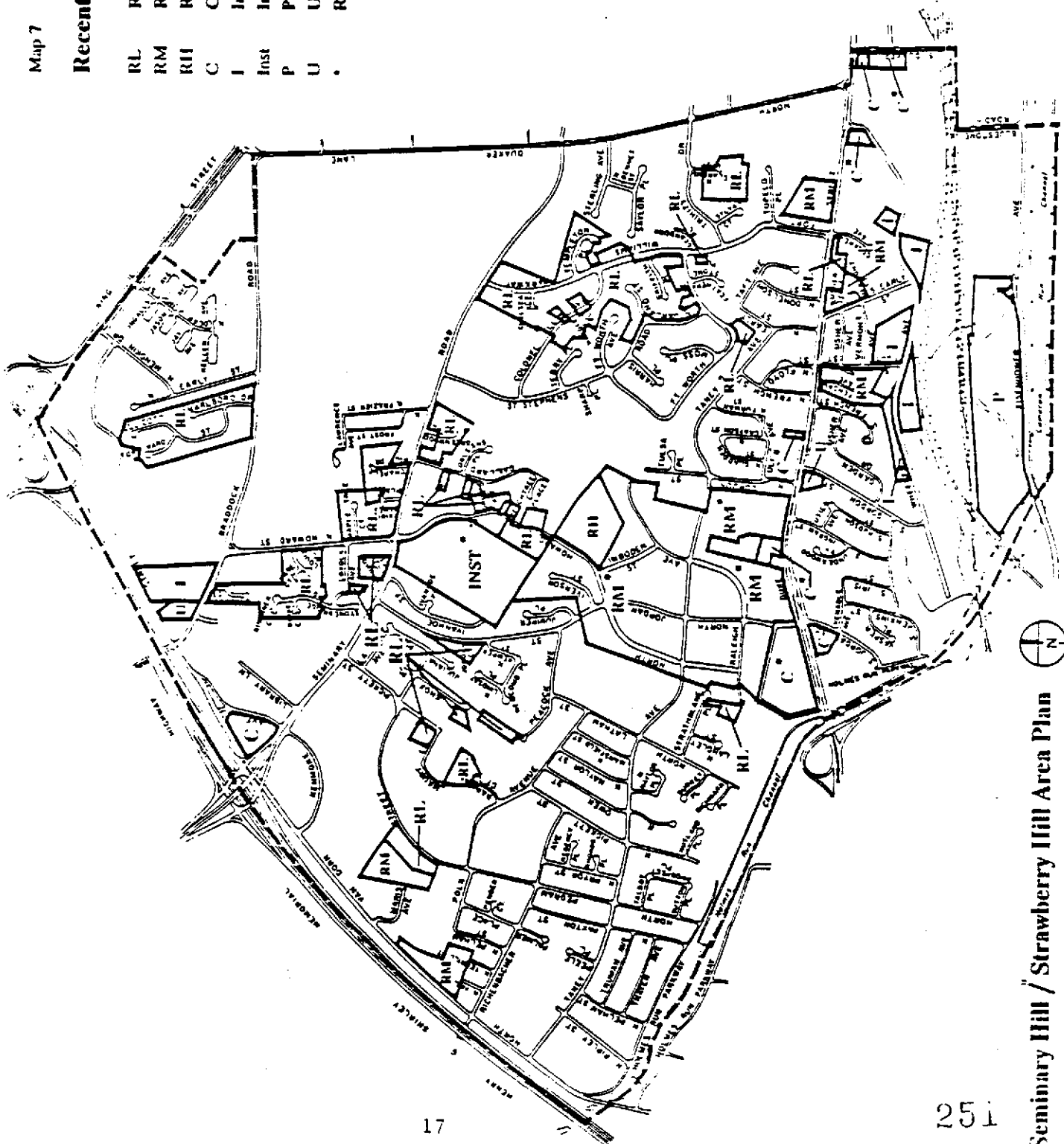


Map 7

Recent Development Activity

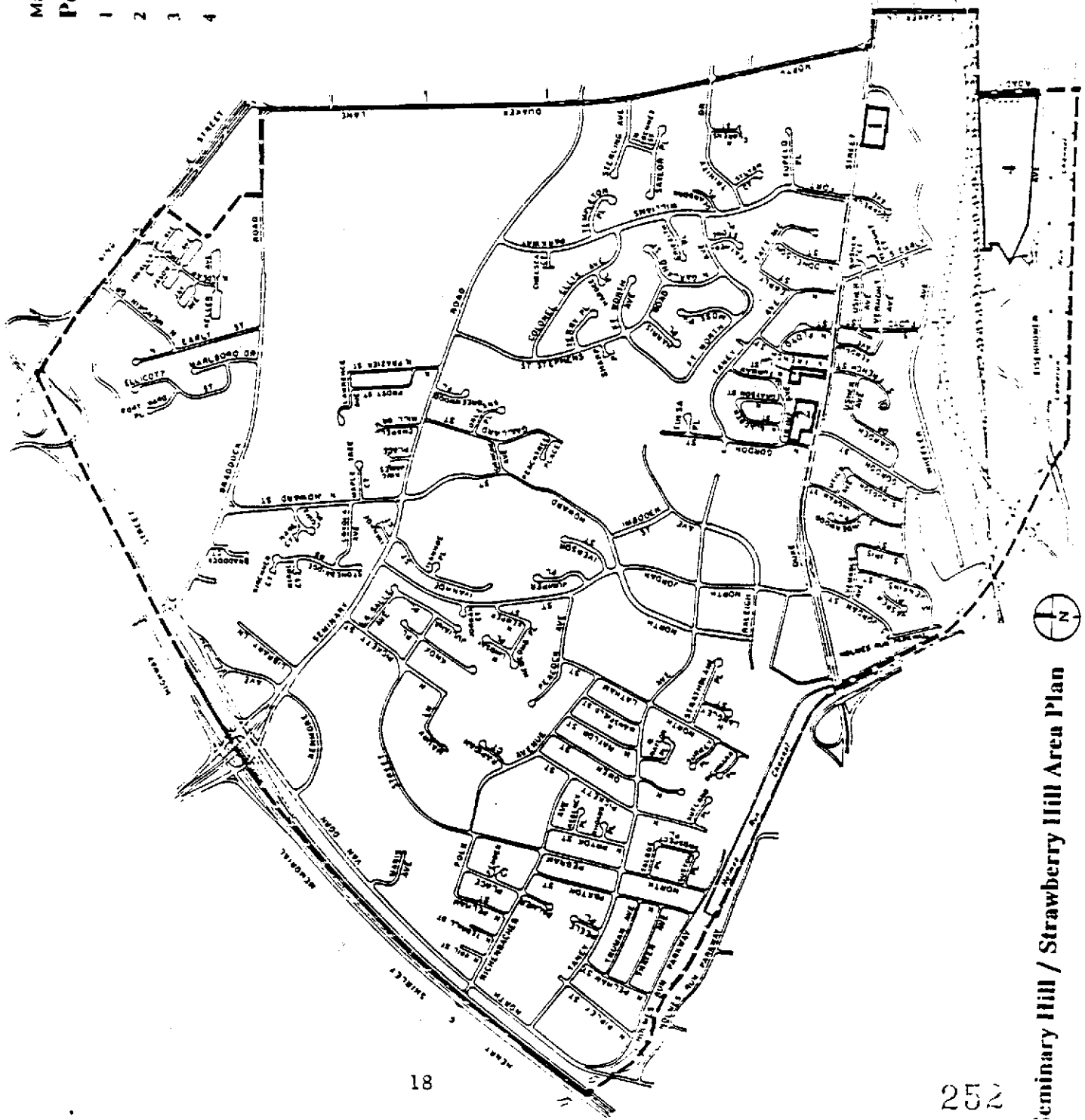
- RL Residential Low
- RM Residential Medium
- RHI Residential High
- C Commercial
- I Industrial
- Inst Institutional
- P Parks, Recreation and Open Space
- U Utility or Transportation
- . Redevelopment or Renovation



Map 8

Potential Development Sites

- 1 FADCO
- 2 Holly Farms
- 3 Northern Va. Law Center
- 4 Radnor



The First American Development and Construction Company (FADCO) filed a site plan on October 24, 1986, for the Cockrell property on Duke Street between Wheeler Avenue and Cockrell Avenue for a 150 foot tall medical office building which was denied by the Planning Commission on December 2, 1986, and the City Council on January 24, 1987, as being contrary to the height ordinance. A new site plan was filed on January 23, 1989, for the property for a 195,000 gross square foot, 70 foot high medical office building with associated support and retail services.

The property, located on Duke Street between Wheeler and Cockrell Avenues, is adjacent to a McDonald's fast food restaurant and the 156 unit Normandy Hill garden apartments. Across Duke Street there are some single family homes and low density townhouses. Thus, the property is adjacent to low scale, low to medium density residential land uses and sparse, low scale commercial development.

Site access would be from Duke Street and Wheeler Avenue. Duke Street is a major east/west arterial street which was recently widened to improve the connection between east and west Alexandria. Access to the medical building from Duke Street would necessitate a right turn lane for eastbound traffic into the building and a traffic light to allow left turning movements. In effect, to accommodate the proposed building, the capacity of Duke Street would have to be reduced, thus impairing through traffic.

Wheeler Avenue access also creates problems. The 50 foot access driveway to Wheeler is adjacent to residences; because of the curvature of Wheeler Avenue and its heavy use by trucks the driveway can be a dangerous exiting point for traffic leaving the proposed medical center.

Traffic constraints and the proximity of residential uses suggest that this site may be best suited to low scale, lower density commercial development and or medium density residential development.

Holly Farms/Safeway Site

The Holly Farms/Safeway site, consisting of 2.1 acres, or 91,867 square feet, is another significant development site in the study area. This parcel is also currently zoned C-2, which permits intense commercial use, at an F.A.R. of 3.0.

The property is located on the Duke Street access road and North Gordon Street. To the rear of the site are single family detached homes. To either side of the Holly Farms/Safeway site is low density, low scale commercial development; a gas station and two restaurants.

Access to the property is via the Duke Street service road. The lack of direct access to Duke Street limits the attractiveness and the development potential of this property.

These factors suggest that low scale retail or service uses may be the most feasible option for reuse or redevelopment of this site.

Northern Virginia Law School Site

This property is located on Duke Street between North Gordon and North French Streets. Immediately behind the site are single family detached houses; to the west a gas station. The law school building houses the school on the second floor and several small retail establishments on the first floor. Access to the site is directly from Duke Street.

The site consists of two parcels; the commercially improved property consisting of 25,089 square feet, zoned C-2 and fronting Duke Street and a vacant 21,720 square foot parcel zoned R-8 and R-5 located on the hill behind the commercial building and abutting existing residential homes.

The owner of the property has applied for a commercial rezoning with proffers of the residentially zoned vacant parcel to construct an extension of the law school, most likely a library. The concern of residents is the impact of the commercial development on abutting homes.

The proximity of the rear portion of the site to single family homes requires that any proposed commercial development be kept low in height and intensity and be well buffered from the abutting residential uses.

SUMMARY - ECONOMIC ACTIVITY

- o Commercial and residential development activity has been split between new construction and renovation, with the renovation at Foxchase the most notable case of neighborhood upgrading.
- o Industrial development activity has focused on Wheeler Avenue, with in-fill development the prime type of activity.
- o The area has a diverse mix of active and viable light industrial and commercial uses.
- o There are potential development sites in the area; none of which are large and all of which are constrained by lack of good access, proximity to low and medium density residential areas and lack of proximity to major activity centers.

TRANSPORTATION

Street System

The street system in the Seminary Hill/Strawberry Hill area is a mixture of quiet, curving residential streets; heavily trafficked streets serving the area's commercial and industrial locations; and heavily traveled expressways serving through commuters.







The area is bounded on the west by the eight lane I-395 (Shirley Highway), with interchanges at King Street and Seminary Road, by King Street on the north, by Quaker Lane on the east and by the Capital Beltway on the south. Other heavily traversed streets inside the study area include Braddock Road, North Van Dorn Street, North Jordan Street and North Howard Street. Curvilinear residential streets with cul-de-sacs are spread throughout the study area.

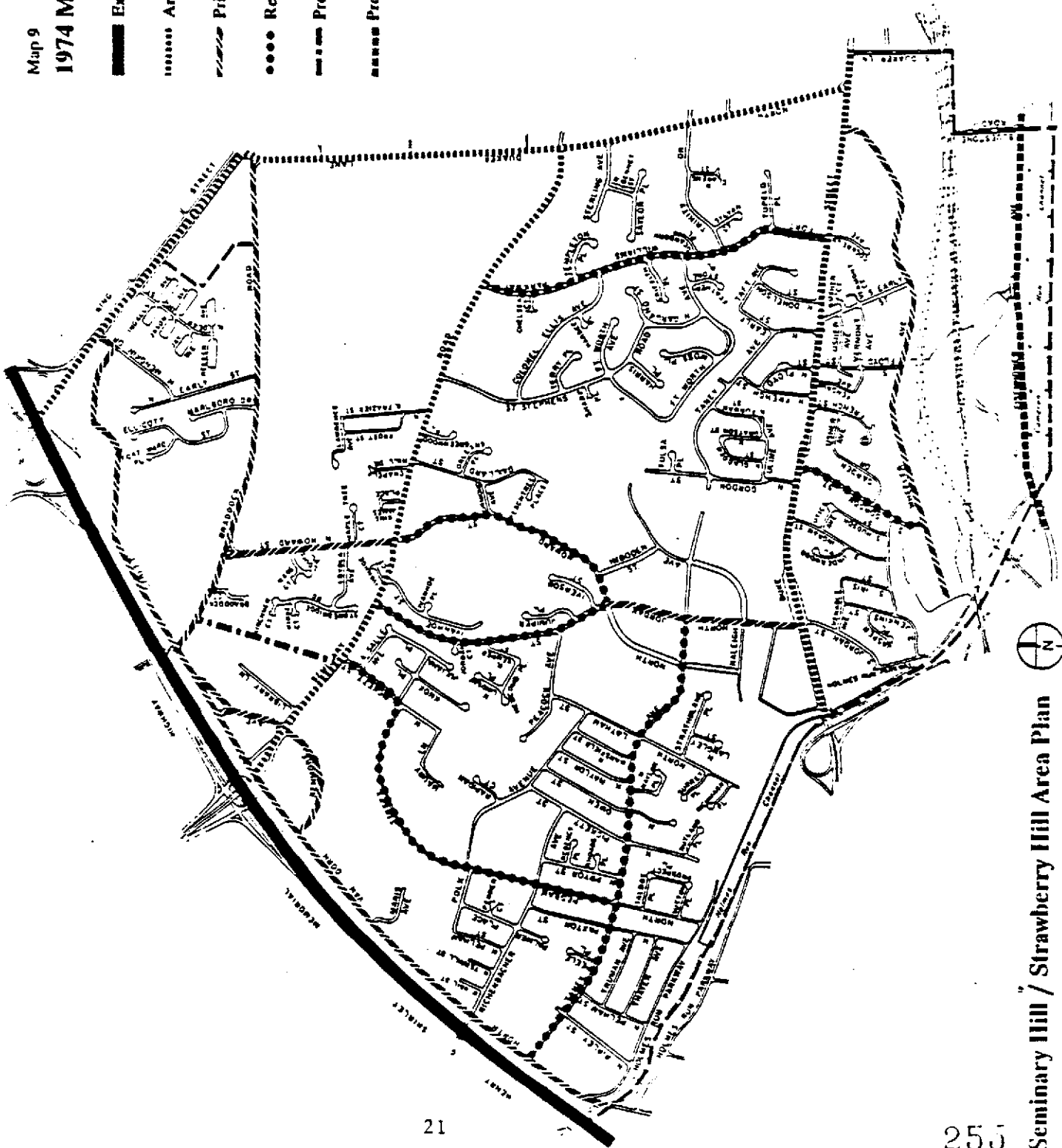
1974 Major Thoroughfare Plan

Map 9 shows the 1974 Major Thoroughfare Plan for the Seminary/Strawberry Hill area. This plan classified streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets.

Map 9

1974 Major Thoroughfare Plan

-  Expressways
-  Arterial
-  Primary Collector
-  Residential Collector
-  Proposed Residential Collector
-  Proposed Arterial



The 1974 plan designated I-395 (Shirley Highway) and the Capital Beltway as expressways. King Street, Quaker Lane, Seminary Road and Duke Street were all identified as arterial streets. Eisenhower Avenue, which in 1974, was not completed through the Cameron Run Valley was designated as a potential arterial. Five streets were designated as primary collectors: Braddock Road, North Howard (between Braddock and Seminary Roads), North Jordan (between Duke Street and the North Howard/North Jordan intersection), North Van Dorn Street and Wheeler Avenue. Taney Avenue, North Pegram Street, Fort Williams Parkway, South Gordon Street, and the branches of North Jordan and North Howard Streets are designated as residential collectors. The rest of the area's streets are designated local streets.

In addition, the 1974 plan called for the extension of Wheeler Avenue to Duke Street (which was completed in 1981), the extension of Eisenhower Avenue east from Clermont Avenue to Holland Lane and construction of a street connecting Seminary Road to Braddock Road near North Pickett Street.

The proposed street connection between Braddock Road and Seminary is no longer included in the City's capital improvement plans. In addition, significant opposition from area citizens has been voiced against this proposal. While there are no plans to build this connection, it was never formally removed from the Major Thoroughfare Plan.

Although not on the Major Thoroughfare Plan, the City owns a street right-of-way along Taney Avenue which it obtained as part of a subdivision. This property is adjacent to Taney Park and could be incorporated into the park if the City vacates the right-of-way. In addition, the connection of North Gordon Street to North Raleigh Avenue, which is also a City street right-of-way, could be eliminated and the right-of-way vacated in response to citizen requests that these two streets not be linked.

Residents have suggested that S. Gordon Street be reclassified from a residential collector to a local street and/or that S. Gordon Street be closed. The rationale is that S. Gordon had provided the only through access to Wheeler Avenue. Since the two segments of Wheeler Avenue were connected in the early 1980s and since trucks are prohibited from using South Gordon Street this street would not be needed to connect with Wheeler.

There is no problem per se with reclassifying S. Gordon Street to a local street provided that the signal at Duke and S. Gordon remains and continues to be synchronized with S. Early Street to favor smooth traffic flow. If the signal at S. Gordon were removed or timed to discourage use of S. Gordon, then the residents along this street and neighboring streets are likely to use Ingram Street, the nearest signalized intersection, to exit from the area making Ingram, in effect, function as a residential collector.

Closing S. Gordon would have the effect of shifting employee traffic destined to Wheeler Avenue to other residential streets such as Floyd and Early Street. Closing S. Gordon, Floyd and S. Early at Wheeler would restrict non-residential traffic associated with the Wheeler Avenue industrial area to the Wheeler/Duke intersection and might place an enormous burden on this intersection, causing congestion and delays.

Existing Traffic Flow

Seminary/Strawberry Hill's street system is adequate to serve the traffic generated by land uses located within the area. The intersection of North Jordan and Duke Streets experiences some brief congestion during the morning and afternoon peak hours, with traffic sometimes backing up in the left turn lanes. This congestion is largely a function of the high percentage of turning movements at this intersection. However, the level of service for this intersection, which is a measure that indicates how good or bad traffic conditions are, does not exceed D, which means that the intersection is operating at 80 to 90 percent of capacity.

Recent and Planned Capital Improvements

Most of the capital improvement projects for the Seminary Hill/Strawberry Hill area can be characterized as ongoing, such as curb and gutter work on the north side of Duke Street between Wheeler Avenue and North Jordan Street, or upgrading the lights along Seminary Road or landscaping along Fort Williams Parkway. Improvements were recently completed to the Holmes Run bike trail where it crosses under Duke Street at Holmes Run Parkway.

Privately Financed Improvements

In conjunction with development of the vacant Eisenhower Valley area, Eisenhower Avenue will be widened from two lanes to four lanes from Lake Cook east to Telegraph Road.

Bike and Pedestrian Paths

Two of the City's designated bikeways transverse the area: one pathway starts along North Van Dorn Street to Holmes Run Parkway, then to Holmes Run Channel and then to Eisenhower Avenue which runs east/west through the Cameron Run Valley. The other pathway runs along Braddock Road and through Fort Ward Park.

Public Transit Facilities

The Seminary Hill/Strawberry Hill area is served by Metrobus and DASH. There are two DASH bus routes serving: the number 2 route and the number 5 route. There are 14 Metrobus routes serving the area: 3 along Seminary Road, 2 on Braddock Road, 2 along Quaker Lane, 3 on North Van Dorn Street, 3 along Taney Avenue and 2 on Duke Street. The study area lies between the existing Huntington Metrorail line to the east and the Van Dorn/Springfield line being constructed to the west.

