

ATTACHMENT 1: Master Plan Amendment Resolution

RESOLUTION NO. MPA 2023-00007

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendment will amend the **Eisenhower West Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **April 4, 2024** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Eisenhower West Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Eisenhower West Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Eisenhower West Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Eisenhower West Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The attached amendment to the **Eisenhower West Small Area Plan** is hereby adopted in its entirety amending the Eisenhower West Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to the:
 - Amend Figure 4.26 – Building heights diagram to change height limit for the southern portion of the property from Medium-High to Medium (p. 53).
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **4th day of April, 2024**.

Chair, Alexandria Planning Commission

ATTEST: _____
Karl Moritz, Secretary

Attachments

Figure 4.26 – Building Heights Diagram, Existing (pg. 53)

6. Outside the ¼-mile, lower heights will be considered with the overall goal of achieving a variety of heights that step down from the Van Dorn Memorial Station.
7. Minimum heights do not apply to townhouses.
8. Density provisions of Section 7-200 of the Zoning Ordinance apply.

Distinctive Architecture and Placemaking

1. Reinforce Eisenhower Avenue as a "Great Street" by using distinctive architecture, landscaping and streetscape design.
 2. Buildings taller than 100 feet will create distinctive architecture and roof top design that are dramatic, deliberate, and add visual interest to the skyline by offering 360 degree sculpted forms with architectural and design flourishes.
 3. Highlight special buildings by using contemporary and innovative design, high-quality materials, and special building elements. Potential locations include buildings:
 - Around the Van Dorn Memorial Station,
 - Fronting public spaces in the future mixed transit-oriented development near the Van Dorn Memorial Station,
 - At the future terminus of Eisenhower Avenue,
 - At the intersection of Clement and Eisenhower Avenues,
 - Along Van Dorn Street,
 - At the corner of South Pickett and Duke Streets,
 - At the future mixed-use node at the Trade Center site,
 - At gateways, and
 - Fronting parks and public spaces.
- See Fig. 4.23 for all potential locations.

Building Sustainability

1. Provide sustainably designed buildings consistent with the City of Alexandria's green buildings policies and development standards.
2. Roofs will contribute to sustainability by creating opportunities for renewable energy, open space, and/or stormwater management.
3. Buildings will include and celebrate sustainable design features.
4. Where possible, orient buildings to maximize energy efficiency and provide access to daylight.

PARKING

1. Provide a range of parking options. For larger projects, a shared parking strategy is strongly encouraged.
2. Where there is sufficient change in topography, parking may be tucked into the grade. (See Figure 4.27.)
3. When parking is located above grade, the frontage of each level facing an "A," "B," or "P" street and park/open space is required to be lined with active uses (residential, office, hotel, and/or retail use) for a minimum depth of 33 feet (30' preferred).
4. Surface parking areas are prohibited except for interim uses.
5. Provide on-street parking along neighborhood streets. Evaluate on-street parking along Eisenhower Avenue where feasible. On-street parking may not be appropriate for Van Dorn Street.
6. Integrate green building practices in parking design.
7. In the case that underground parking is not permitted due to floodplain restrictions, above ground parking will be permitted subject to architectural screening compatible with design and materials of the building architecture.



Fig. 4.27 - Parking tucked into grade



Fig. 4.26 - Building heights diagram

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Figure 4.26 – Building Heights Diagram, Proposed (pg. 53)

- 6. Outside the 1/4-mile, lower heights will be considered with the overall goal of achieving a variety of heights that step down from the Van Dom Metrorail Station.

- 7. Minimum heights do not apply to townhouses.
- 8. Density provisions of Section 7-700 of the Zoning Ordinance apply.

Distinctive Architecture and Placemaking

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- 3. Highlight special buildings by using contemporary and innovative design, high-quality materials, and special building elements. Potential locations include buildings:
 - Around the Van Dom Metrorail Station,
 - Fronting public spaces in the future mixed transit-oriented development near the Van Dom Metrorail Station,
 - At the future terminus of Eisenhower Avenue,
 - At the intersection of Clemons and Eisenhower Avenues,
 - Along Van Dorn Street,
 - At the corner of South Pickett and Duke Streets,
 - At the future mixed-use node at the Trade Center site,
 - At gateways, and
 - Fronting parks and public spaces.

See Fig. 4.23 for all potential locations

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PARKING

- 1. Provide a range of parking options. For larger projects, a shared parking strategy is strongly encouraged.
- 2. Where there is sufficient change in topography, parking may be tucked into the grade. (See Figure 4.27.)
- 3. When parking is located above grade, the frontage of each level facing an "A," "B," or "P" street and park/open space is required to be lined with active uses (residential, office, hotel, and/or retail) used for a minimum depth of 35 feet (50' preferred).
- 4. Surface parking areas are prohibited except for interim uses.
- 5. Provide on-street parking along neighborhood streets. Evaluate on-street parking along Eisenhower Avenue where feasible. On-street parking may not be appropriate for Van Dorn Street.
- 6. Integrate green building practices in parking design.
- 7. In the case that underground parking is not permitted due to floodplain restrictions, above ground parking will be permitted subject to architectural screening compatible with design and materials of the building architecture.

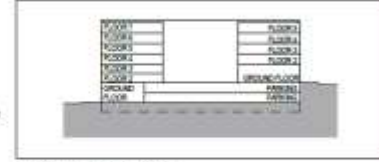


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Fig. 4.26 - Building heights diagram

Ord. XXXX, allow
Medium