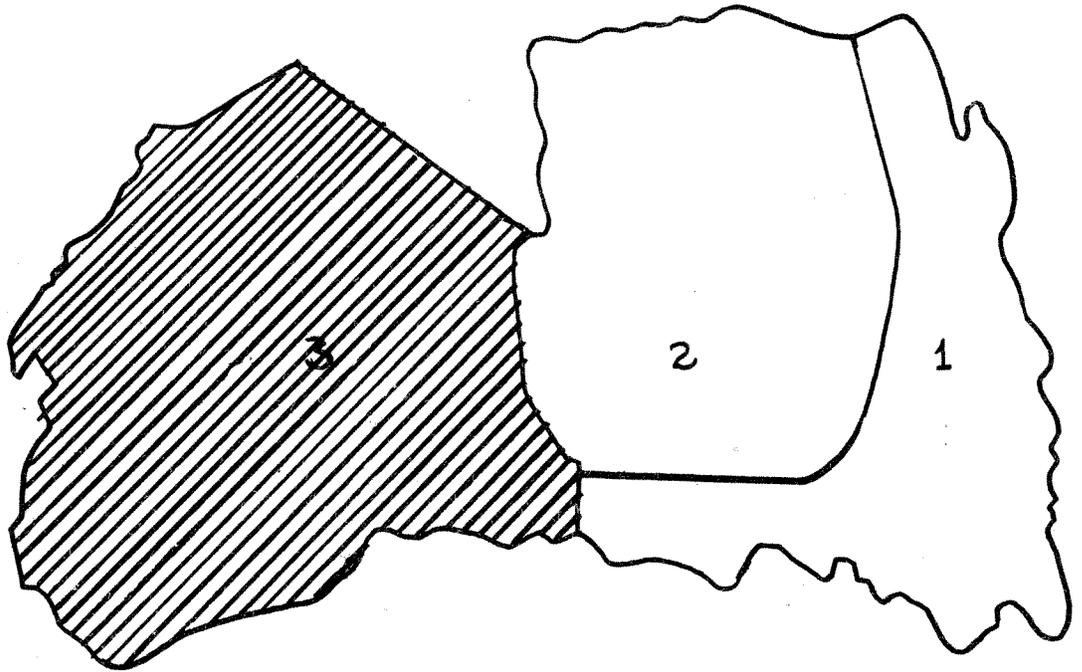
The following is a summary of the basic concepts indicated in the plan.

The present make up and potential future use of this entire area, should be controlled for residential land use with such incidental uses as go with the residential land use. The major changes incorporated herein, compared with the existing zoning, include a high school site on King Street, north of Chinguapin Village, an incorporation of a portion of Chinguapin Village in that high school site, and the further use of the balance as general park and recreational area. The Taylor Run Parkway would be continued to this point and connect down to Duke Street. Additional park area is shown as an extension of the George Washington National Memorial land westward to a line at the rear lot lines of the present residential development on Hilton Street and Upland Place. On Duke Street the construction or the reconstruction of the interchange will eliminate better than half of the present commercial ground and there is no point continuing commercial useage in this strip process on Duke Street. The Street will be a heavy traffic carrier and therefore would not

reasonably warrant its future use for single-family development. It is therefore shown as apartments and would anticipate that this apartment classification be of a low density. It is recommended that apartment usage west of Taylor Run Parkway be continued with the exception of the properties fronting on the west side of Taylor Run Parkway West which have already developed single family. Apartments are also shown at the intersection of King Street and Quaker Lane, with a small portion of existing commercial usage retained.

For practical purposes Planning District Two-A is a part of Planning District Two. The statistical material presented in Planning District Two, therefore, includes Two-A.

PLANNING DISTRICT NUMBER THREE



PLANNING DISTRICT NUMBER THREE

General Description

Planning District Number Three, annexed in 1952, contains 4,403 acres within the boundaries of Quaker Lane on the east, Fairfax County on the south and west and Arlington County on the north.

Its main routes of transportation compose an interior irregularly shaped trapezoid including Shirley Memorial Highway, King Street, Quaker Lane and Duke Street in its perimeter. Within this trapezium all routes of transportation distribute traffic to interior points of destination. The exception, of course, is Seminary Road which runs through the center of the trapezium linking the Planning District with Fairfax County, the trapezium and Planning District Two.

Proposals

Industry is developing south of Duke Street. Recognizing the advantages of this localized development, the area's good access to necessary industrial transportation, and its rather remote position from the rest of the City, additional industry desiring to locate or expand in Alexandria is strongly recommended for this area. The plan provides for better than doubling the existing area presently used industrially in Planning District Three south of Duke Street.