Future Traffic Flow

As an area which is mostly built up, it is unlikely that the Seminary Hill/Strawberry Hill area will internally generate much additional traffic that would impact the area's streets. However, some future traffic growth will be generated by continued growth outside the area and outside the City.

One change to the Major Thoroughfare Plan which should be made now that Eisenhower Avenue connects through the Cameron Run Valley is to redesignate Eisenhower Avenue to an arterial.

SUMMARY - TRANSPORTATION

- o The capacity of the area's streets is adequate for the traffic currently generated within the study area.
- o The Major Thoroughfare Plan should be updated to consider deleting obsolete proposed street connections and to reflect road improvements completed since 1974.

POLICY HISTORY

The adopted land use plan map for the Seminary Hill/Strawberry Hill area, based on the 1983 Duke Street study and the 1974 Master Plan, is shown on Map 10. Most of the land in the study area is designated for residential uses, with institutional uses the second most prevalent category.

In general, commercial uses are focused along Duke Street, with a second concentration along part of Kenmore Avenue. Industrial uses are found along Wheeler Avenue and south to the railroad tracks. From the railroad tracks south to the City boundary, the 1974 Master Plan designated the land as mixed use.

The 1974 Master Plan for the City made general recommendations for Planning District III, including this study area. These recommendations were to:

1. Uphold the present zoning pattern to maintain the character of existing single-family sections.
2. Encourage the provision of ample open space and of in-structure parking in future apartment developments.
3. Provide stream valley parks along Holmes Run and a pedestrian trail along the length of the Run from the western city limits to south of Duke Street.
4. Provide for housing for all income groups in future development and redevelopment of Planning District III.
5. Encourage consolidation of commercial development.
6. Discourage through traffic in residential neighborhoods.

The 1974 Plan identified two locations as "Development Potential Sites": the Shirley-Duke and Regina Garden apartments (today known as Foxchase) and the area south of Duke Street to the beltway and between South Quaker Lane and Cameron Run. The first of these sites was recommended to be redeveloped at its existing density. Partial development was recommended for the second site, due to then existing drainage problems.

The 1974 Long Range Land Use Map showed most of the study area as residential, with institutional land use the second most predominant category. Commercial land uses were scattered along Duke Street, while industrial land uses were located along Wheeler Avenue. The area south of the R.F.&P.'s railroad tracks was designated for mixed use.

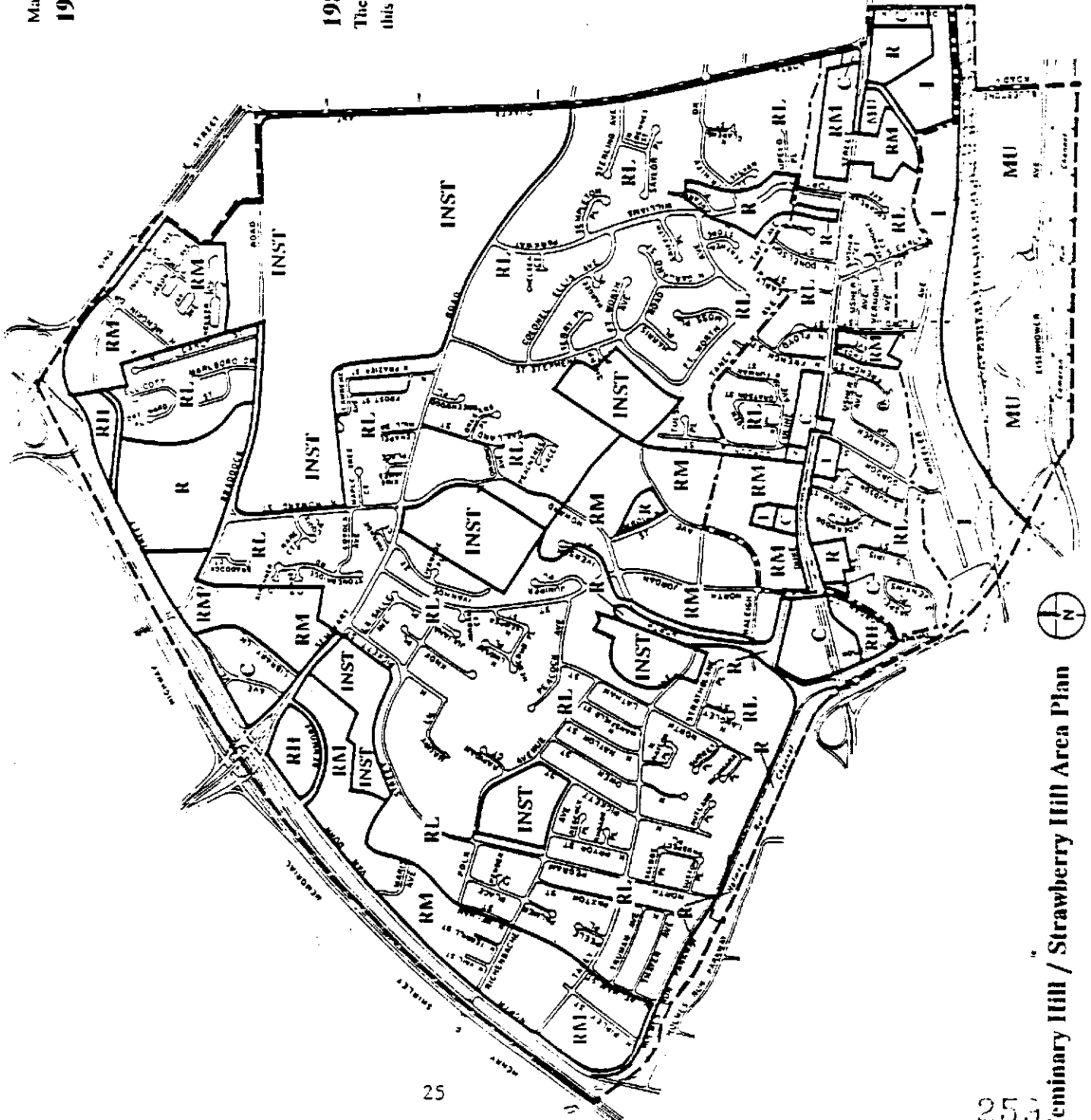
1974 Master Plan

- RL Residential Low
- RM Residential Medium
- RH Residential High
- R Recreation And Open Space
- INST Institutional
- C Commercial
- MU Mixed Use
- I Industrial

1983 Duke Street Area Plan

The area within the dashed line is covered by this 1983 amendment to the Master Plan

- RL Residential Low
- RM Residential Medium
- C Commercial
- MU Mixed Use
- I Institutional, Municipal Facilities
- R Recreation Or Open Space



In 1983, the corridor along Duke Street from Longview Drive on the east to Jordan Street on the west was studied by the Planning Department at the request of City Council. The 1983 Duke Street study recognized that the area between Wheeler Avenue and Jordan Street was primarily residential and recommended that residential development and rehabilitation be encouraged in this area. Existing commercial enterprises were encouraged to be upgraded to make them more compatible with the neighborhood.

In addition, the 1983 Duke Street Study recommended two sites as suitable for commercial development: the northwest corner of Duke Street and Quaker Lane and the southwest corner of Quaker Lane, site of the former Stonewall Jackson School. The Plan also called for the southwest corner of Wheeler Avenue and Duke Street to be medium density mixed use development, which would serve as a transition between existing commercial and residential uses.

The 1983 study also recommended that a new zoning category be designed which would restrict commercial development along Duke Street and which would encourage a more gradual transition in building scale between commercial and residential development.

On November 25, 1986, City Council adopted a height ordinance (No. 3166) which affected Duke Street from Longview Drive to Holmes Run. The ordinance set the maximum height of a building at 50 feet, with an allowable height of up to 77 feet with a special use permit. The purpose of this ordinance was to keep buildings in scale with the adjacent existing residential areas along Duke Street.

The first American Development and Construction company (FADCO) filed a site plan on October 24, 1986 for the Cockrell property on Duke Street between Wheeler Avenue and Cockrell Avenue for a 150 foot tall medical office building which was denied by the Planning Commission on December 2, 1986, and the City Council on January 24, 1987, as being contrary to the height ordinance.

Rezoning

Over the last decade, there have been several rezonings in the study area. One major rezoning in the Seminary Hill/Strawberry Hill area was the northwest corner of Duke Street and North Quaker Lane, site of the proposed Quaker Village project. In 1988, this 7.8 acre site was rezoned from R-20 and R-8 to R-12 and RB zoning for the development of 55 townhouses and 7 single family detached dwelling units. Proffers with the project included the creation of two buffer zones, one at the northern end of the property as a transition to adjacent single family detached homes, the other at the south and east along Duke Street and North Quaker Lane; the provision of access to the project from Duke Street and the prevention of access from North Quaker Lane. The densities range from 3.63 to 18 dwelling units per acre.

The majority of other rezoning cases involved upzoning single family R-8 parcels to the RB townhouse zone. In addition to the Duke Street and North Quaker Lane site, these rezonings were located at Duke Street and Fort Williams Parkway, at South Early Street and Usher Court, at North Van Dorn Street and Braddock Road and at Barrister Place off of North Van Dorn Street. Many of these rezonings were with proffers that limited the maximum density allowed on the rezoned properties. This provided greater flexibility, as well as more refined controls, on the development of these parcels.

SUMMARY -- POLICY HISTORY

- o The 1974 Master Plan goals for this area emphasized the protection of the residential character of this area. This goal was re-emphasized in the 1983 Duke Street Study.
- o A limited amount of single-family to medium density residential rezonings have occurred with conditions to improve project design and to limit densities.
- o The City has adopted policies to preserve existing residential areas by keeping the scale of commercial development along Duke Street compatible with adjacent residential uses.

ISSUES

The Seminary Hill/Strawberry Hill area is largely built up. The bulk of recent construction activity in both the residential and the commercial sectors has focused on renovating existing buildings, while most new construction has been in-fill.

The major issue facing the Seminary Hill/Strawberry Hill area is high density commercial zoning which underlies residential, industrial and low scale retail uses and poses the threat of displacing these existing uses for higher density commercial development. Since this area is mostly built up and is not designated as a growth area where redevelopment is desired, high density commercial zoning is inappropriate for this area.

To maintain its diversity of neighborhood serving commercial uses and Citywide serving industrial uses, the Seminary Hill/Strawberry Hill area needs commercial and industrial land use and zoning categories more tailored towards preserving the existing mix of uses and less oriented toward encouraging or allowing high density commercial office redevelopment.

GOALS AND OBJECTIVES

The goals of this plan are to preserve the primarily residential Seminary Hill/Strawberry Hill area, to protect its residential neighborhoods from incompatible intensive redevelopment of adjacent commercial and industrial parcels, to maintain existing concentrations of industrial uses and the job base these uses provide and to keep Duke Street as a major east/west arterial connector through the City while protecting residential sections from non-local traffic.

These goals translate into the following plan objectives:

- o preserve and protect the character, scale and density of existing residential uses,
- o remove C-2 zoning from residentially used land and replace this zoning with appropriate residential zoning categories,
- o reformulate the industrial zones to encourage the retention of existing industrial uses and to prohibit high density office development,
- o ensure preservation of open space,
- o replace high density commercial C-2 zoning with zones which are designed for lower scaled, residentially compatible, commercial uses.

LAND USE RECOMMENDATIONS

Map 11 shows the proposed land use concept for the Seminary Hill/Strawberry Hill area. The land use concept reflects the existing, primarily residential character of the area. There are significant concentrations of institutional land interspersed throughout the study area, which also parallels existing land use patterns. Similarly, park land is scattered across the study area in a way which corresponds to existing use patterns.

There are four areas of commercial land in the concept map: in the far southeast corner between Eisenhower Avenue and Bluestone Road; along the south side of Duke Street near its intersection with Quaker Lane; along both sides of Duke Street between Holmes Run Channel and North French Street; and along Kenmore Avenue between North and Van Dorn Street and Seminary Road. This closely equates to the existing land use for this category.

Lastly, industrial land is designated in the southern portion of the study area along Wheeler Avenue, which corresponds to light industrial uses already existing there.

Map 12 shows the proposed changes to the land use plan map. Map 13 shows the proposed land use plan.

Proposed Changes to the Land Use Plan

1. From Residential Medium to Institutional

The existing use is institutional and contains the Fairlington Methodist and Fairlington Presbyterian Churches.

2. From Recreation and Open Space to Parks and Open Space

This is the site of Minnie Howard Field and contains athletic playing fields. The recommended change reflects a change in nomenclature rather than use.

3. From Residential Low to Parks and Open Space

This is part of Fort Ward Park. The redesignation is in keeping with this existing use.

4. From Recreation and Open Space to Parks and Open Space

This is the site of Fort Ward Park. The recommended change reflects a change in nomenclature rather than use.

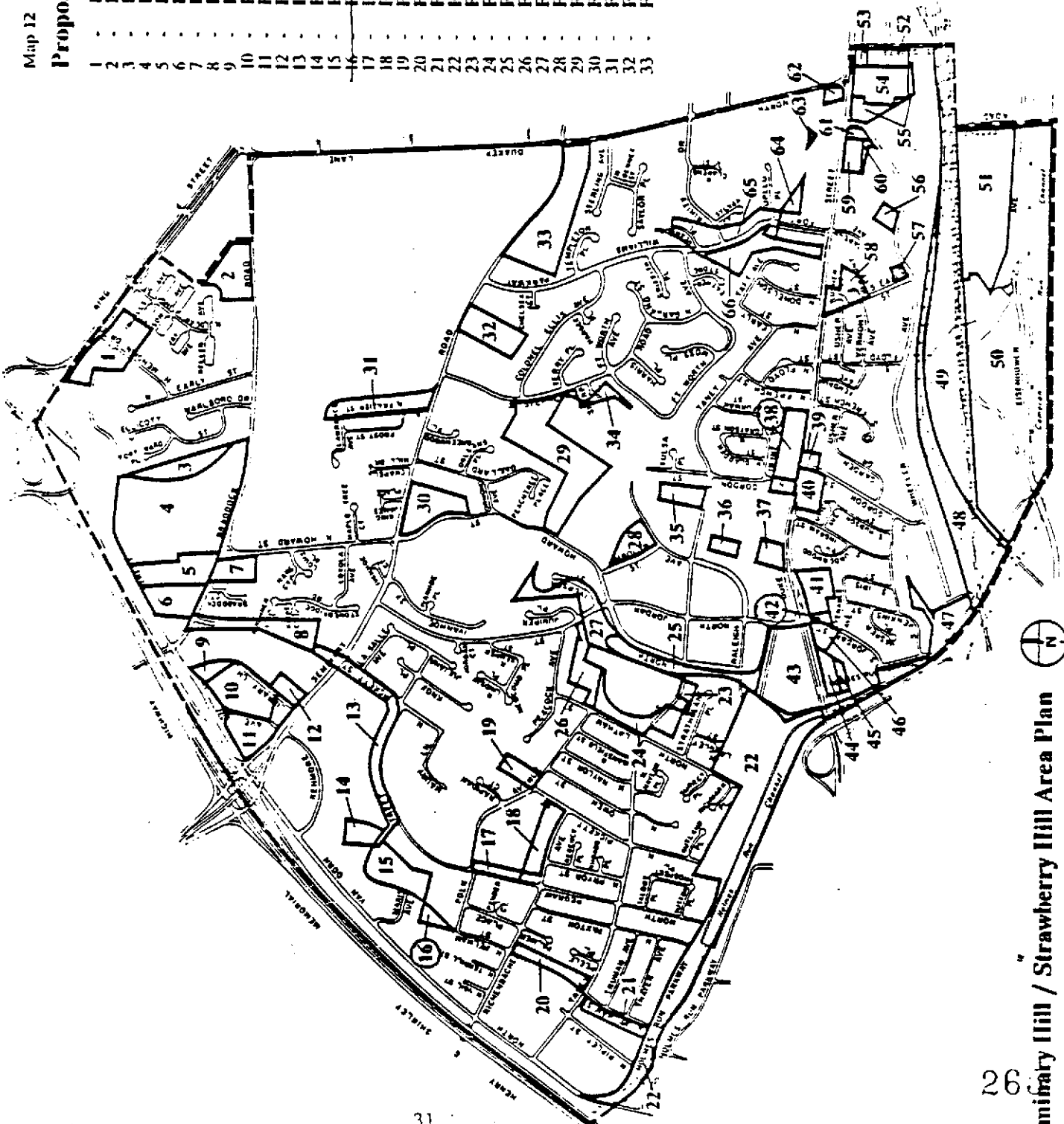
5. From Recreation and Open Space to Institutional

This is the site of St. Stephen's Lower School campus. The suggested change reflects the existing use.

Map 12

Proposed Land Use Changes

1	From RM to INST	34	From INST to RL
2	From R to P	35	From RM to INST
3	From RL to P	36	From RM to P
4	From R to P	37	From C to CG
5	From R to INST	38	From C to CG-CL
6	From RM to INST	39	From C to CL
7	From RL to INST	40	From INST to U
8	From RM to RL	41	From R to P
9	From C to RM	42	From C to CG-CL
10	From C to CG	43	From C to CG
11	From C to OCH	44	From RH to CG
12	From RM to INST	45	From C to CG
13	From RL to INST	46	From C to RH
14	From RM to INST	47	From I to P
15	From RL to RM	48	From I to U/T
16	From RM to RL	49	From MU to U/T
17	From RL to INST	50	From MU to P
18	From INST to RL	51	From MU to OCM
19	From RL to INST	52	From C to SCL
20	From RL to RM	53	From RL to RM
21	From RM to RL	54	From R to P
22	From RL to P	55	From R to INST
23	From INST to RL	56	From RL to SCL
24	From RL to INST	57	From RL to SCL
25	From R to RM	58	From RL to RM
26	From RL to P	59	From MU to CL
27	From RL to RM	60	From RM to CL
28	From R to RM	61	From MU to CG
29	From RL to INST	62	From C to RM
30	From RL to INST	63	From RM to RL
31	From RL to INST	64	From RL to RM
32	From RL to INST	65	From R to RL
33	From RL to INST	66	From R to P



P.C. AMENDED 9/10/89

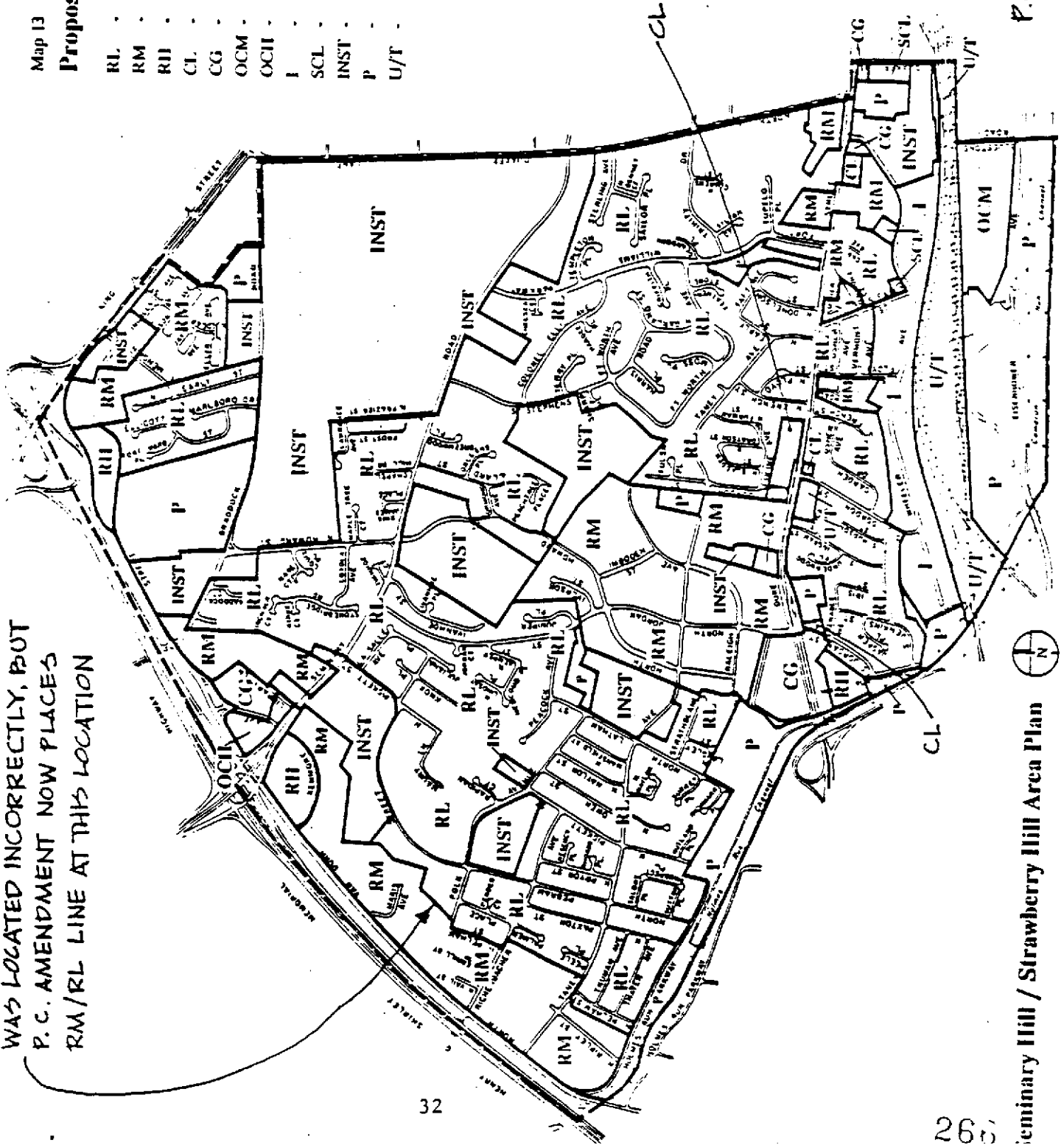
Strawberry Hill / Strawberry Hill Area Plan

RM/RL BOUNDARY LINE AS SHOWN
 WAS LOCATED INCORRECTLY, BUT
 P.C. AMENDMENT NOW PLACES
 RM/RL LINE AT THIS LOCATION

Map 13

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RII - Residential High
- CL - Commercial Low
- CG - Commercial General
- OCM - Office Commercial Medium
- OCIH - Office Commercial High
- I - Industrial
- SCL - Service Commercial Low
- INST - Institutional
- P - Parks, Public Schools and Open Space
- U/T - Utility or Transportation



6. From Residential Medium to Institutional

This part of the St. Stephen's Lower School campus. The suggested change move accurately reflects the existing use.

