

into one homogeneous concept, and blending them with the waterfront environment on one side and the city of Alexandria on the other.

Vehicular access to the site will be from Mount Vernon Memorial Highway on the west and from Royal Street on the north. While providing ample circulation for the residents of the project, the connection of these access points is designed in such a way as to discourage all unrelated through traffic in the development.

Vehicular parking for the project is provided for in out-of-sight areas beneath buildings and landscaped plazas. The open land areas normally used for this parking purpose thereby become available in this design for pedestrian-recreation uses.

The southeastern point of land is planned as an open-air community activity center, the whole being designed and shaped as a large landscaped piece of sculpture. Molded shells serve as backdrops for small civic activities and aquatic participation.

The inherent design principle applied here is to develop the entire site for human usage and pleasant indoor-outdoor living purposes. It is planned that the open areas and spaces between buildings be developed for pedestrian usage and enjoyment, using all parcels, with the exception of the actual land needed for the buildings themselves and limited access roads, for these purposes.

Concurrent with and as a part of the total project design, landscaping is planned in the form of trees, wooded areas, integral balcony railing planters, shrubbery, walkways, paths, boardwalks, benches, fountains, and recreation areas. These features, handled in a sensitive, sympathetic manner blend the buildings with the waterfront environment. Every effort is made to achieve a union of site, buildings, and landscaping features in which each part is compatible with and enriches every other part.

Extensive improvement and use of the river and its related possibilities is envisioned. From marine facilities to continuous wandering boardwalk pathways with observation areas in parklike settings, the development of this waterfront property should achieve its full potential by providing a pleasant blending of those esthetic features and qualities of natural and manmade substance to enrich the human users' and viewers' physical and mental experience.

Parcels Nos. 2 and 3, combined, form a tract of land which the Virginia State Legislature has authorized the Governor of Virginia to sell to Francis T. Murtha, trustee, predecessor in title, to Howard P. Hoffman Associates, Inc. Applications have been made and are pending before the district office of the Corps of Engineers for the bulkheading and filling of parcel No. 2.

The zoning ordinance for the city of Alexandria, governing parcel Nos. 1 and 2, limits the height of any building to 150 feet, states that there shall be 800 square feet of site land for each dwelling unit, and requires property line setback of one-half the building height.

Parcel No. 3 is governed by the provisions of the Alexandria Code pertaining to the old and historic district, the most significant requirement being the fact that no building can be erected having a height of more than 50 feet.