It is recognized that another route for industrial traffic will be necessary to open up portions of this area presently landlocked. The Wheeler Avenue proposed extension would provide the required service and furnish effective access to South Van Dorn Street and the Capital Beltway.

As a result of the large amount of vacant land contained in Planning District Three, the Planning District has not experienced the full impact of commercial development. Strip commercial has not developed to the extent as in the remaining Planning Districts. The opportunity is therefore here to nip such growth in the bud. At the present time Brad-Lee and Shirley Duke Shopping Centers are serving the Planning District effectively. The plan provides for two additional shopping centers both of regional significance, having access to Shirley Memorial Highway.

Multi-family development prefers to locate along major routes of transportation. This development has occurred in Planning District Three, for the most part along the perimeter of the irregular trapezoid mentioned earlier. By so choosing this area, single-family has been protected from large volumes of traffic. It is the intention of the Plan to continue this trend and to provide the heaviest densities along Shirley Memorial Highway where plans for extensive widening are already adopted and mass transportation already proposed. This extensive apartment area has been divided into neighborhood units served by shopping facilities, parks and schools.

Major Land Use Changes

Beginning with the northern most part of the Planning District and going south, the major land use changes include the following.

In an effort to provide opportunities for improved neighborhood shopping for the northern part of the Planning District,

roughly bounded by Seminary Road and Shirley Memorial Highway, the existing commercial along King Street north of North Beauregard Street is proposed for expansion replacing scattered single-family development on the northeastern side of King Street with retail shopping facilities. These facilities, in addition to serving the northern part of the Planning District, would serve the section of Arlington County in the immediate vicinity.

The area bounded by North Beauregard Street, King Street, Shirley Memorial Highway and Holmes Run is mostly vacant and proposed for apartment development. This apartment development forming two neighborhoods would replace some few scattered single-family residences and two commercial sites. These areas would be served by the shopping facilities mentioned in the previous paragraph and centrally located parks would be either purchased by the City or more appropriately dedicated by the property developers. The existing school land located on North Beauregard Street should be facilitated with school buildings at an appropriate time during this area's development.

The commercial area on the north side of Seminary Road would serve the adjacent apartment development.

The existing Fort Ward Park is recommended for site expansion in an effort to create a city wide park of a size which could provide a multiplicity of recreational activities in addition to pleasant areas for relaxation. The proposed site would replace some few single-family residences in its eastern portion.

The areas located immediately adjacent to both northeast cloverleaves of the Duke Street - Shirley Highway interchange,

are proposed for land use changes. The triangle section bounded by Lincolnia Road, the Cloverleaf, and North Beauregard Street, is presently mixed single-family and commercial. It is proposed that the commercial be expanded replacing the single-family in an effort to serve the neighborhood and make better utilization of the existing interchange.

The remaining section bounded by the western City Limits, Shirley Memorial Highway and Duke Street, is also proposed for commercial development which would replace some single-family residential. This commercial development would harmonize with the Fairfax development immediately to the west.

The southern part of Planning District Three is beginning to develop industrially. It is proposed that the industrial area be expanded westward to Reynolds Street north of Edsall Road and to the western City Limits south of this point. This expansion would replace some older existing single-family along Reynolds Street and Edsall Road. The remaining pocket south of Duke Street and bounded by this industrial expansion is proposed for apartment development, but excluding the property in the vicinity on Stevenson Avenue. The large apartment area would provide the proposed regional shopping facility immediately to the north with a built-in market.

The small area north of Duke Street proposed for industrial activities is intended to harmonize with the area south. Holmes Run then becomes a buffer protecting residences to the north.

TABLE 5

GENERALIZED LAND USE INVENTORY
EXISTING & PROPOSED
PLANNING DISTRICT NUMBER THREE
ALEXANDRIA, VIRGINIA, 1962

LAND USE	EXISTING		PROPOSED	
	Area In Acres	% of Total	Area In Acres	% of Total
Single-Family; including rooming, boarding, & sub- divided row houses	724.00	16.44	1,255.93	28.53
Total Multi-Family	364.50	8.28	908.04	20.62
High density	(--)		(323.25)	
Medium density	(364.50)		(544.79)	
Commercial	55.70	1.26	197.01	4.39
Industrial	419.00	9.51	923.27	21.64
Public & Semi- Public, Open Space & Recrea- tional Areas	198.60	4.50	282.77	6.42
Institutional; including public & private schools but excluding churches	233.00	5.30	297.00	6.74
Street Rights- of-Way	436.00	9.92	513.38	11.66
Vacant Land	1,972.20	44.79	--	--
TOTAL	4,403.00	100.00	4,403.00	100.00

CRITERIA USED IN DETERMINING THE
"TENTATIVE LAND USE PLAN"
FOR ALEXANDRIA, VIRGINIA

A. General

1. Modern planning theory.

Planning theory has been continually changing in the United States. During the 19th Century, cities began to experience the common pains attributed to rapid population growth. The need for planning was recognized, but the first planning attempts were, for the most part, narrow, expressing only street planting, artistic lamp posts, and other forms of civic art.