7. From Residential Low to Institutional

This change reflects the existing use, a convalescent home.

8. From Residential Medium to Residential Low

This area contains single family dwellings. The change is in keeping with the existing land use.

9. From Commercial to Residential Medium

This area contains the Seminary Hills garden apartments; the suggested change reflects the existing residential use at this location.

10. From Commercial to Commercial General

The Seminary Shopping Plaza is at this location. The Commercial General designation is the appropriate category for shopping centers.

11. From Commercial to Office Commercial High

This change in designation reflects the existing high rise Seminary Plaza office building and the high rise Ramada Inn Hotel which are contained in this area.

12. From Residential Medium to Institutional

This change reflects the existing use, a public library.

13. From Residential Low to Institutional

This is Fire Station No 13 and part of the Hammond Middle School and Fire Station No. 13. The redesignation is in keeping with this existing use.

14. From Residential Medium to Institutional

This is also part of the Francis Hammond school campus; the proposed change reflects the existing use.

15. From Residential Low to Residential Medium

This change reflects the existing use, the Van Dorn garden apartments.

~~16. From Residential Medium to Residential Low~~

~~This area contains single family dwellings. The change is in keeping with the existing land use.~~

17. From Residential Low to Institutional
This is part of the site of the John Polk Elementary School; the suggested change reflects the existing use at this location.
18. From Institutional to Residential Low
This area contains single family dwellings. The redesignation is in keeping with the character of the existing use on the site.
19. From Residential Low to Institutional
This change is made to reflect existing use, a church.
20. From Residential Low to Residential Medium
This change reflects existing use, townhouses.
21. From Residential Medium to Residential Low
This area contains duplex dwellings. The change is in keeping with the existing land use.
22. From Residential Low to Parks and Open Space
This is part of the Holmes Run Greenway; the proposed change reflects the existing use.
23. From Institutional to Residential Low
This area contains single family homes. The change is in keeping with the existing land use and updates the 1974 Master Plan.
24. From Residential Low to Institutional
This change reflects the existing uses on this parcel. Patrick Henry Elementary School, a church and a senior citizens center.
25. From Recreation and Open Space to Residential Medium
This parcel was originally intended to be part of a linear park but is actually part of the Foxchase garden apartments complex. The change is in keeping with the existing land use and updates the 1974 Master Plan.
26. From Residential Low to Parks and Open Space
This change reflects the existing use, the Patrick Henry Park.
27. From Residential Low to Residential Medium
This is part of the Foxchase garden apartments complex. The suggested change reflects this existing use.

28. From Recreation and Open Space to Residential Medium

This is part of the Foxchase garden apartments complex. The proposed change more accurately reflects the existing use.

29. From Residential Low to Institutional

This change reflects the existing use, the main campus of St. Stephen's School.

30. From Residential Low to Institutional

This designation reflects existing use, a parking lot for Alexandria Hospital.

31. From Residential Low to Institutional

This is part of the Episcopal High School campus; the suggested change reflects this existing use.

32. From Residential Low to Institutional

This change reflects the existing use of the parcel for a religious facility, Temple Beth El Synagogue.

33. From Residential Low to Institutional

This is the site of the Virginia Theological Seminary and the Immanuel Church-on-the-Hill; the suggested change reflects the existing use.

34. From Institution to Residential Low

This area contains single family dwellings. The change is in keeping with the existing land use.

35. From Residential Medium to Parks and Open Space

This is Taney Avenue Park; the land use designation appropriately reflects the use of the public property.

36. From Residential Medium to Institutional

This is part of the Duke Street Baptist Church property. The proposed change reflects this use.

37. From Commercial to Commercial General

This is the site of several low scale retail firms, including Pier One, Blockbusters Video and Georgetown Carpet. The change reflects the need to maintain low scale commercial development which is compatible with the adjacent residential area.

38. From Commercial to Commercial ~~General~~ LOW

This area includes restaurants, the Holly Farms/Safeway site and the Northern Virginia Law School. The Commercial General designation provides for lower scale commercial uses similar to the present uses on these sites. Commercial rezoning of the residential portion of the Northern Virginia Law School site may be appropriate but only with special consideration given to the abutting residences to mitigate impacts.

39. From Commercial to Commercial Low

This is the site of the Pullman Insurance Agency office. The Commercial Low intensity service uses, such as the existing use which are compatible with the adjacent low density residential areas.

40. From Institutional to Utility

The utility designation reflects the present use of this site as a facility for the C&P Telephone Company.

41. From Recreation and Open Space to Parks and Open Space

This designation reflects a change in nomenclature rather than use. It is the site of Ewald Park.

42. From Commercial to Commercial ~~General~~ Low

This area includes the Pizza Box, a 7-11 store and Hair Design. The CL designation reflects the existing uses which are auto-oriented commercial services related to Duke Street.

43. From Commercial to Commercial General

The Shops of Foxchase are included in this area, as well as two service stations. This designation is appropriate for shopping centers but will not allow an office center.

44. From Commercial to Residential High

This change in designation reflects the existing high rise residential use of this site, the 4600 Duke Street condominium apartments.

45. From Commercial to Commercial General

This includes the parking lot in front of 4600 Duke Street

46. From Residential High to Commercial General

The Bombay Restaurant and the Grease Monkey auto service firm are located on this site. The proposed change reflects the existing use. The designation also covers Duke Street property fronting the 4600 Duke Street apartment building.

47. From Industrial to Parks and Open Space

This is the site of Tarleton Park; the suggested change reflects the existing use.

48. From Industrial to Utility/Transportation

This change reflects the existing use, a railroad right-of-way.

49. From Mixed Use to Utility/Transportation

This area includes the Norfolk Southern and R.F. & P. mainline rights-of-way. The proposed zoning change is in keeping with the existing land use.

50. From Mixed Use to Parks and Open Space

Cameron Valley Regional Park is located on this area, as well as Cameron Run Channel and Eisenhower Avenue right-of-way. The change is in keeping with the existing land use.

51. From Mixed Use to Office/Commercial Medium

This is the site of the proposed Radnor project, to consist of six office buildings totaling approximately 900,000 square feet of space. The suggested change reflects this proposed use. Mixed use is preferred but not required.

52. From Commercial to Service Commercial Low

This is the site of the former Stonewall Jackson school which was converted to office use. The service commercial low designation would allow this use to continue but would not allow higher density use, which would be inappropriate at this site given existing traffic conditions in the area.

53. From Commercial to Commercial General

This change reflects the existing use, a Wendy's fast food restaurant.

54. From Recreation and Open Space to Parks and Open Space

This designation reflects a change in nomenclature rather than use. It is the site of Luckett Field.

55. From Recreation and Open Space to Institutional

The City Vehicle Maintenance Shops are on this site. The proposed designation reflects the existing use of the site.

56. From Residential Low to Service Commercial Low

This is the site of the Spicer Upholstery Company and American Management Systems, Inc. a communications service firm. The Service Commercial Low designation will allow the existing use or some other low density low scale commercial use.

57. From Residential Low to Service Commercial Low

These are two single family homes which are located near the corner of S. Early and Wheeler Avenue and zoned industrial. These homes are isolated from other residences and are across from commercial/ warehouse uses. These properties are not located in an area suitable for low density residential development. The new land use category would allow the existing uses to continue but would encourage low scale light commercial uses should the site redevelop. If commercially redeveloped these sites would serve as a buffer to the residential areas further north.

58. From Residential Low to Residential Medium

This change reflects the existing use, the Society Hill townhouses.

59. From Mixed Use to Commercial Low

This is the Cockrell property. The Commercial Low designation allows low scale, low intensity retail and service uses which are compatible with adjacent low intensity residential uses. The recommended change is in keeping with nearby existing residential land uses.

60. From residential Medium to Office/Commercial Medium

This change is a technical correction to reflect the appropriate lot line alignment, which was incorrectly drawn in the 1983 Duke Street Study.

61. From Mixed Use to Commercial General

This change reflects the existing use, McDonald's fast food restaurant.

62. From Commercial to Residential Medium

This reflects the recently approved Quaker Village townhouse project.

63. From Residential Medium to Residential Low

This change reflects the existing use of the site, single family residential.

64. From Residential Low to Residential Medium

This site includes a portion of the Colonial Heights townhouses. This change is a technical correction to reflect the appropriate lot line alignment, which was incorrectly shown in the 1983 Duke Street Study.

65. From Recreation and Open Space to Residential Low

Single family homes are contained in this area. The change is in keeping with the existing land use.

66. From Recreation and Open Space to Parks and Open Space

This designation reflects a change in nomenclature rather than use. It is the greenway park land along Fort Williams Parkway.

ZONING RECOMMENDATIONS

Map 14 shows proposed zoning changes for the study area. The majority of recommended changes make existing zoning more in conformance with existing land use patterns. The changes also involve removing residential properties from commercial zoning categories and removing high density office uses from commercial zoning in the area.

Schools, churches and other institutional uses which have residential zoning are not proposed to be rezoned. If those uses ever cease, the use would revert to a residential category which would be compatible with adjacent residential areas.

Many of the proposed changes involve development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended master plan. These recommendations should serve as a guide to the development of new zones by the Zoning Task Force for subsequent enactment by the City Council.

The proposed zoning is shown on Map 15.

1. Rezone C-2 to RC.

The Fort Ward Apartments are on this site. The recommended change would be compatible with this high density use.

2. Rezone from C-2 to R-8.

This parcel is part of the adjacent residential area. The suggested change is a boundary adjustment which would reflect this use.

3. Rezone from R-8 to a zone consistent with the Master Plan Parks and Open Space designations (P).

This is the site of Fort Ward Park. The new zone reflects the existing park use of the site.

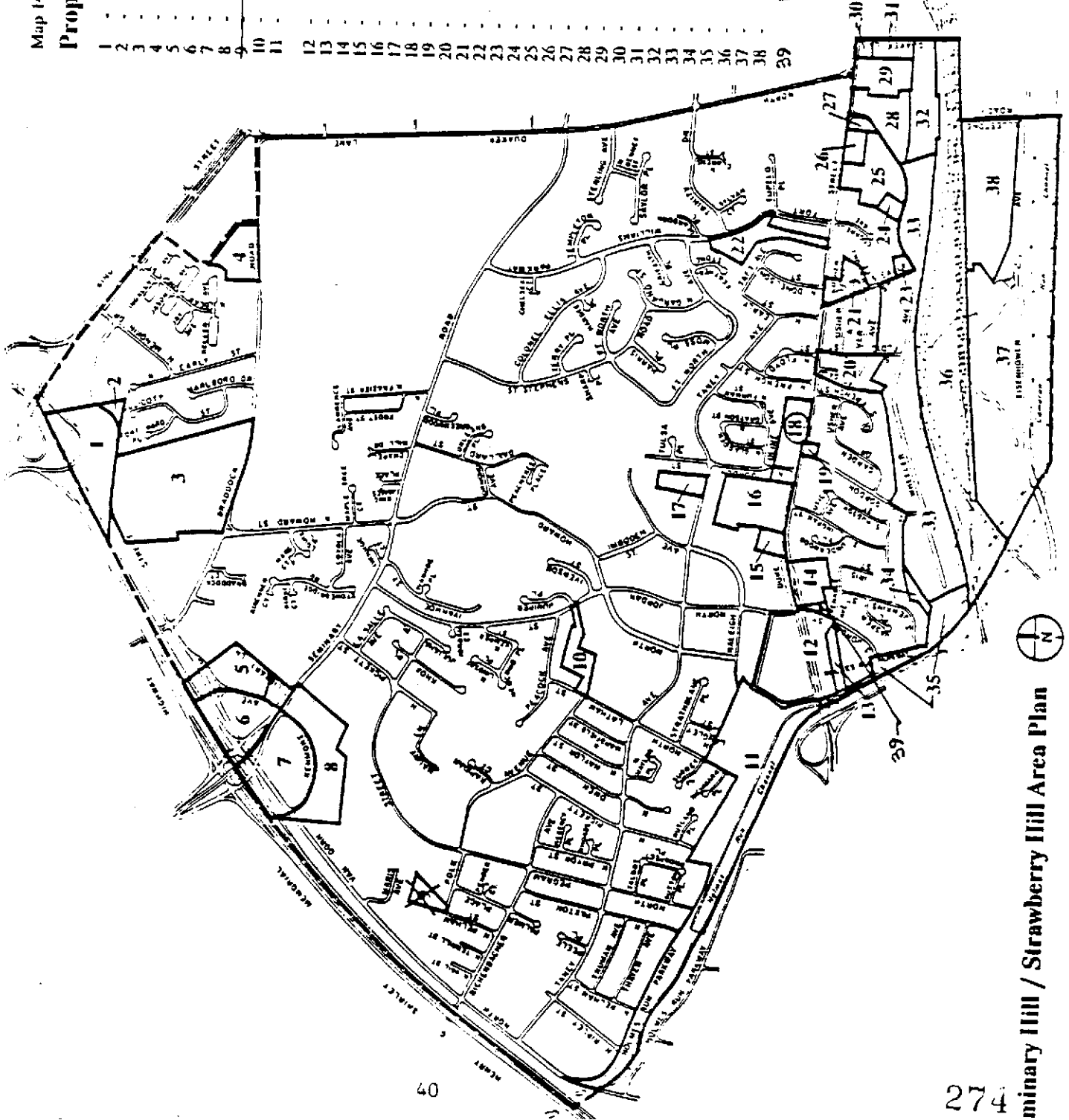
4. Rezone from R-12 to a zone consistent with the Master Plan Parks and Open Space designation (P).

The Minnie Howard Field is located at this site. The zoning change would be consistent with this use.

Map 14

Proposed Zoning Changes

- 1 - From C-2 to RC
- 2 - From R-8 to R-8
- 3 - From R-8 to Zone Consistent with P
- 4 - From R-12 to Zone Consistent with P
- 5 - From C-2 to Zone Consistent with CG
- 6 - From C-2 to Zone Consistent with OCH
- 7 - From C-2 to RC
- 8 - From C-2 to RA
- 9 - From RA to R-20
- 10 - From R-8 and R-12 to Zone Consistent with P
- 11 - From RA, R-5, R-20 and R-8 to Zone Consistent with P
- 12 - From C-2 to Zone Consistent with CG
- 13 - From C-2 to RC
- 14 - From R-2.5 to Zone Consistent with P
- 15 - From C-2 to Zone Consistent with CG
- 16 - From C-2 to RA
- 17 - From RA to Zone Consistent with P
- 18 - From C-2 to Zone Consistent with EG-CL
- 19 - From CO to Zone Consistent with CL
- 20 - From RC to RB
- 21 - From RC to RB
- 22 - From R-12 and R-8 to Zone Consistent with P
- 23 - From I-1 to Zone Consistent with SCL
- 24 - From C-2 to Zone Consistent with SCL
- 25 - From C-2 to RA
- 26 - From C-2 to Zone Consistent with CL
- 27 - From C-2 to Zone Consistent with CG
- 28 - From C-2 to Zone Consistent with I
- 29 - From C-2 to Zone Consistent with P
- 30 - From C-2 to Zone Consistent with CG
- 31 - From C-2 to Zone Consistent with SCL
- 32 - From I-1 to Zone Consistent with I
- 33 - From I-2 to Zone Consistent with I
- 34 - From R-2.5 to Zone Consistent with P
- 35 - From I-1 to Zone Consistent with P
- 36 - From I-1 to Zone Consistent with U/T
- 37 - From I-2 to Zone Consistent with P
- 38 - From CO to Zone Consistent with OCM
- 39 - FROM C-2 TO ZONE CONSISTENT WITH C



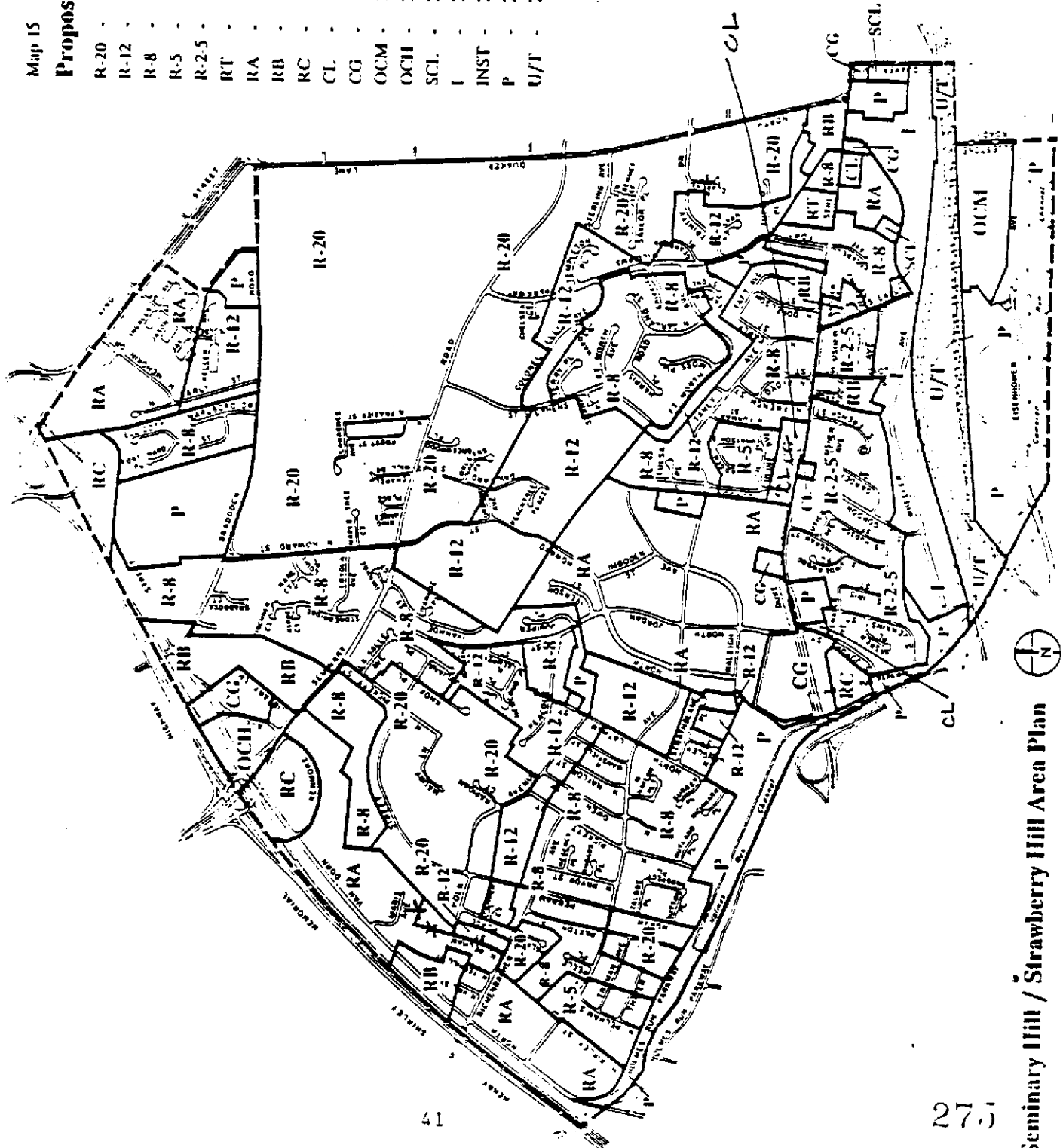
Strawberry Hill / Strawberry Hill Area Plan

P.C. AMENDED 7/10/89

Map 15

Proposed Zoning

- R-20 - Residential Low
- R-12 - Residential Low
- R-8 - Residential Low
- R-5 - Residential Low
- R-2.5 - Residential Low
- RT - Residential Low
- RA - Residential Medium
- RB - Residential Medium
- RC - Residential High
- CL - Zone Consistent with the CL Land Use Designation
- CG - Zone Consistent with the CG Land Use Designation
- OCM - Zone Consistent with the OCM Land Use Designation
- OCH - Zone Consistent with the OCH Land Use Designation
- SCL - Zone Consistent with the SCL Land Use Designation
- I - Zone Consistent with the I Land Use Designation
- INST - Zone Consistent with the INST Land Use Designation
- P - Zone Consistent with the P Land Use Designation
- U/T - Zone Consistent with the U/T Land Use Designation



5. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This is the Seminary Plaza Shopping Center site. Rezoning from C-2 will provide for the existing use or some other low density, low scale commercial use consistent with the proposed commercial general land use designation.

6. Rezone from C-2 to a zone consistent with the Master Plan Office Commercial High designation (OCH).

This is the existing Seminary Plaza Office Building and the Ramada Inn Hotel site. Both of these are high density buildings. The proposed rezoning will provide for the existing use or similar commercial uses consistent with the proposed land use designation.

7. Rezone from C-2 to RC.

This is the Seminary Towers East and West high rise apartments. The recommended rezoning would be compatible with this high density residential use.

8. Rezone from C-2 to RA.

The Seminary Forest Garden Apartments are at this site. This rezoning is recommended to reflect the existing residential use.

- ~~9. Rezone from RA to R-20~~

~~This is a large, steeply graded parcel which contains a single family home. West of the site is the Brookville townhomes. Abutting the site to the east is another single family home on a large parcel zoned R-20. The land use plan calls for BL or for low scale, residential development. Given the grade of the site and the low scale residential character of the area east of this site, it is appropriate to change the zoning to conform to the land use plan. This site should continue to demarcate the transition from townhouse development to single family homes on large lots.~~

10. Rezone from R-8, R-12 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This is the site of Patrick Henry Park. The Proposed rezoning reflects the existing park use.

11. Rezone from RA, R-5, R-20, R-8 to a zone consistent with the Master Plan Parks and Open Space designation (P).

Brook Valley Park and Holmes Run Greenway are located in this area. The proposed rezoning is consistent with the existing use.

12. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This is the Shops of Foxchase site and the commercial properties bracketing the 4600 Duke Street Apartments. This location is recommended for a general commercial use in the land use plan. Rezoning to a zone consistent with the commercial general land use designation will allow the existing use or a commercial use of similar density and scale but will preclude large scale office development.

13. Rezone from C-2 to RC.

This is the 4600 Duke Street high rise condominium apartments. The recommended rezoning would be compatible with this high density residential use.

14. Rezone from R-2-5 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This park area, Ewald Park, is recommended for rezoning to Parks and Open Space to reflect the existing use.

15. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This site is currently developed with several low scale retail and service uses: Pier 1, Blockbuster Video and Georgetown Carpet. It is recommended for commercial general use in the proposed land use plan. Rezoning from C-2 will provide for the existing use or some other low density, low scale use consistent with the proposed land use designation.

16. Rezone from C-2 to RA.

This is the Hunter's Run Apartments. Currently zoned for high density commercial use, it is designated as residential medium in the proposed land use plan. The recommended rezoning to RA is consistent with the existing use and is a more appropriate form of zoning at this location.

17. Rezone from RA residential medium to Park (P)

This is Taney Avenue Park; the rezoning reflects the existing land use

18. Rezone from C-2 to a zone consistent with the Master Plan Commercial Low General designation ~~(CG)~~ (CL)

This area contains a variety of low scale service and retail uses, including a couple of restaurants, a gas station, an appliance store and the former Holly Farms/Safeway store site. In addition, the Northern Virginia Law School is located here. Rezoning to a zone consistent with the Commercial General land use category, as recommended in the land use plan, will allow for the existing uses or some other low scale, low density use and will prevent development of an office center which would not be appropriate at this location.

19. Rezone from CO to a zone consistent with the Master Plan Commercial Low designation

This is the site of the Pullman Insurance Company office. This designation allows for the continued use of the site for low density commercial activity compatible with the adjacent residential areas.

20. Rezone from RC residential high to RB residential medium

This is the Cameron Knolls townhouse project; the change reflects the existing land use which is medium density residential townhouses.

21. Rezone from RC residential high to RB residential medium

This is the Society Hill townhouse project; the change reflects existing land use which is medium density residential townhouses.

22. Rezone from R-12, R-8 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This area, Fort Williams Park, is recommended for rezoning to Parks and Open Space to reflect the existing park use

23. From I-1 to a zone consistent with the Master Plan Service Commercial Low designation (SCL)

This site is located at the northeast corner of S. Early Street and Wheeler Avenue and contains two single family detached units. The SCL designation would allow the existing residential uses to continue but would restrict redevelopment to light commercial uses or medium density residential uses. The existing industrial zoning would not permit residential or would allow industrial development not compatible with nearby residential areas

24. Rezone from C-2 to a zone consistent with the Master Plan Service Commercial Low designation (SCL).

This is the site of the Spicer Upholstery Company and American Management Systems, Inc.. The Service Commercial Low designation would allow low density service and commercial uses, light industry and warehouse activities compatible with the existing use of the site and adjacent residential uses

25. Rezone from C-2 to RA.

This is the Normandy Hill Apartments. Currently zoned for high density commercial use, it is designated as residential medium in the proposed land use plan. The recommended rezoning to RA is consistent with the existing use. This change will prevent the spread of commercial development to the west along Duke Street and will help to preserve the residential nature of this part of Duke Street.

26. Rezone from C-2 to a zone consistent with the Master Plan Commercial Low designation (CL).

This is the FADCO site. The Commercial Low designation will allow for low scale, low density service and retail uses which are compatible with existing adjacent low intensity residential uses.

27. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This is the site of McDonald's fast food restaurant. The Commercial General designation will allow for the existing use or some other low scale, low density commercial use.

28. Rezone from C-2 to a zone consistent with the Master Plan Industrial designation

This parcel is part of the City's Vehicle Maintenance Facility. This rezoning is recommended to leave the property in the zoning category appropriate to Wheeler Avenue.

29. Rezone from C-2 to a zone consistent with the Master Plan Parks and Open Space designation (P).

Luckett Field is located at this site. The parcel is recommended for park use in the Proposed land use plan, the suggested rezoning reflects this existing use.

30. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

Wendy's fast food restaurant is located on this site. The Commercial General designation, which is recommended for this site in the proposed land use plan, will allow for the existing use or some other low scale, low density commercial use.

31. Rezone from C-2 to a zone consistent with the Master Plan Service Commercial Low designation (SCL).

This is the converted former Stonewall Jackson school/office building. Currently zoned for high density commercial use, it is recommended for low density service commercial development in the proposed land use plan. The suggested rezoning to SCL is consistent with this recommendation and with the existing use.

32. Rezone from I-1 to a zone consistent with the Master Plan Industrial designation

The area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and limited access to this area. Moreover, this is not one of the areas in the City which has been designated as a site appropriate for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with heights and densities more consistent with industrial uses.

33. Rezone from I-2 to a zone consistent with the Master Plan Industrial designation (I).

This area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and the limited access to this area. Moreover, this is not one of the areas in the City which has been designated as an appropriate site for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with decreased height and density more consistent with industrial uses.

34. From R-2-5 to a zone consistent with the Master Plan Parks and Open Space designation (P)

This is Tarleton Park and should be zoned consistent with its use

35. Rezone from I-1 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This site is also part of Tarleton Park; the recommended rezoning reflects this existing use

36. Rezone from I-2 to a zone consistent with the Master Plan Utility/Transportation designation (U).

This area contains the R.F.& P. and C.S.X. rail lines. It has been designated as a utility use in the proposed land use plan, and the recommended zoning change is consistent with this.

37. Rezone from I-2 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This is part of the Cameron Run Regional Park; the proposed zoning change reflects this use.

38. Rezone from CO to a zone consistent with the Master Plan Office Commercial Medium designation (OCM).

This is the site of the proposed Radnor project. With an F.A.R. of 1, the density of this development is similar to those in the proposed Office Commercial Medium category. Given the relatively poor access to this site, medium density is more appropriate than high density development. The recommended change is consistent with these factors.

HEIGHT RECOMMENDATIONS

Map 16 shows the existing height limits. Map 17 shows proposed changes to heights and Map 18 shows proposed heights for the area. Generally, heights have been lowered in the commercial and industrial zones to be consistent with the types of low scale commercial and industrial uses recommended for these areas.

Map 16

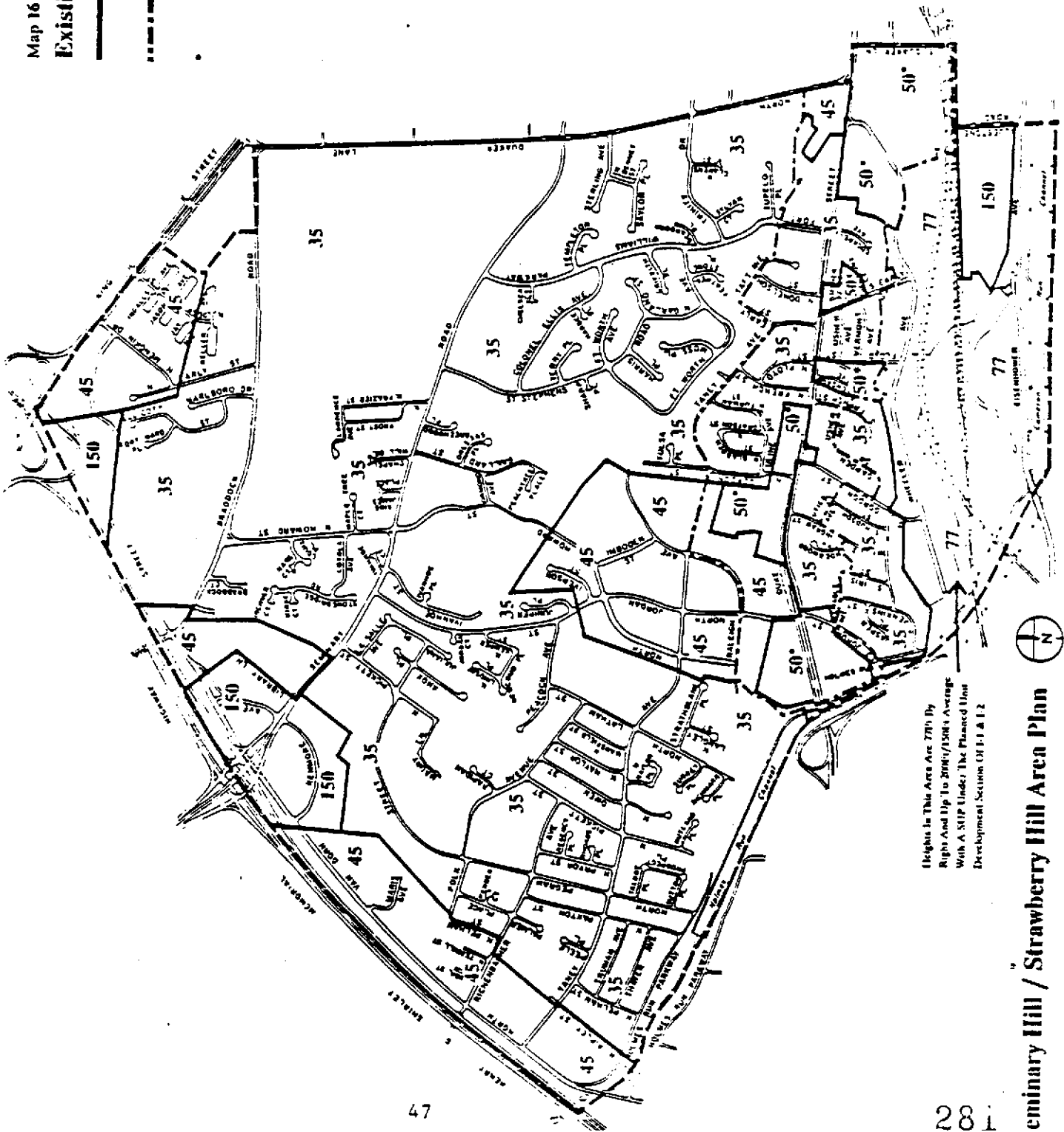
Existing Height Limits

— Zone Line

- - - Height District Line

• 50 Feet/77 Feet Allowed With A Special Use Permit

Height Is Limited By Zone Or By Height District, Whichever Is More Restrictive



Heights in This Area Are 770' By Right And Up To 2000'/1500' Average With A SUP Under The Planned Unit Development Section Of L.U.A. 12

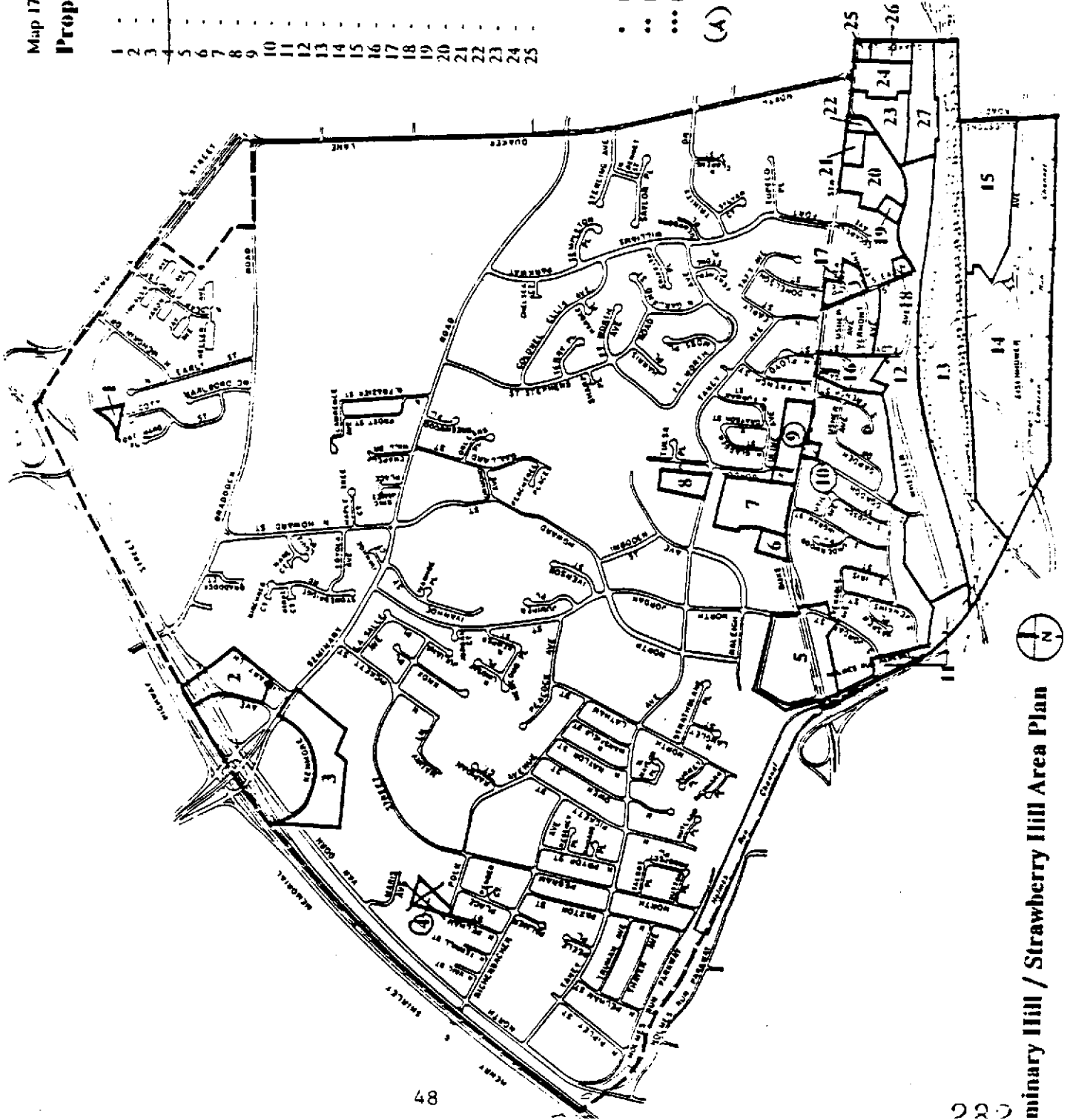


Proposed Height Changes

- 1 - From 35 to 45
- 2 - From 77 to 45
- 3 - From 150 to 45
- 4 - From 50 to 35
- 5 - From 50 to 45
- 6 - From 77 to 50
- 7 - From 77 to 50
- 8 - From 45 to 35
- 9 - From 50 to 50
- 10 - From 50 to 50 (A)
- 11 - From 77 to 35
- 12 - From 77 to 50
- 13 - From 77 to 50
- 14 - From 77 to 35
- 15 - From 150 to 77
- 16 - From 50 to 45
- 17 - From 77 to 50
- 18 - From 50 to 50
- 19 - From 50 to 45
- 20 - From 50 to 35
- 21 - From 50 to 50
- 22 - From 50 to 35
- 23 - From 50 to 50
- 24 - From 50 to 50
- 25 - From 77 to 50

- Up To 77 With SUP
- Up To 45' With SUP
- Up To 200' With SUP

(A) P.C. REMOVED S.O.P. HEIGHT ADDITION UP TO 45 FEET FROM THIS PROPERTY

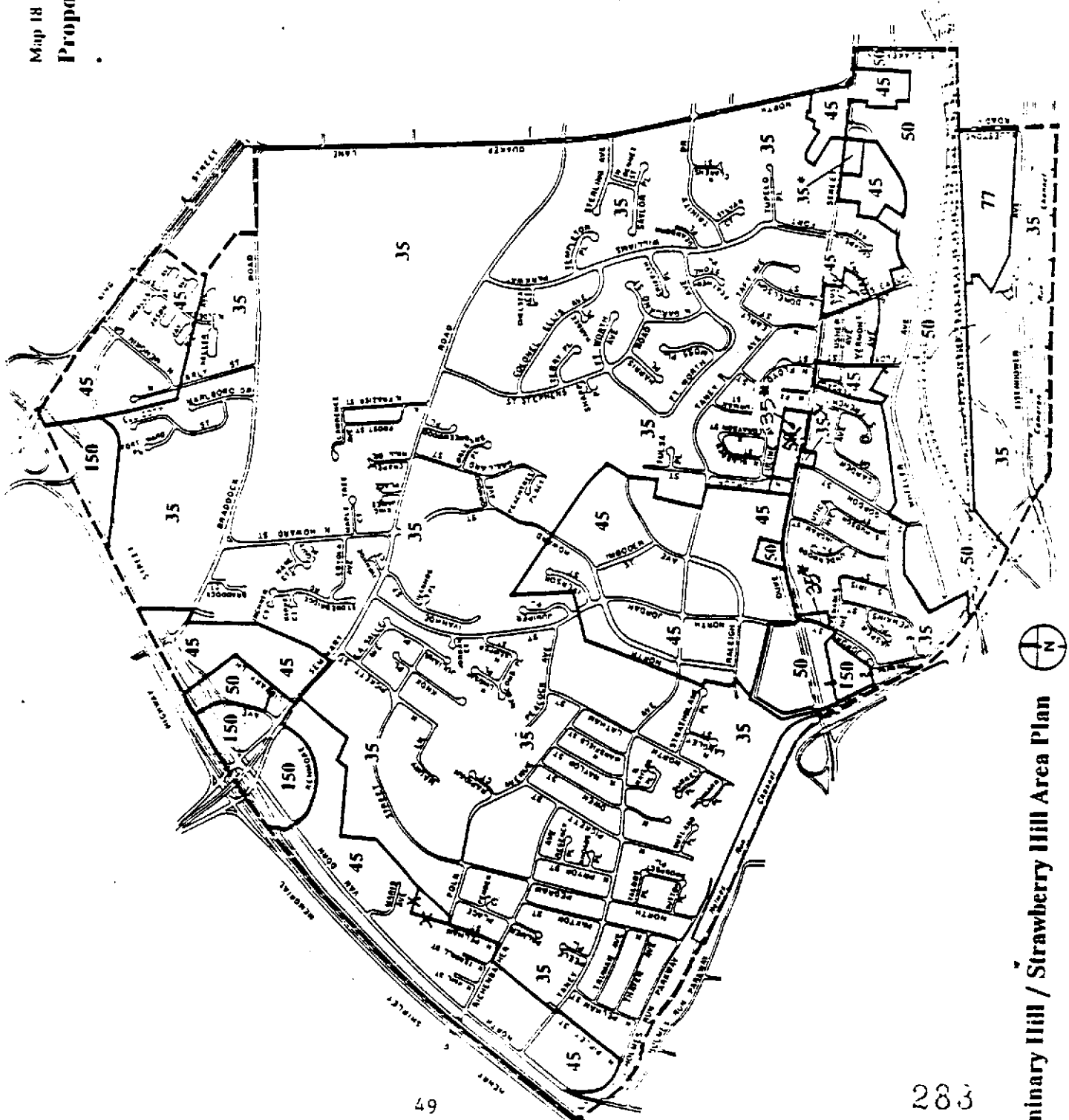


Primary Hill / Strawberry Hill Area Plan

Map 18

Proposed Height Limits

45 Feet With A Special Use Permit



TRANSPORTATION RECOMMENDATIONS

1. Delete from the Major Thoroughfare Plan the proposed road from Seminary to Braddock.
2. Add to the Major Thoroughfare Plan Eisenhower Avenue as an arterial.
- ~~3. Refer to staff to conduct a study, to determine the impacts of:
 - a. redesignating S. Gordon Street as a local street
 - b. removing or changing the signalization at S. Gordon.
 - c. closing S. Gordon Street
 - d. closing S. Gordon Street, S. Early Street and S. Floyd Street at Wheeler Avenue~~
4. Change the land use map converting unneeded right-of-way along Taney Avenue and between Raleigh and N. Gordon to park; zone the converted right-of-way to park.