Later, substantial progress was made in planning for streets, parks, civic centers, and other features of the city. Before the early 1920's, however, each function of the city was planned independently by separate local departments.

It later became recognized that this procedure was wasteful and inefficient unless these departments worked together so each could know what the others were doing, and unless they followed an agreed upon general plan.

As much as possible, the "Tentative Plan" for Alexandria is comprehensive in scope, recognizing the existing highway system, park system, residences, businesses, industries, water supply and sewer systems, and their relation one to the other.

Comprehensive planning advanced further when recognition was given to the city's surroundings. Since World War II,

4. Existing land use pattern and trends.

The existing land use pattern was strongly recognized in determining the pattern in the "Tentative Plan". Even with uncontrolled growth there are economic forces which mold a City sometimes surprisingly harmoniously. Major land use changes were not recommended where economic forces have already prescribed an efficient use of land. Where mixture has occurred, an estimate was made regarding the land use trend in the area as well as a check on factors mentioned previously and those following.

5. Compatibility of surroundings.

Where intrusions of incompatible uses have occurred, changes were recommended to correspond such properties to the general area.

6. Suitability of terrain for building improvements.

Planning District Number One contains 119 acres of water within its boundaries. Although it is easily possible to fill 21 acres near Route One, the area would remain low and highly subject to flooding. It is recognized that private development of this property is not likely, and, since the City is in need of open space, this property is recommended as a future green space rather than swamp as it is today.

7. Vehicle service related to properties.

Frequently pointed out in the texts submitted with comprehensive plans is the land use structure's relation to transportation. Some uses such as commercial, industrial and densely

populated apartment are enhanced when located adjacent to major arteries. Single-family, on the other hand, is often adversely affected when fronting on major highways. It has been necessary, therefore, to fully understand the existing and expected thoroughfare system before determining the future land use pattern.

8. Stability of area.

When an area is found to be declining, it is necessary to determine the reason for its decline and then apply a method designed to halt such decline. When simple methods are not applicable, land use changes or urban renewal might be the solution.

B. Residential (Single-family)

1. Existing and potential protection of area from traffic.

Traffic frequently invades the privacy of single-family neighborhoods, especially when major arteries are congested and adjacent streets can be easily used as alternatives. This situation has occurred in Planning District One and, to some extent, in Planning District Two, for the most part, where the grid system prevails. Recognizing that this intrusion of traffic is one important element which causes blight, a solution must be found which can change the traffic pattern, or the area should be slated for a use which can be complimented by the existing traffic pattern.

2. Capability of areas to attain desirable residential densities to support schools, shopping and park facilities (3,500 to 5,000 persons).

4. Capacity of site to serve population conveniently.

Location of a shopping facility should be centrally with respect to the population it is serving. The central location is not always geographically, but rather, centrally with respect to time distance.

5. Amount of competition.

When competition between centers is already at a high degree no additional shopping has been recommended, and where it is apparent that many of the previous points have not been satisfied, the shopping center of least productivity might have been recommended for alternative redevelopment.

E. Industry

1. Accessibility to major routes and multiplicity of types of transportation to receive and dispatch materials.

2. Accessibility to public transportation to provide auxiliary transportation for the working force.

3. Location's convenience to working force.

4. Adequacy of water supply and waste disposal.

5. Desirability of geographic conditions including topography, soil base, etc.

6. Opportunity for site expansion.

7. Multiplicity of site choice to attract industry.

8. Areas selected should not be injurious to the residential population.

9. Access to power lines.

F. Public Open Space

1. Generally accepted standards - 1 acre per 100 persons.
2. Site acquisition cost.
3. Accessibility of site to the people who will use it.
4. Potentiality of site for future expansion to meet the needs of the growing population.
5. Capacity of existing facilities.
6. Preservation of historic areas.
7. Classification of use such as immediate, neighborhood, community, city wide or regional.