RESOLUTION
NO. MP-89-6

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

WHEREAS, the Department of Planning and Community Development, as directed by City Council, has prepared the Taylor Run/Duke Street Small Area Plan for adoption as an amendment to the 1974 Consolidated Master Plan of the City of Alexandria, Virginia, as amended; and

WHEREAS, a duly advertised public hearing on said small area plan was held on the 21st day of March, 1989 with all public testimony and written comment considered; and

WHEREAS, the Commission finds that:

1. The Department of Planning and Community Development has made comprehensive surveys and studies of the existing conditions, trends of future developments and probable future requirements of the City as a whole and of the geographical division of the City within said small area plan which the Commission ratifies and adopts; and
2. The said Plan should be amended as shown in the Taylor Run/Duke Street Small Area Plan as revised by the Planning Commission March 21, 1989; and
3. The said plan is necessary or desirable to guide and accomplish a coordinated, adjusted and harmonious development of the City and the geographical division thereof encompassed within said small area plan; and
4. The said small area plan shows the Commission's long range recommendations for the general development of the geographical division of the City encompassed therein; and
5. The said small area plan is generally consistent with the newly adopted Master Plan goals and objectives for the City for preserving neighborhoods and for directing economic growth to appropriate locations for the general welfare of the citizens of the City; and
6. Based on the foregoing findings and all other facts and circumstances of which the Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the Taylor Run/Duke Street Small Area Plan will, in accordance with present and probable future needs and resources,

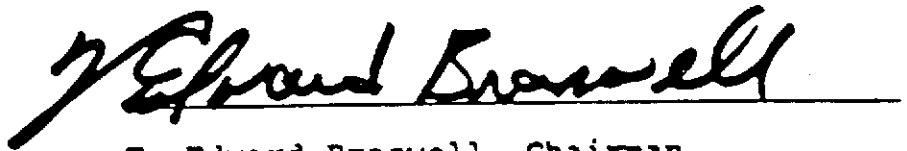
best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

1. The Taylor Run/Duke Street Small Area Plan, comprised of the maps, plats, charts and descriptive matter attached hereto and incorporated by reference, is hereby adopted in its entirety as an amendment to the 1974 Consolidated Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia; such Small Area Plan to supercede all text and references to the geographic division of the City known as the Taylor Run/Duke Street Area as may be contained in the 1974 Consolidated Master Plan.

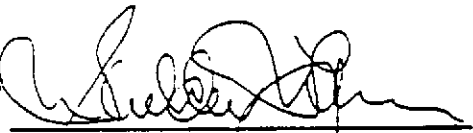
2. This resolution shall be signed by the Chairman of the Commission and attested by its secretary, and a true copy of this resolution accompanied by the Taylor Run/Duke Street Small Area Plan be forwarded and certified to the City Council.

ADOPTED THE 21ST DAY OF MARCH, 1989.



T. Edward Braswell, Chairman

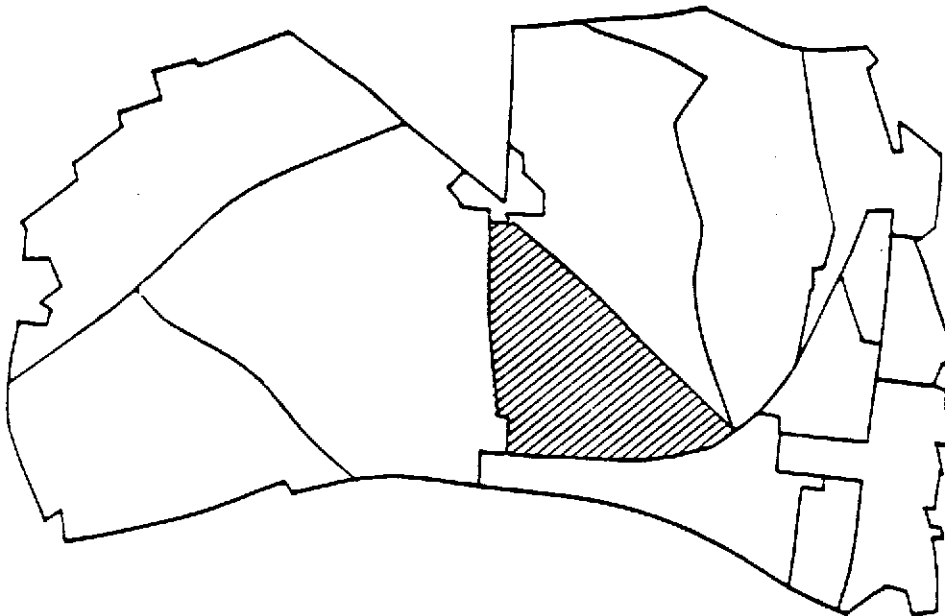
ATTEST:



Sheldon Lynn, Secretary

TAYLOR RUN/DUKE STREET

SMALL AREA PLAN



NOVEMBER 1988

AS REVISED BY PLANNING COMMISSION MARCH 21, 1989

Department of Planning and Community Development
City of Alexandria, Virginia

TAYLOR RUN/DUKE STREET

SMALL AREA PLAN

Department of Planning and Community Development
City of Alexandria, Virginia

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PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1983 Duke Street Study and the 1974 Master Plan and to incorporate a new 1988 Taylor Run/Duke Street Plan into the City's new Master Plan. This plan will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and other programs in the Taylor Run/Duke Street area.

ORGANIZATION AND CONTENTS

The Taylor Run/Duke Street Plan is organized into two sections: Background and Issues and Plan Recommendations. The first section reviews and analyses existing conditions and trends in the study area including physical description, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies including adopted plans, rezonings, resolutions and capital improvement programs. Based on this analysis, this section identifies issues which need to be addressed in the plan for the area.

The second section lists goals, objectives and specific recommendations on land use, zoning, transportation and urban design.

PLANNING PROCESS

This plan has been developed in consultation with citizens, property owners, and community and business groups and includes the review of existing conditions and trends in the Taylor Run/Duke Street area, the identification of issues, the review of the 1983 and 1974 plans of the area and the review of plan recommendations.

BACKGROUND AND ISSUES

DESCRIPTION OF THE AREA

The Taylor Run/Duke Street area is located primarily in Planning District II, in the central part of the City, except for a strip south of Duke Street extending from Quaker Lane to the railroad tracks, which is in Planning District I. The area is delineated by King Street on the east, Callahan Drive on the southeast, the RF&P main line/Metrorail tracks on the south and Quaker Lane to the west.

The Taylor Run/Duke Street area (Map 1) consists of a 545 acre area which extends north-south from the King/Quaker/Braddock intersection at the north to Callahan Drive and the main line railroad tracks at the south.

The triangular area is formed by two major east-west streets, and the railroad tracks. King Street, defining the eastern boundary of the area from Braddock Road to Callahan Drive is fronted by single family detached homes. Quaker Lane, forming the western boundary, is also characterized by single family development. The southern boundary is formed by the mainline railroad tracks.

Topographically, most of the Taylor Run/Duke Street area is located on a hill which descends towards the Cameron Run Valley north to south. One of the most important natural features is Taylor Run which starts near the Chinquapin Recreation Center and drains toward Duke Street between Taylor Run Parkway.

On the slope of the hill the Taylor Run/Duke Street area is primarily residential and is distinguished by winding, tree shaded streets and widely spaced single family homes. Towards the bottom of the hill at Duke Street is a concentration of medium and higher density residential uses and low scaled office and commercial retail uses. Industrial uses are located south of Duke Street along Colvin, Longview and Dove Street.

Major institutional uses which distinguish the Taylor Run/ Duke area include the George Washington National Masonic Memorial, built between 1922 and 1932, located in the southeastern corner of the study area and Chinquapin Park and Recreation Center located in the northwest portion of the study area.

DEMOGRAPHICS

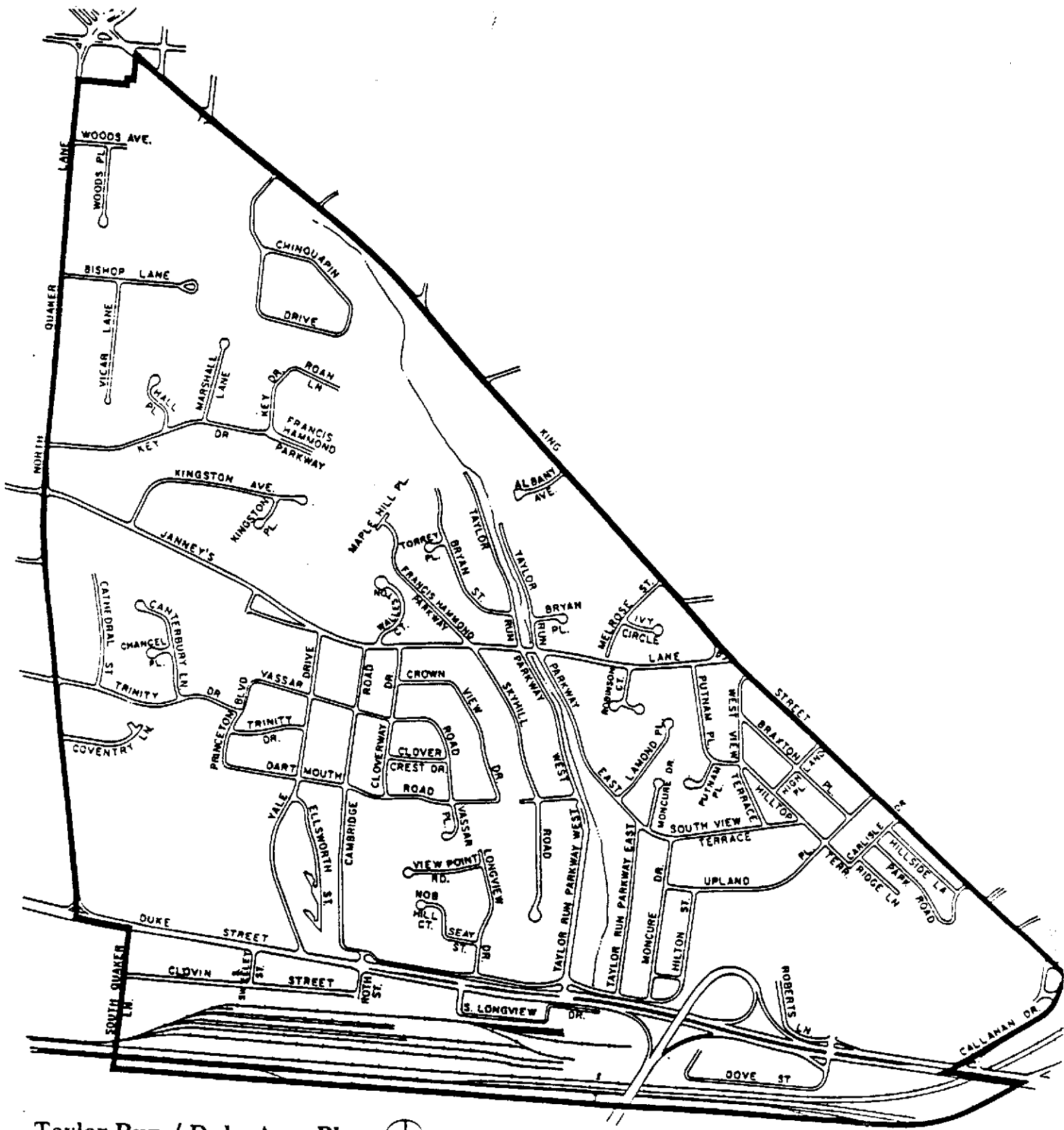
Population

The population of the Taylor Run/Duke Street study area has been decreasing steadily since 1970 but is expected to stabilize at its current level. The 1985 estimated population of the area was 4,697, down 29% from the 1970 US Census estimate and down 12% from the 1980 US Census estimate.

The decrease in population from 1980 to 1988 is attributable in large measure to the closing of Cameron Homes. The decline from 1970 to 1980 is a function of an ongoing national trend toward a decrease in average household size, a trend which is definitely present in Alexandria. From 1970 to 1980, average household size in the Taylor Run/Duke Street area went from 3.04 persons per household to 2.52; this decreased further to 2.14 by 1985.

With no major residential development except for small, in-fill single family construction, the Taylor Run/Duke Street area has remained a stable community.

Map 1
1988 Study Area



Taylor Run / Duke Area Plan



Employment

An estimated 3,117 people worked at locations within the Taylor Run/Duke Street area in 1985.

SUMMARY - DEMOGRAPHICS

- o Over the last ten to fifteen years, the Taylor Run/Duke Street study has experienced a decline in population due to a national trend toward declining household size and the recent closing of the Cameron Valley Homes public housing project.

EXISTING LAND USE

The Taylor Run/Duke Street study area (excluding street and alley right-of-ways) includes approximately 545 acres of land, with a mix of residential, commercial, industrial, institutional, open space and recreational uses. The predominant land use in the area is residential (Table 1). Generally, the area north of Duke Street is residential, with some institutional and recreational uses scattered throughout it. Duke Street and the block immediately south of it are commercial, while the area adjacent to the train tracks at the southern boundary is industrial (See Map 2).

Residential Land Use

About 63.4% of the total land area (345.8 acres) in the Taylor Run/Duke Street area is devoted to residential use. Single family detached homes are the predominant form of housing, with some townhouse and garden apartments and one high rise apartment complex, the Carydale apartments, near Duke Street. There were an estimated 2,280 dwelling units in the Taylor Run/ Duke Street area in 1985.

TABLE 1
Existing Land Use
Taylor Run/Duke Street

<u>Land Use</u>	<u>Sq. Ft.</u>	<u>Acres</u>	<u>% of Total</u>
Residential	15,065,743	345.8	63.4
Commercial	894,892	20.6	3.8
Industrial	2,299,951	52.8	9.7
Institutional	3,097,437	71.1	13.1
Open Space/Recreation	1,540,722	35.4	6.5
Vacant	767,041	17.6	3.2
Common Areas	84,787	1.9	0.3
Total		545.0	100.0

Map 2

Existing Land Use

- RL Residential Low
- RM Residential Medium
- RH Residential High
- INST Institutional
- C Commercial
- I Industrial
- R Recreation And Open Space



Taylor Run / Duke Area Plan



Commercial Land Use

Commercial land uses account for about 3.8% (20.6 acres) of the total land use in the study area. Duke Street, between Quaker Lane and Telegraph Road, is the location of the commercial activity in the Taylor Run/Duke Street area. The commercial uses are service and convenience oriented and include medical offices, restaurants, fast food establishments, gas stations and, most notably, a Hechinger's Hardware Store.

From Telegraph Road to Taylor Run Parkway West, commercial activities on the north side of Duke Street are located at the ends of residential streets. The commercial buildings are single story, low density in character and house service firms such as a security firm, a pest control company and a housing accessories firm. Access to these establishments is from a service road parallel to Duke Street and from Taylor Run Parkway East rather than directly from Duke Street.

On the north side of Duke Street, from Taylor Run Parkway West to Cambridge Road, next to the Carydale East apartments, is a branch office of Sovran Bank and the recently built Alexandria Medical and Professional Plaza two story townhouse office project.

On the other side of Cambridge Road is a 7-11 store, which is set back from Duke Street. It is accessible from both Duke Street and Cambridge Road.

From Yale Drive to South Quaker Lane is the Cameron Valley/Hechinger Commons project and the Quaker Lane Professional Offices. The existing Hechinger's Store will be demolished as part of the Hechinger's Commons project; a new Hechinger's will be built as part of a 167,000 square foot commercial center. The Quaker Lane Professional Offices are two story, townhouse offices located near the intersection of Duke and Quaker Lane.

The commercial/retail development on the south side of Duke Street is characterized by a diversity of small scaled, auto oriented convenience retail services arrayed along the street. This development pattern reflects the fragmented ownership along Duke Street between Quaker Lane and Telegraph Road where there are 43 different property owners.

The mix of retail services along the south side of Duke Street from Quaker Lane to Sweeley Street include fast food outlets, dry cleaners, office furniture sales, a florist, rug companies, a restaurant, service stations, an insurance office and sign company.

From Sweeley Street to Roth Street there is a dry cleaner, a fabric store, an auto repair facility, two fast food restaurants, a woodworking shop and a restaurant.

From Roth Street to South Longview Drive retail services include a travel agency, a clothing goods warehouse, an upholstery firm, a carpet cleaning company, violin shop and auto repair firm. A Jiffy Lube outlet is under construction.

Most of the commercial buildings along the south side of Duke Street are close to the street with little setback and only token parking in front of the stores. This condition reflects the widening of Duke Street during the early 1980's. Some of the businesses also have access and parking to the rear from Colvin Street.

Industrial Land Use

Industrial uses cover 9.7% (52.8 acres) of the total land area and are concentrated between Colvin Street and the main line railroad tracks west of Telegraph Road and in the Dove Street area between Duke Street and the main line east of Telegraph Road.

The most significant industrial property (about 30 acres) is the Fruit Growers Express Company site located at the southern edge of the study area, along the south side of Colvin Street and stretching from South Quaker Lane on the west to the Telegraph Road interchange on the east. Owned by the C.S.X. railroad, the site housed its refrigeration car maintenance facility. At the time of its closing in 1985, there were multi storage and switching tracks, three long quonset style sheds, two concrete cinder block buildings and three wooden structures and some 47 construction workers and 50 office personnel at the site.

Along Colvin Street the buildings are primarily single story or two story industrial structures which contain a variety of manufacturing, light industrial and heavy commercial uses. These uses include contracting, building supplies, auto repair and towing, motor repairs, printing, flag production, wrecking, roofing and refrigeration.

On the west side of the Telegraph Road interchange along the south side of Duke Street there is a metal fabrication company which services and repairs trucks and other heavy vehicles.

East of the Telegraph Road interchange along Dove Street are warehouse buildings containing plumbing, heating supply, furniture, foreign auto repair business and the US Postal Maintenance Facility. A seven story warehouse facility is under construction along Dove Street near Telegraph Road.

Access to these uses is from Dove Street which intersects with Duke Street, turns towards the west paralleling the railroad tracks and then ends at a cul-de sac near Telegraph Road.

Other Land Use

The Taylor Run/Duke Street area has several major park and recreational facilities, as well as a number of institutional uses. The 35.4 acre Chinquapin Park and Recreation Center and Forest Park are in the area. Chinquapin Park and Recreation Center contains 3 football/soccer fields, 6 tennis courts, a basketball court and a swimming pool, as well as indoor activities at the recreation center. Forest Park is a wooded nature preserve and has hiking and bicycle trails. These two parks account for about 6.5% of the land in the study area.

Institutional uses cover about 13.1% (71.1 acres) of the land in the study area and include Fire Station No. 7, the Douglas Mac Arthur Elementary School, T.C. Williams High School, Bishop Ireton High School, several churches and the George Washington National Masonic Memorial. T.C. Williams High School, a two to three story red brick modern building, is the City's public high school, with an enrollment of 2250 in grades 10-12. Included on the school's campus are a planetarium, a 1300 seat auditorium, a music wing and a career center housing a

print shop, auto repair shop and culinary school. In addition, its athletic

print shop, auto repair shop and culinary school. In addition, its athletic facilities include a football stadium and track, a boathouse on the Potomac River, an adjacent swimming facility at Chinquapin Recreation Center and two gymnasiums.

In addition, the water company has its reservoir located in the area and the City vehicle maintenance shops are in the southwest corner of the study area.

Vacant Land

About 3.2% (17.6 acres) of the land in the study area is vacant. Mostly this includes the former ARHA property at the Cameron Valley project site which is now under construction for the Quaker Village and Hechinger Commons projects.

SUMMARY --LAND USE

- o Land use within the Taylor Run/Duke Street area is predominantly residential, with commercial uses focused on Duke Street and industrial uses focused on Colvin and Dove Streets, to the south of Duke Street.
- o There are no large parcels of vacant land in the study area; there is a large site (Fruit Growers Express) which could be redeveloped.

EXISTING ZONING

Zoning in the Taylor Run/Duke Street area essentially reflects the land use pattern, with residential being the predominant category. About 85% of the land (465 acres) is zoned for residential development, with industrial and commercial zoning accounting respectively for about 11% and 4% of the remaining land area. Industrial zoning is located at the southern boundary of the study area, between the railroad tracks and Duke Street. Commercial zoning is located along Duke Street (See Map 3).

TABLE 2
Existing Zoning
Taylor Run/Duke Street

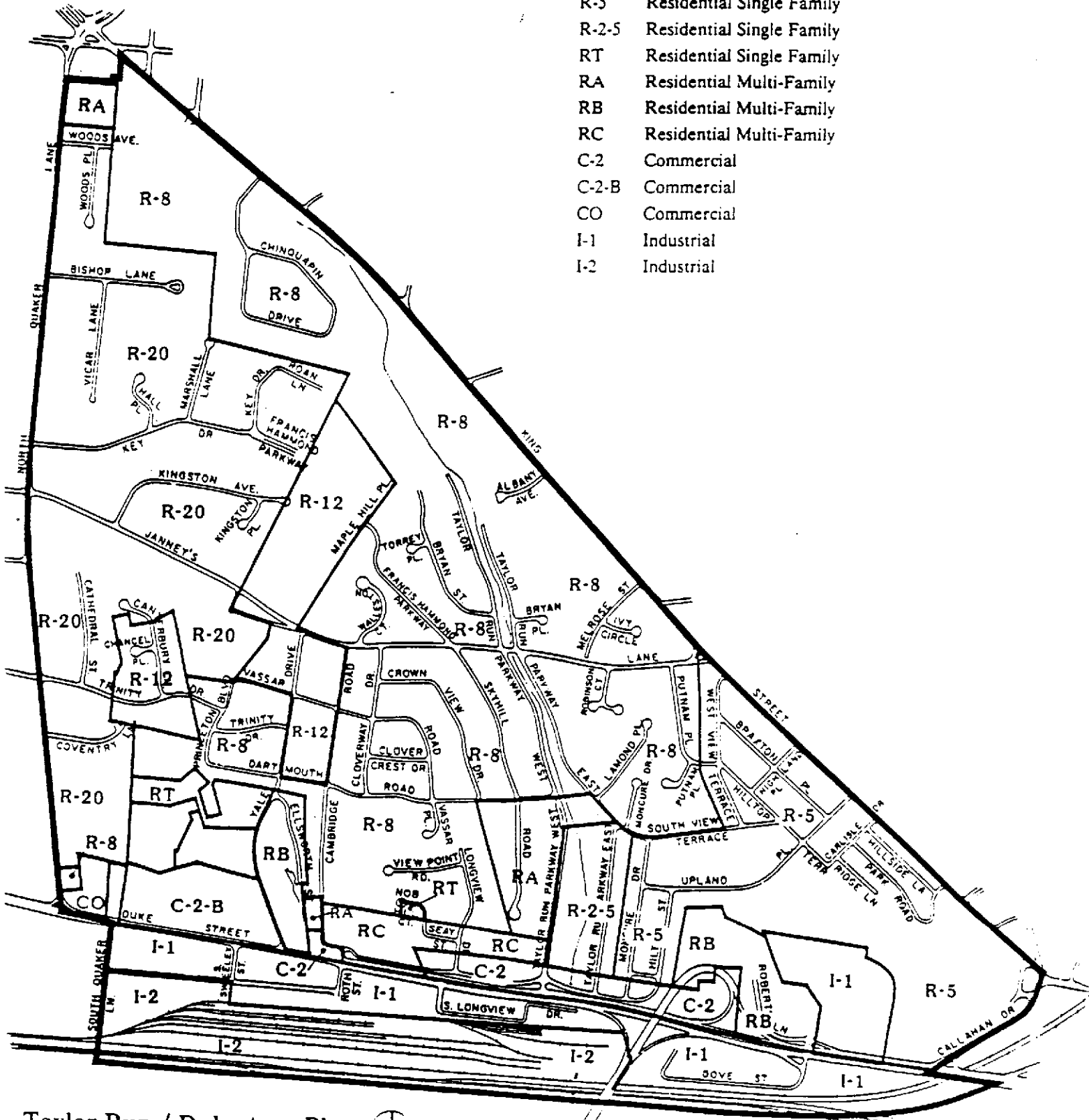
	<u>Acres</u>	<u>% of Total</u>
Industrial	20	4
Commercial	60	11
Residential	<u>465</u>	<u>85</u>
Total	545	100

Residential Zoning

The residential zoning in the area varies widely, containing every residential category except RD, but the predominant categories are R-8 and R-20.

Existing Zoning

- R-20 Residential Single Family
- R-12 Residential Single Family
- R-8 Residential Single Family
- R-5 Residential Single Family
- R-2-5 Residential Single Family
- RT Residential Single Family
- RA Residential Multi-Family
- RB Residential Multi-Family
- RC Residential Multi-Family
- C-2 Commercial
- C-2-B Commercial
- CO Commercial
- I-1 Industrial
- I-2 Industrial



The R-8 zoning category, which allows a maximum of 5.45 dwelling units per acre, is found along King Street, west to Maple Hill Place and Cambridge Road and south to below Dartmouth Road. It constitutes roughly 32% of the zoning in the Taylor Run/Duke Street area.

The R-20 zoning category, which allows a maximum of 2.18 dwelling units per acre, is found primarily along North Quaker Lane and constitutes about 28% of the zoning in the Taylor Run/Duke Street area.

The area north of Duke Street contains the RB, RT and RC categories, which allow multi-family dwellings and higher densities.

Commercial Zoning

Commercial zoning in the Taylor Run/Duke Street area is primarily C-2-B, with some C-2 and one parcel of CO. The C-2-B zone allows office, retail and service uses at a density of 3.0 F.A.R. and heights of up to 150 feet. The C-2-B zone is located on Duke Street between South Quaker Lane and Yale Drive, where the Cameron Valley project will be built.

The C-2 zone is located north of Duke Street, from roughly Longview Drive to the eastern edge of the Telegraph Road interchange, and at the Duke Street and Cambridge Road intersection. The C-2 zone allows office, retail, service and residential uses at a density of 3.0 F.A.R. and at heights of up to 150 feet.

The CO zone is located along Duke Street between North Quaker Lane and South Quaker Lane. The CO zone allows all office, retail and service uses, as well as residential uses, at a density of 2.0 F.A.R. for commercial uses and 0.74 F.A.R. for residential uses and at heights of up to 150 feet. For planned developments which are only residential, a maximum of 27.23 dwelling units per acre may be built, while for mixed use planned developments there may be as high as 130 dwelling units per acre.

There is a proffer on this property which stipulates that the property be developed for commercial office purposes with a building that has two levels facing to the north and three levels facing to the south, to be built of a red brick compatible with the neighborhood; and that the F.A.R. of the building is not to exceed 0.70.

Industrial Zoning

The industrial zoning in the study area is split between the I-1 and I-2 categories. The I-1 category extends along the entire south side of Duke Street from South Quaker Lane to the southeastern corner of the study area. The I-1 zone allows non-noxious industrial activities, including light manufacturing, storage, warehousing and distribution, and most commercial uses, including office, retail and service uses. In addition, under a Planned Unit Development provision, residential uses are also allowed. Densities and heights permitted are a 2.5 F.A.R. and 77 feet by right or a 5.0 F.A.R. and heights of up to 200 feet (not to exceed 150 feet average) with a P.U.D..

Currently, there is approximately 1,138,167 square feet of land zoned I-1 in the study area. Were this to be built to the maximum theoretically allowed under the I-1 zone, a total of 5,690,835 square feet could be built.

The I-2 zone is at the southern boundary of the study area, encompassing the Fruit Growers Express Company property. The I-2 zoning category allows certain heavy industrial uses and all I-1 industrial/planned unit development zone uses. It has a lower density at 3.0 F.A.R. and 77 feet by right or up to 200 feet with a planned unit development special use permit.

Currently there is approximately 1,484,808 square feet of land zoned I-2 in the study area. Were this to be built to the maximum theoretically allowed under the I-2 zone, a total of 4,454,424 square feet could be built.

In effect, the roughly 60.2 acres of industrially zoned land in the study area could yield a total of 10,145,259 square feet of office development if fully developed to the maximum currently allowed by right. Existing development does not begin to approach those levels.

SUMMARY - ZONING

- o Zoning in the Taylor Run/Duke Street area is predominantly low density residential.
- o Non-residential zoning has more industrial than commercial land. Most of the industrially zoned land is located south of Duke Street, while most of the commercially zoned land is along the north side of Duke Street.
- o Almost all commercially and industrially zoned land allows high density office development although current land uses are predominantly low-scale commercial uses.

ECONOMIC ACTIVITY AND TRENDS

The economic activity in the Taylor Run/Duke Street area has been a mixture of public and private sector investment. The majority of residential development has been one and two single family homes on in-fill lots, with the exception of 3 small, single family housing subdivisions, two at Maple Hill Place along Francis Hammond Parkway and one along Coventry Lane off of North Quaker Lane. In addition, there have been small, multi-family residential projects constructed; the Fort Ellsworth Homes apartments and the Shooters Hill townhouse condominiums.

There have also been a variety of in-fill commercial and industrial structures such as the Barrow Construction Company administrative offices, a pet hotel, a furniture store and a construction supplies warehouse. (See Map 4.)

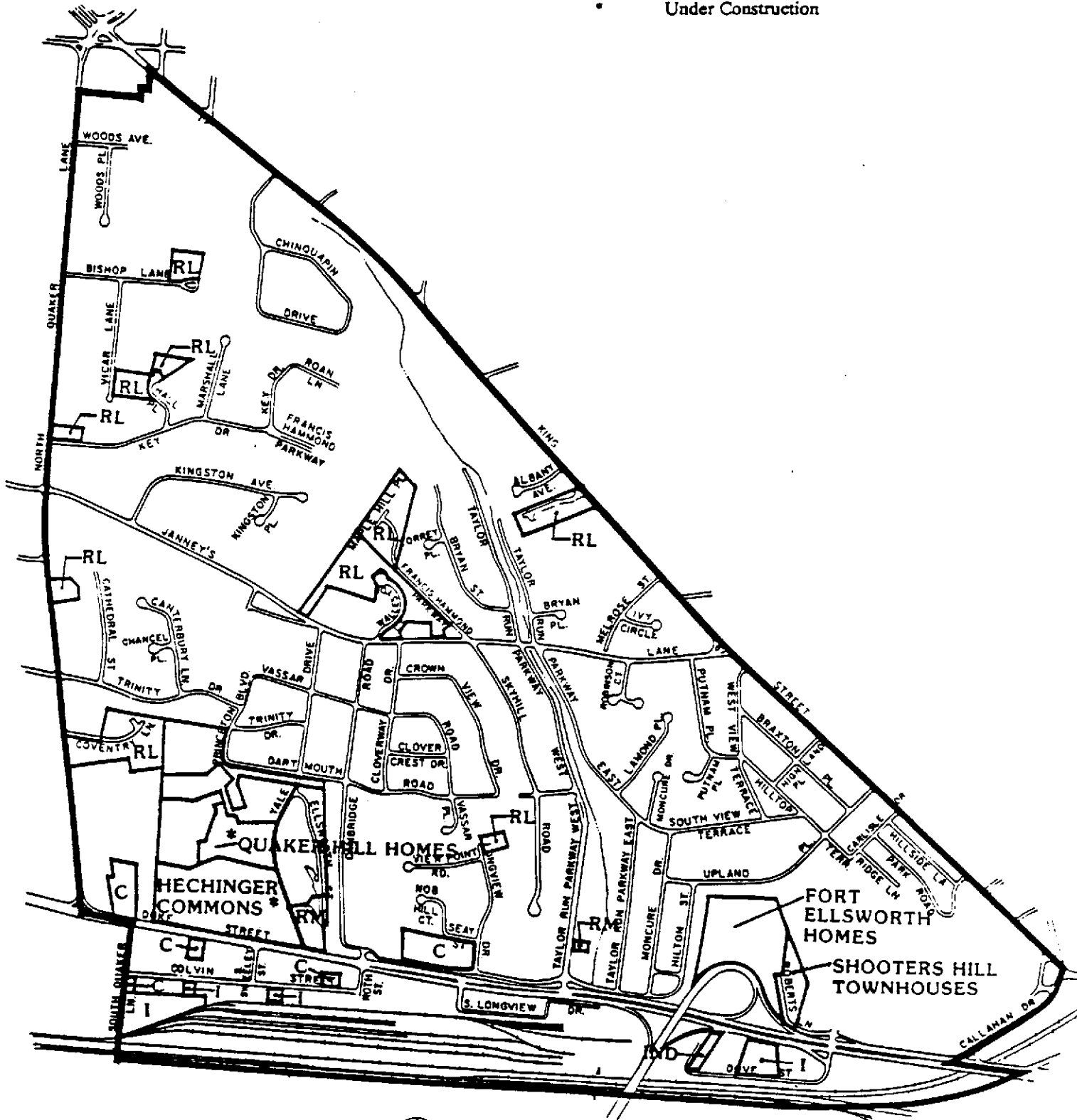
Other development in the Taylor Run/Duke Street area includes two townhouse office complexes: the 2-story, 44,000 square foot Alexandria Medical and Professional Plaza, at Duke Street and Longview Drive and the 2-story 25,000 square foot Quaker Professional Plaza, at the northeast corner of Duke Street and North Quaker Lane.

The largest project in the study area is the redevelopment of the former Cameron Valley Homes, which is a mixed use residential, commercial and office development involving 300 dwelling units; 147,500 gross square feet of commercial space to consist of convenience stores, apparel stores, a junior department store and a Hechinger's; and 17,000 gross square feet of office space. Currently under construction, the project is slated for completion late in 1990.

Map 4

Recent Development Activity

- RL Residential Low
- RM Residential Medium
- C Commercial
- I Industrial
- Under Construction



Taylor Run / Duke Area Plan 

Potential Development and Redevelopment Sites

Taylor Run/Duke Street is largely built up, and the majority of developable sites are small, in-fill lots. The most significant site subject to major development or redevelopment is the Fruit Growers Express Company property at the southern edge of the study area.

Fruit Growers Express Company Site

Consisting of 30.34 acres, or 1,321,671 square feet, the Fruit Growers Express Company property is by far the largest developable parcel in the study area. It is currently zoned I-2, which permits intense industrial or commercial use, at an F.A.R. of 3.0.

Access to the site is by way of Roth Street, a short street with a steep slope, which intersects with Duke Street. The site is abutted by Colvin Street and Longview Drive. Both of these streets have low scale industrial and service firms along them.

Although zoned for high density, potential development of the site is constrained by its limited access. Cut off from the south by the railroad tracks, the Fruit Growers Express site is totally dependent upon Duke Street for its access via Colvin, South Quaker Lane, Sweeley, Roth and S. Longview Drive. These latter four streets are narrow, short and unconnected with any north/south arterials which could provide good accessibility to the site.

Another constraint to high density redevelopment is that the site lacks frontage and visibility along Duke Street. This condition is exacerbated by the steep slope off of Duke Street to Colvin leading into the Cameron Run Valley.

The redevelopment potential of the site is also hindered by the railroad trackage and by the proximity of the Metro Service and Inspection Yard and trackage bordering the site to the south.

Overall, the Fruit Growers Express site is isolated and locked in by all of these factors which suggest that uses which generate a low level of peak hour traffic and which are not dependent upon high street visibility may be the most feasible uses for redevelopment of this site.

Other Potential Sites

The aforementioned site is the largest and most likely candidate for redevelopment. Another underutilized portion of the study area is the roughly eight acres along Dove Street which could be redeveloped if warranted by market conditions. This area is characterized by low scale warehouse and auto oriented uses. Low scale, medium density uses, such as limited office buildings or a motel, might be feasible given the location's proximity to the King Street Metro station. However, more intense development of this area would be constrained by its limited points of access and by its isolation from the King Street Metro station development area.

The commercial retail strip along the south side of Duke Street opposite the future Hechinger Commons shopping center may also be subject to redevelopment pressures. Any large scale redevelopment would have to overcome the considerable problems of the fragmentation of ownership and the numerous businesses located

along Duke Street. Smaller scale redevelopment of individual sites with some assemblage is likely as land values increase due to the activity generated by Hechinger Commons.

SUMMARY - ECONOMIC ACTIVITY

- o Commercial and residential development activity has been oriented along Duke Street and characterized by low scale, low density commercial development and low scale, medium density residential development.
- o The area has a diverse mix of manufacturing, light industrial and heavy commercial uses which are active and viable.
- o The largest site subject to redevelopment is the Fruit Growers Express property, which because of its lack of visibility, accessibility and proximity to adjacent railroad uses may be most suitable to industrial and heavy commercial reuse and redevelopment rather than intense office and residential redevelopment.
- o Other sites which may have redevelopment potential will be constrained by lack of access, isolation from major activity centers and by fragmentation of ownership.

TRANSPORTATION

Street System

The street system in the Taylor Run/Duke Street area is dominated by King Street and Duke Street which run east/west and by Quaker Lane which runs north/south. Janney's Lane bisects the area east/west and becomes Seminary Road west of Quaker Lane. The remainder of the street system reflects the primarily residential character of the area, with curving lanes and many cul-de-sacs (See Map 5).





1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan classified City streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets. Of these categories, three may be found within the Taylor Run/Duke Street area.


King Street, Janney's Lane, North Quaker Lane and Duke Street are classified as arterial streets. King Street carries traffic northwest through the study area to the boundary with Arlington County on the west and on the east to the King Street Metro Station, where it then runs east-west through the heart of downtown Alexandria. Duke Street carries traffic east-west through the southern edge of the study area, and runs all the way from the Potomac River on the east to the City boundary with Fairfax County on the west. Janney's Lane bisects the study area and carries traffic east-west from Seminary Road on the west to King Street on the east.

Taylor Run Parkway carries traffic north-south from Janney's Lane to Duke Street and is classified as a residential collector absorbing traffic from a number of lesser residential streets and providing access to primary arterials or

1974 Major Thoroughfare Plan

-  Expressways
-  Arterial
-  Primary Collector
-  Residential Collector



Taylor Run / Duke Area Plan 

collectors, such as King Street and North Quaker Lane. During the rush hours this street functions as a primary collector to the extent that through traffic uses Taylor Run Parkway to make connections between Janney's Lane and Duke Street.

The rest of the streets in the Duke-Taylor area are local streets which function primarily as a means of providing access to residential areas.

Existing Traffic Flow

Taylor Run/Duke Street's street system is adequate to serve the traffic generated by land uses located within the area. However, because there is substantial use of certain major streets by through commuter traffic, congestion is a problem during the a.m. peak along King Street moving downhill toward the downtown area and during the p.m. peak along Quaker Lane, Janney's Lane, King Street and Duke Street as they funnel in to the southbound traffic on Telegraph Road.

The peak hour carrying capacity on Duke Street varies from approximately 3500 cars per hour at the North Quaker Lane intersection to a low of approximately 1950 cars per hour at the South Sweeley Street intersection. Traffic volumes increase to 4,000 cars per hour at the Callahan Drive intersection near the Duke Street bridge. This variation is due to the number of lanes and the permitted turning movements at these intersections, as well as the timing of the traffic lights.

Actual p.m. peak traffic counts along Duke Street indicate the amount of capacity remaining on Duke Street. At the South Quaker Lane intersection there were 1500 cars per hour, while peak capacity at that intersection is 2900 cars per hour. At the Sweeley Street intersection there were 1550 cars per hour, while peak capacity at that intersection is 1950 cars per hour.

While some portions of Duke Street are close to 50% of capacity, other segments are bottlenecks functioning at close to total capacity.

Another factor which affects Duke Street's traffic carrying capacity is the significant number of curb cuts needed to access small businesses fronting the street. Curb cuts increase turning movements, which reduce traffic flow. This is further complicated by the fact that few of the businesses located on Duke Street are set back far enough to provide adequate stacking room for cars wishing to exit on to Duke Street. As through traffic increases along Duke Street, it will compete with local commercial traffic. Consolidating the number of curb cuts could lessen this friction and increase Duke Street's overall capacity.

Recent and Planned Capital Improvements

The reconstruction of Duke Street from Longview Drive to Jordan Street two years ago resulted in a five lane roadway with a center turning lane provided along Duke Street between Quaker Lane and Longview Drive. This improvement has increased the capacity of Duke Street and has improved east/west accessibility through the City.

Public Transit Facilities

The Taylor Run/Duke Street area is served by Metrorail at the King Street Station in the southeast corner of the study area, and by both Metrobus and Dash bus routes. Metro runs one line along Janney's Lane and King Street to the King Street Station and another line along Duke Street terminating at the King Street

Metro Station. Metro also runs a line along Quaker Lane. In addition, Dash has a bus route along Janney's Lane and King Street connecting with the King Street Metro Station and another route running the entire length of King Street.

Bike and Pedestrian Paths

One of the City's designated bikeways runs through the area along King Street, through Chinquapin and Forest Parks, along Francis Hammond Parkway to Taylor Run Parkway to its intersection with Duke Street, and then east along Duke Street.

Future Traffic Flow

Regardless of the level of future development in the Taylor Run/Duke Street study area, traffic volumes through the area due to commuters traveling to and from work by way of Duke and King Streets will increase.

Planned future developments near the King Street Metro Station area and in the Cameron Run Valley east of Telegraph Road will add significant amounts of traffic along Duke Street from Quaker Lane to Route 1 absorbing most of its remaining capacity.

SUMMARY --TRANSPORTATION

- o The capacity of the area's streets is adequate for the traffic generated within the study area. However, existing through traffic places a burden on the arterial streets, particularly Duke Street.
- o Redevelopment within the area which generates significant amounts of peak hour vehicles trips will have to compete with the future growth of through traffic along Duke Street for access. The conflict between local traffic and through traffic generated by major development further east along Duke Street and in the Cameron Run Valley will add to congestion along Duke Street within the Taylor Run/Duke Street area.
- o If redevelopment along Duke Street between Quaker Lane and Longview occurs there should be an attempt to consolidate curb cuts and where possible minimize direct access off of Duke Street to reduce the potential points of congestion and to improve Duke Street's capacity.

POLICY HISTORY

City policy in the Taylor Run/Duke Street study area has focused primarily on maintaining the predominantly residential character of the area, on encouraging limited commercial revitalization along Duke Street and on improving traffic circulation.

These policies are reflected in the Adopted 1983 Duke Street Study and in the 1974 Master Plan, as well as other planning studies. The 1983 Duke Street Study emphasized:

- recognizing the Taylor Run/Duke Street area as a mostly built up area, with only limited in-fill development potential

- maintaining the predominantly residential neighborhoods in the study area
- improving sites suitable for commercial uses

In support of maintaining the predominantly residential character of the area, in 1986 City Council adopted a height ordinance (No. 3166) covering Duke Street from Longview Drive to Holmes Run. The ordinance set the maximum height of a building at 50 feet, with an allowable height of up to 77 feet with a special use permit. The purpose of this measure was to keep buildings in scale with the adjacent existing residential areas on the north side of Duke Street.

SUMMARY - POLICY

- o The City has viewed the Taylor Run/Duke Street area as a mostly built up non-growth area, predominantly residential in character.
- o The City has adopted policies to preserve existing residential areas and to keep the scale of commercial development along Duke Street compatible with adjacent residential uses.

ISSUES

The major issue facing the study area is that the commercial and industrial zoning within the area is incongruent with the recent development trends and likely future development potential that exists there.

Existing commercial development along Duke Street is single story, low density in character and considerably less than what is presently allowed under the zoning code. Existing industrial development along Colvin Street, South Longview Drive and Dove Street is also low scale and low density. It too is at a level considerably lower than what is allowed under the zoning code. What limited office development that does exist in the study area is also low scale townhouse professional offices rather than large speculative office buildings.

There are several locations within the study area, such as the Fruit Growers Express Company property, Dove Street and possibly the south side of Duke Street which have the potential for redevelopment. These areas are all presently at very low levels of development, yet existing zoning would permit them to be redeveloped at significantly higher levels of development.

At issue is whether it is appropriate for these sites to be redeveloped as high density office buildings. There is no evidence of market demand for large scale office development in the study area. In fact, the market for office development is increasingly gravitating towards Metro Station areas which have good highway and transit accessibility and visibility.

A second major consideration for potential development sites within the area zoned for high density development is traffic. Most of the potential development sites are wholly dependent upon Duke Street for access. Duke Street was widened primarily to improve the connection between eastern and western Alexandria. If a site such as Fruit Grower's Express is intensively developed for commercial office uses the amount of traffic added to Duke Street could largely erase the benefits of the widening.

A third major consideration for questioning the appropriateness of high density zoning in this area concerns maintaining the diversity of uses and functions within the City. The City needs to designate areas which are appropriate for industrial and heavy commercial development. Encouragement of these land uses helps maintain a diversity of employment opportunities, and provides for functions which are essential elements of an urban area. Importantly, industrial type uses such as warehousing, small manufacturing, repair shops and wholesaling facilities do not generate peak hour traffic which would add to already congested roadways.

Illustrative of this issue is the potential redevelopment of the Fruit Growers Express Company property. Existing zoning would permit the construction of 3,965,013 square feet of office space at this site which could generate some 6,600 peak hour vehicle trips on to Duke Street. Such high density development would be totally incongruent with the existing development in the area and would create considerable traffic problems. Moreover, access to the site is limited, and there are many other sites in the city which have good access and are better suited for office development than this property. This area has long been an industrial area and continued industrial use of this area is desirable.

Although the Fruit Grower's Express property is the prime site where industrial/heavy commercial development should be encouraged there are other sites along Dove Street which should be retained for industrial and commercial service type uses. Where there are sites which have moderately good access some office development and other non-industrial uses could be allowed but only at densities which are moderate and which do not create office centers.

GOALS AND OBJECTIVES

The goals of the 1988 Taylor Run/Duke Street Plan are to preserve existing residential areas and uses, to support a combination of coordinated, low scale retail and personal service oriented low scale office development along Duke Street, to designate key sites such as the Fruit Grower's Express property for future industrial development and to maintain Duke Street as a major east/west arterial connector through the City.

These goals translate into the following specific objectives:

- o preserve and protect the character and scale of the existing residential area.
- o reformulate the industrial zones to encourage industrial and heavy commercial uses and to prohibit high density office development.
- o remove C-2 zoning from residentially used land and replace this zoning with appropriate residential zoning categories.
- o replace high density commercial C-2 zoning with zones which are designed for low scale commercial uses.
- o If redevelopment occurs along Duke Street, reduce curb cuts and otherwise channelize access along Duke Street to minimize points of congestion.

RECOMMENDATIONS

LAND USE RECOMMENDATIONS

The Adopted Land Use Plan Map for Taylor Run/Duke Street, based on the 1983/1974 plans, is shown on Map 6. The plans designate most of the area north of Duke Street as residential, primarily low or medium density with one location designated residential high, which represents the Carydale Apartment site.

The 1974 Plan designates land uses along Duke Street for commercial while industrial uses are designated primarily south of Duke Street.

Map 7 shows the proposed land use concept for the Taylor Run/Duke Street area. The concept reflects the existing predominantly low density residential character of the area. Similarly, the area along Duke Street is shown as commercial, which also corresponds to existing land use patterns.

The area south of Duke Street including the Fruit Grower's Express property is designated for industrial uses which could include heavy and light commercial uses and flex office space.

The Dove Street area has been designated SCL, or service commercial low, to correspond to commercial and light industrial uses already existing there.

Map 8 shows the proposed 1988 land use map. Since the majority of land uses in the study area have remained unchanged, it corresponds fairly closely to the existing land use map (Map 2).

Map 9 shows the proposed changes to the land use plan.

Proposed Changes to the Land Use Plan

1. From Commercial to Residential Medium

This is a small garden apartment complex. The change to residential medium would be compatible with the existing use of this site and insure continued low scale uses compatible with the adjacent residential use.

2. From Commercial to Institutional

This is part of T.C. Williams High School but was erroneously shown as commercial in the 1974 Master Plan.

3. From Residential Low to Institutional

The 1974 Master Plan erroneously showed this as residential when it is actually part of the T.C. Williams High School site.

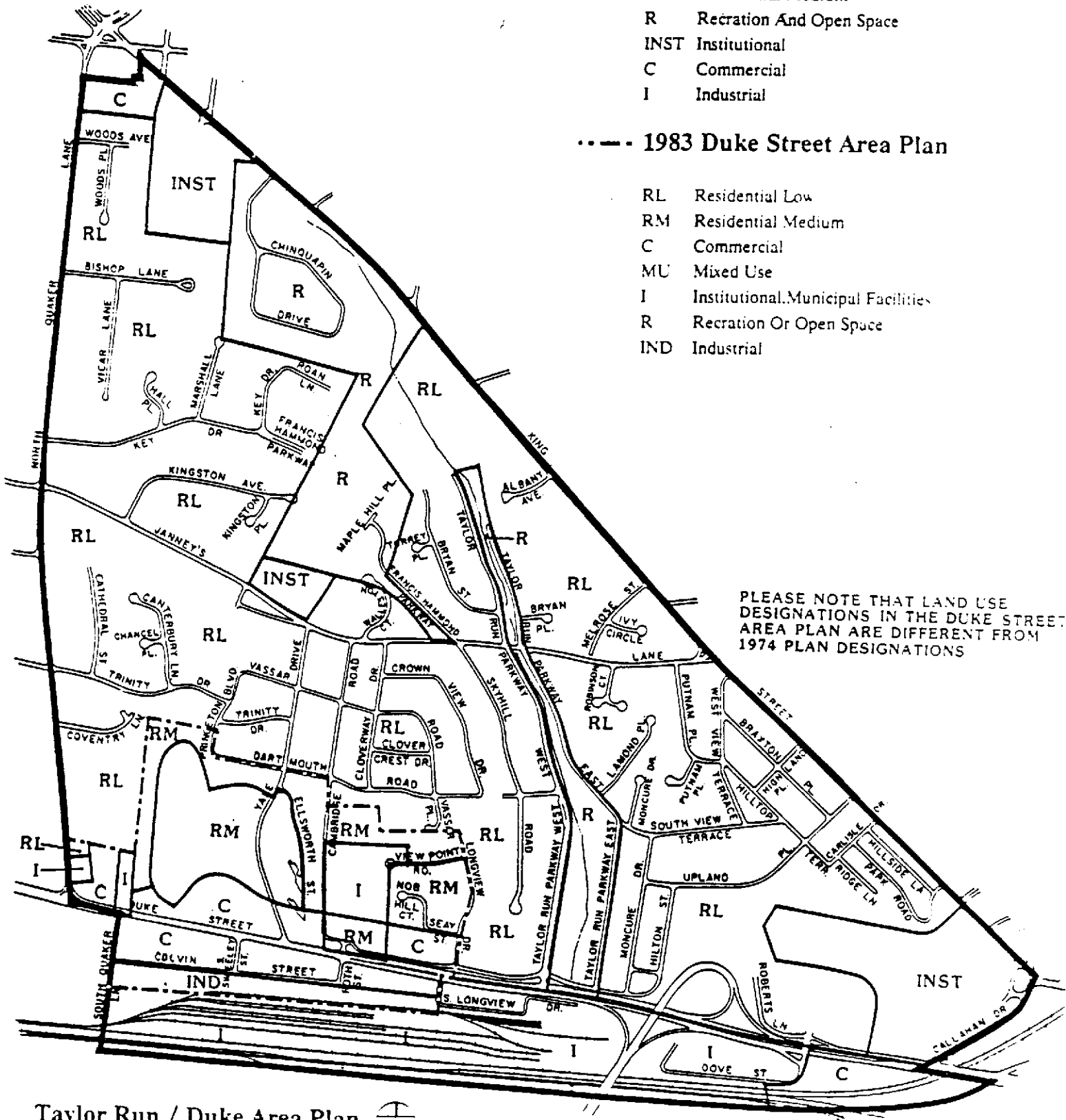
Current Area Plan

1974 Area Plan

- RL Residential Low
- RM Residential Medium
- R Recreation And Open Space
- INST Institutional
- C Commercial
- I Industrial

----- 1983 Duke Street Area Plan

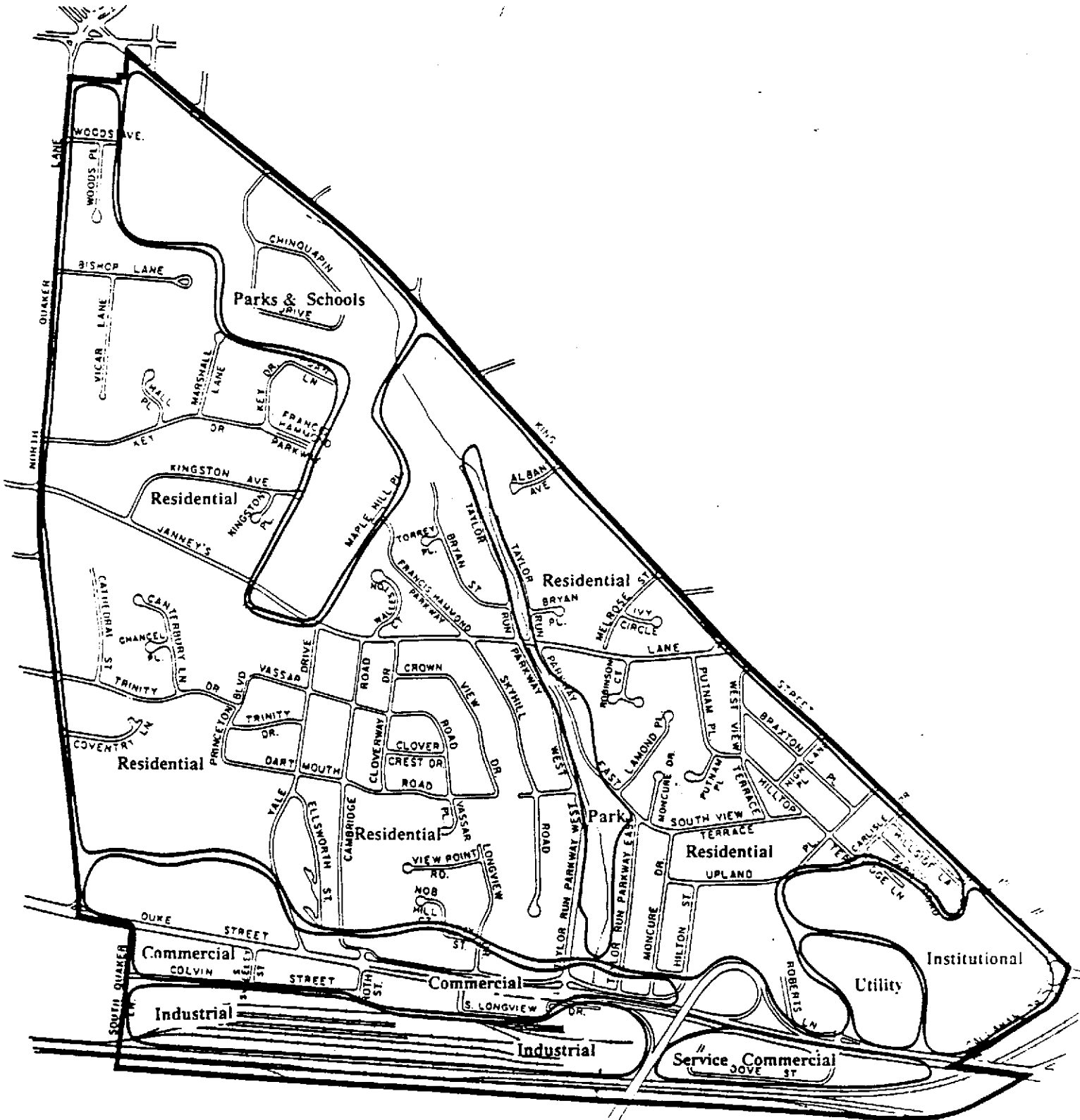
- RL Residential Low
- RM Residential Medium
- C Commercial
- MU Mixed Use
- I Institutional/Municipal Facilities
- R Recreation Or Open Space
- IND Industrial




PLEASE NOTE THAT LAND USE DESIGNATIONS IN THE DUKE STREET AREA PLAN ARE DIFFERENT FROM 1974 PLAN DESIGNATIONS

Taylor Run / Duke Area Plan 

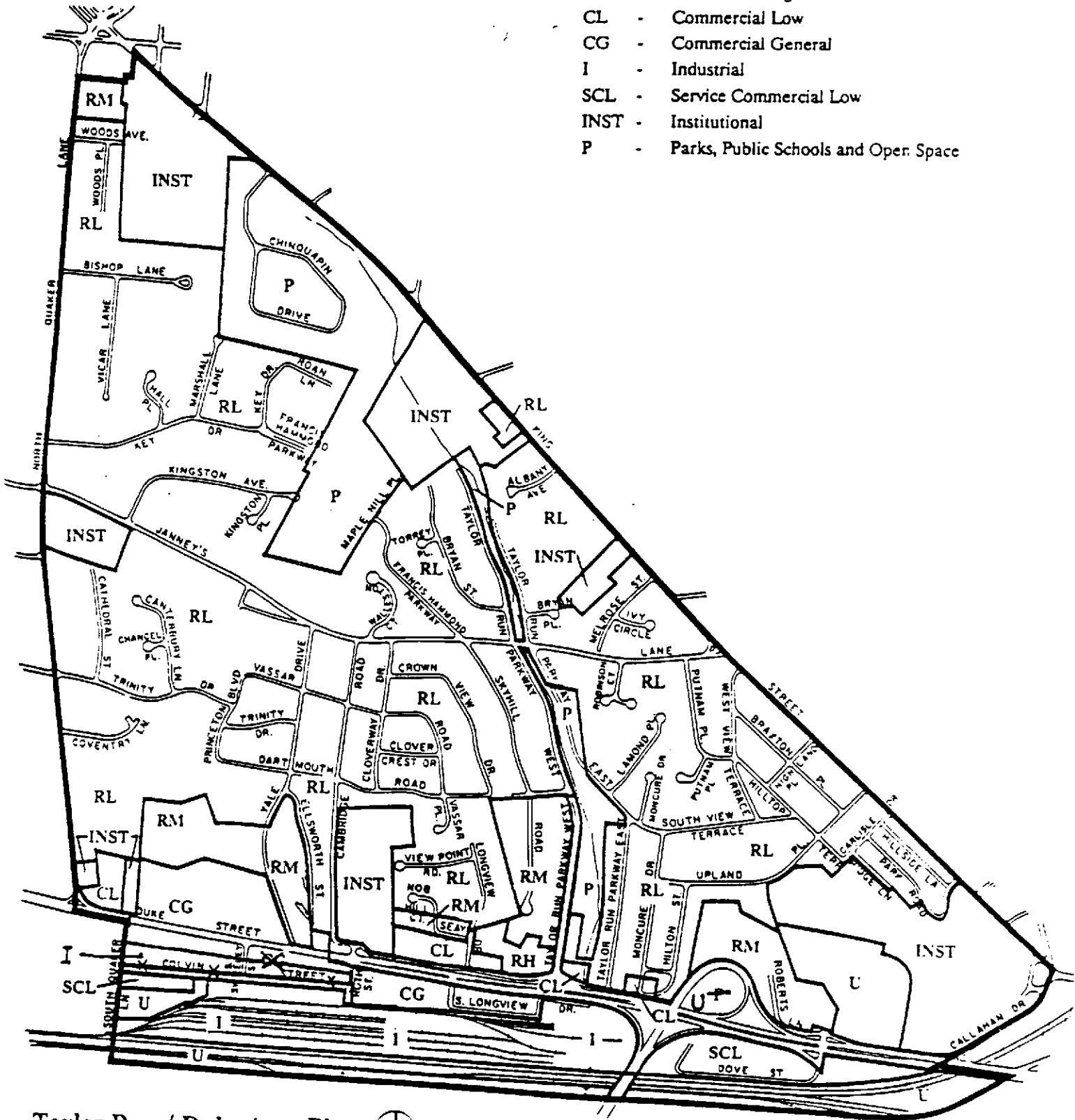
Map 7
 Land Use Concept



Taylor Run / Duke Area Plan 

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- I - Industrial
- SCL - Service Commercial Low
- INST - Institutional
- P - Parks, Public Schools and Open Space

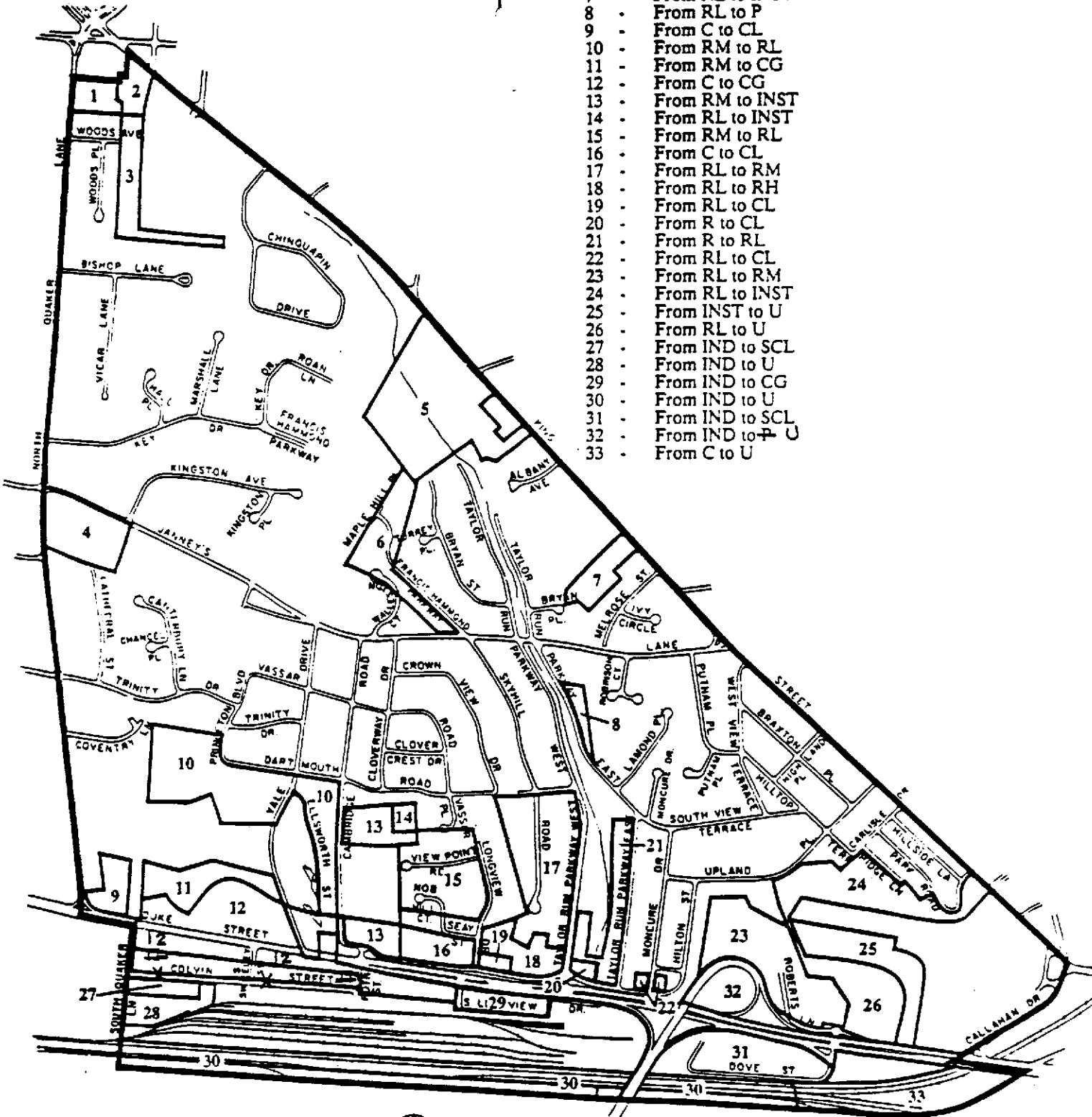


Taylor Run / Duke Area Plan



Proposed Land Use Changes

- 1 - From C to RM
- 2 - From C to INST
- 3 - From RL to INST
- 4 - From RL to INST
- 5 - From RL to INST
- 6 - From R to RL
- 7 - From RL to INST
- 8 - From RL to P
- 9 - From C to CL
- 10 - From RM to RL
- 11 - From RM to CG
- 12 - From C to CG
- 13 - From RM to INST
- 14 - From RL to INST
- 15 - From RM to RL
- 16 - From C to CL
- 17 - From RL to RM
- 18 - From RL to RH
- 19 - From RL to CL
- 20 - From R to CL
- 21 - From R to RL
- 22 - From RL to CL
- 23 - From RL to RM
- 24 - From RL to INST
- 25 - From INST to U
- 26 - From RL to U
- 27 - From IND to SCL
- 28 - From IND to U
- 29 - From IND to CG
- 30 - From IND to U
- 31 - From IND to SCL
- 32 - From IND to P U
- 33 - From C to U



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4. From Residential Low to Institutional

This site contains a religious institution. The proposed change more accurately reflects this existing use.

5. From Residential Low to Institutional

This site contains a religious institution. The proposed change more accurately reflects this existing use.

6. From Recreation and Open Space to Residential Low

This designation reflects existing use and is a technical adjustment.

7. From Residential Low to Institutional

This site contains a religious institution. The proposed change more accurately reflects this existing use.

8. From Residential Low to Parks and Open Space

This City owned site is part of the linear park along Taylor Run. The recommended change reflects this use.

9. From Commercial to Commercial Low

This is the Quaker Lane Professional Offices site. The suggested change reflects the existing townhouse offices at this location.

10. From Residential Medium to Residential Low

This designation corresponds to the approved development for the Cameron Valley Project and is compatible with the existing adjacent residential neighborhoods.

11. From Residential Medium to Commercial General

This change corresponds to the approved development plan for the Cameron Valley Project and realigns the land use boundaries according to the development plan.

12. From Commercial to Commercial General

Part of the Cameron Valley Project includes the construction of a shopping center and the Hechinger's store. Commercial General, which allows auto oriented retail and services and shopping centers, corresponds to the approved development plan.

13. From Residential Medium to Institutional

This is the Bishop Ireton High School site. The recommended change more accurately reflects the existing use of this site.

14. From Residential Low to Institutional

This is the Bishop Ireton High School site. The recommended change more accurately reflects the existing use of this site.

15. From Residential Medium to Residential Low

This designation reflects existing single family homes.

16. From Commercial to Commercial Low

This is the Alexandria Medical and Professional Plaza site. The suggested change reflects the existing townhouse offices at this location.

17. From Residential Low to Residential Medium

This is a garden apartment complex. The redesignation is in keeping with the character of the existing use on the site.

18. From Residential Low to Residential High

This change in designation reflects the existing high rise residential use of this site, the Carydale East Apartments.

19. From Residential Low to Commercial Low

This is the site of the Sovran Bank branch; the suggested change reflects the existing commercial use at this location.

20. From Recreation and Open Space to Commercial Low

The 1974 Master Plan erroneously included this with the linear park along Taylor Run when the site is actually used for commercial purposes. The suggested change more accurately reflects the existing use.

21. From Recreation and Open Space to Residential Low

This area contains single family dwellings. The change is in keeping with the existing land use and updates the 1974 Master Plan.

22. From Residential Low to Commercial Low

This is the location of several low scale service firms situated next to single family homes. The suggested change reflects the commercial nature of these properties and is consistent with their existing use.

23. From Residential Low to Residential Medium

The proposed change reflects existing townhouse and garden condominium apartments on this site.

24. From Residential Low to Institutional

This is the site of the George Washington National Masonic Memorial. The redesignation is in keeping with this existing use.

25. From Institutional to Utility

This is part of the Virginia American Water Company property.

26. From Residential Low to Utility

The utility designation reflects the present use of this site as a facility for the Virginia American Water Company.

27. From Industrial to Service Commercial Low

The SCL designation would provide for low intensity service and commercial uses while removing the possibility of heavy industrial development. This is compatible with the existing land uses on Colvin Street.

28. From Industrial to Utility

This site is City owned and will house its vehicle maintenance facility. The recommended change will be consistent with this change in use.

29. From Industrial to Commercial General

This designation permits general highway oriented retail and service activities which already exist in this area. The suggested change would reflect these uses while precluding heavy industrial activity.

30. From Industrial to Utility

This land contains the Metrorail and RF&P main line tracks. The proposed change would be consistent with this use.

31. From Industrial to Service Commercial Low

The SCL designation would provide for low intensity service and commercial uses while removing the possibility of heavy industrial development. This designation would more accurately reflect the existing uses along Dove Street. While this area should not become a major office center due to its limited access to Duke Street and the constraints of existing traffic on Duke Street, moderate intensity uses, such as a motel, might be appropriate. However, the scale of buildings should be kept low south of the monument.

32. From Industrial to Parks and Open Space

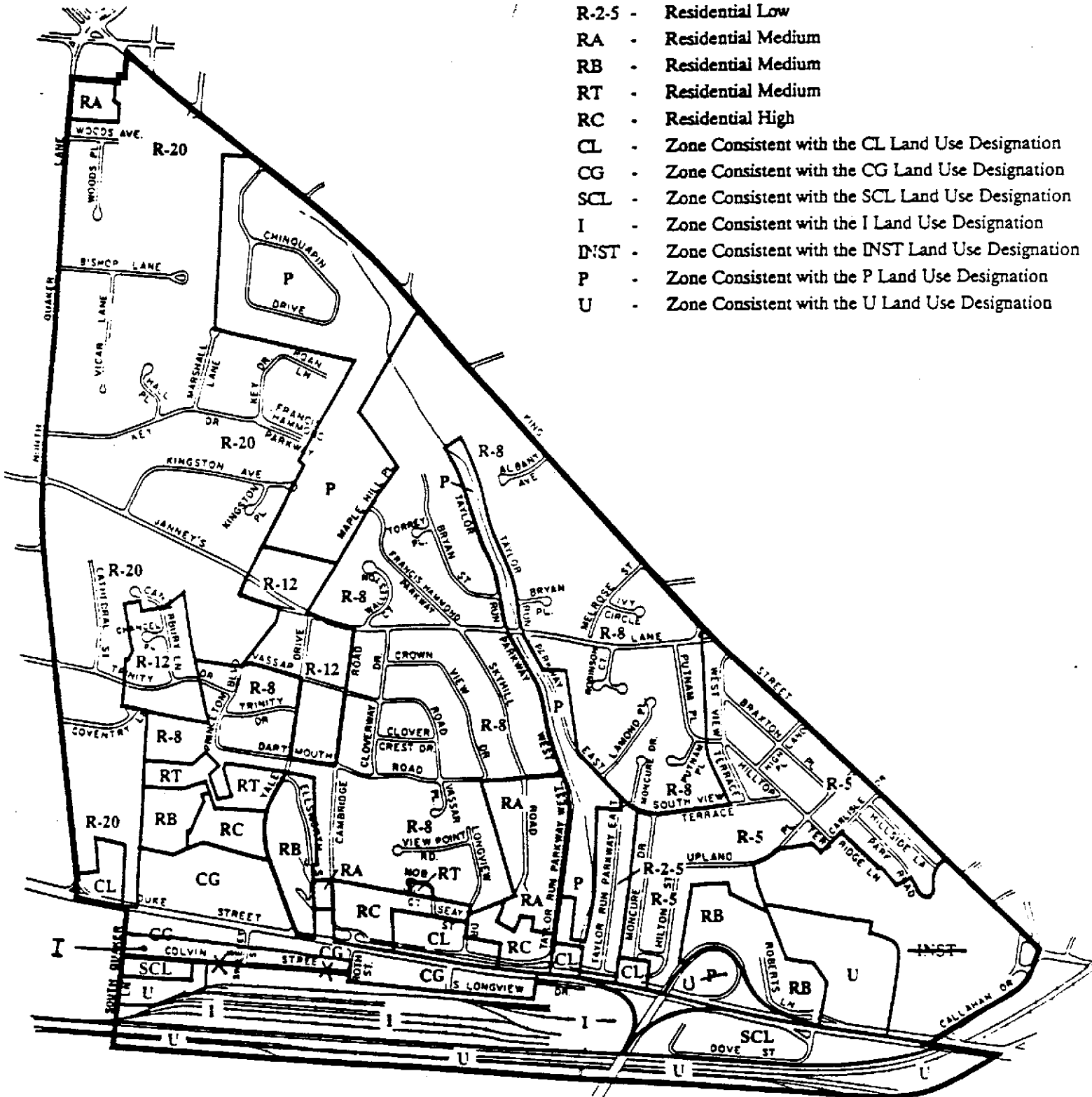
This is the site of the Telegraph Road interchange. The recommended change corresponds to the existing use.

33. From Commercial to Utility

This land contains the Metrorail and RF&P main line tracks; the proposed change reflects the existing use.

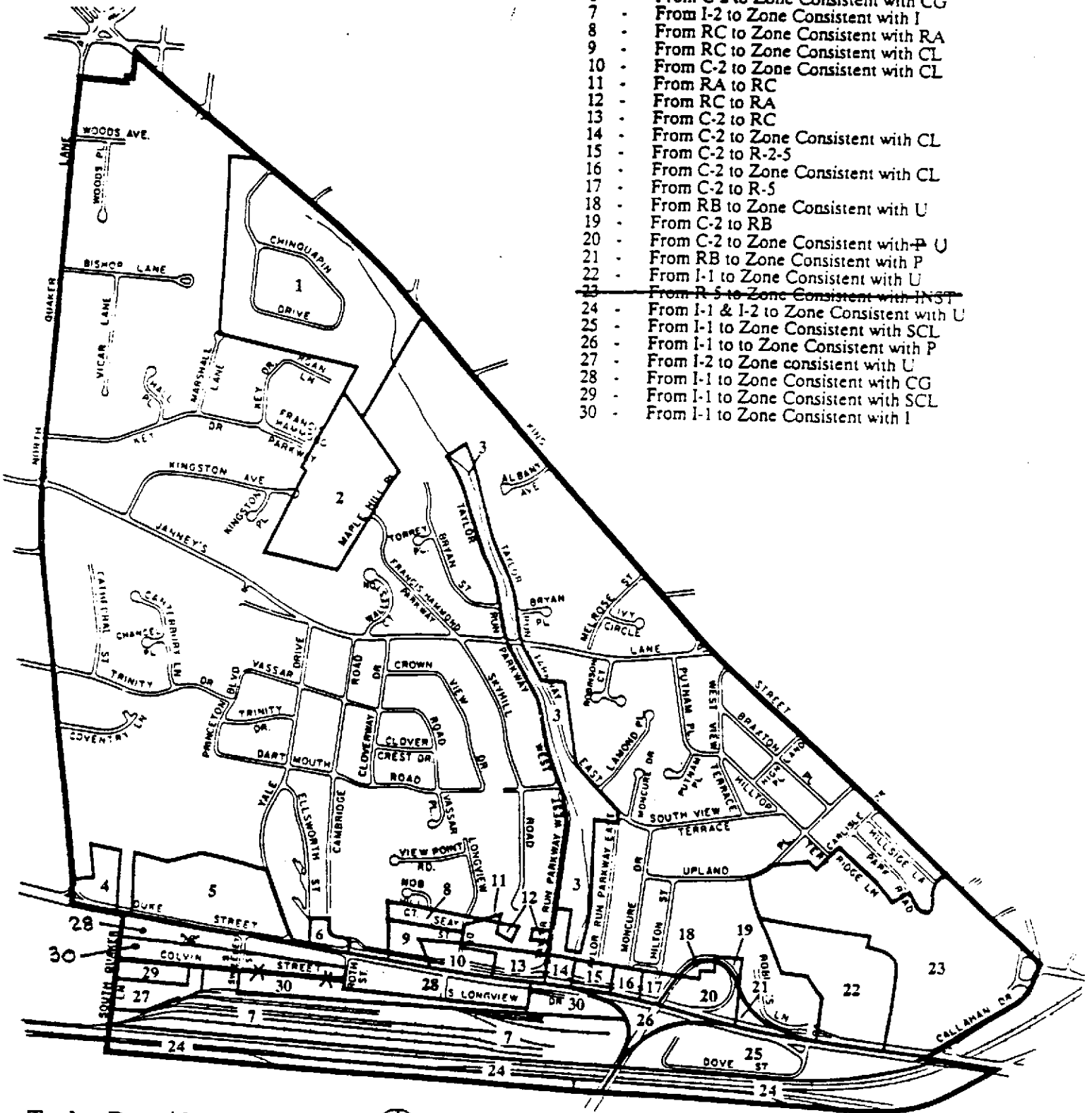
Proposed Zoning

- R-20 - Residential Low
- R-12 - Residential Low
- R-8 - Residential Low
- R-5 - Residential Low
- R-2-5 - Residential Low
- RA - Residential Medium
- RB - Residential Medium
- RT - Residential Medium
- RC - Residential High
- CL - Zone Consistent with the CL Land Use Designation
- CG - Zone Consistent with the CG Land Use Designation
- SCL - Zone Consistent with the SCL Land Use Designation
- I - Zone Consistent with the I Land Use Designation
- INST - Zone Consistent with the INST Land Use Designation
- P - Zone Consistent with the P Land Use Designation
- U - Zone Consistent with the U Land Use Designation



Proposed Zoning Changes

- 1 - From R-8 to Zone Consistent with P
- 2 - From R-12 to Zone Consistent with P
- 3 - From R-8, RA & R-2-5 to Zone Consistent with P
- 4 - From CO to Zone Consistent with CL
- 5 - From C-2-B to Zone Consistent with CG
- 6 - From C-2 to Zone Consistent with CG
- 7 - From I-2 to Zone Consistent with I
- 8 - From RC to Zone Consistent with RA
- 9 - From RC to Zone Consistent with CL
- 10 - From C-2 to Zone Consistent with CL
- 11 - From RA to RC
- 12 - From RC to RA
- 13 - From C-2 to RC
- 14 - From C-2 to Zone Consistent with CL
- 15 - From C-2 to R-2-5
- 16 - From C-2 to Zone Consistent with CL
- 17 - From C-2 to R-5
- 18 - From RB to Zone Consistent with U
- 19 - From C-2 to RB
- 20 - From C-2 to Zone Consistent with P U
- 21 - From RB to Zone Consistent with P
- 22 - From I-1 to Zone Consistent with U
- ~~23 - From R-5 to Zone Consistent with INST~~
- 24 - From I-1 & I-2 to Zone Consistent with U
- 25 - From I-1 to Zone Consistent with SCL
- 26 - From I-1 to to Zone Consistent with P
- 27 - From I-2 to Zone consistent with U
- 28 - From I-1 to Zone Consistent with CG
- 29 - From I-1 to Zone Consistent with SCL
- 30 - From I-1 to Zone Consistent with I



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Fruit Grower's Site

The Fruit Grower's property is designated in the 1974 master plan for industrial and is zoned industrial. Although the 1988 Taylor Run/Duke Street small area plan does not propose to change this industrial designation, it is important to note that the plan does intend to reclassify the industrial zone in the City to make it a true industrial zone, encouraging industrial and heavy commercial uses, but prohibiting high density office uses.

The new industrial zone would allow service, distribution, warehousing, light (clean) industry and limited office development (1-3 stories). These uses are similar to the kind of development currently on Wheeler Avenue.

This site, with its limited access and visibility and adjacency to railroad uses, is most appropriate for industrial use in the foreseeable future. This site is one of the few remaining sites in the City where industrial uses would be appropriate and desirable to maintain the City's economic diversity.

Although the site is not attractive for residential development, with acquisition of properties along Duke Street, the eastern portion of the site could be a plausible residential site in the future; rezoning to that use could be considered.

ZONING RECOMMENDATIONS

Existing zoning in the Taylor Run/Duke Street area is shown on Map 3. Most of the area is zoned residential with R-8 the predominant category. Commercial zoning is primarily along Duke Street; it is C-2 and C-2-B, with one CO site. Industrial zoning is I-1 along Duke Street and I-2 south of Colvin Street.

In order to implement the proposed land use plan, it is crucial that rezonings occur. Map 10 shows the recommended zoning changes. The majority of changes bring existing land uses and zoning into harmony. Many pertain to institutional uses; some relate to commercial and industrial parcels. Most of the residential changes reflect bringing zoning into conformity with existing uses.

Public schools and churches which have residential zoning are not proposed to be rezoned; if those uses ever cease, the use would revert to residential, compatible with adjacent residential areas.

Many of the changes will require new zones which will have to be developed by the Zoning Task Force and eventually acted upon by City Council.

Map 11 shows the proposed zoning changes.

Recommendations:

1. Rezone from R-8 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This area includes Chinquapin Park. The recommended change would be consistent with the existing use.

2. Rezone from R-12 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This area includes Forest Park. The recommended change would be consistent with the existing use at this site.

3. Rezone from R-8, RA and R-2-5 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This site contains the open space along Taylor Run Parkway. This change represents the effort to remove non-residential uses from inappropriate zoning categories and to create new zoning classes which more accurately reflect the existing land use.

4. Rezone from CO to a new zone consistent with the Master Plan Commercial Low designation (CL).

Even though there is a proffer for this site, at the corner of Duke Street and North Quaker Lane, the recommended zoning change would ensure that the use of this property would be at a scale and intensity compatible with the nearby residential use along North Quaker Lane.

5. Rezone from C-2-B to a new zone consistent with the Master Plan Commercial General designation (CG).

Part of the Cameron Valley Project includes the construction of a shopping center and the Hechinger's store. Commercial General, which allows highway oriented retail and service activities and shopping centers, corresponds to the approved development plan.

6. Rezone from C-2 to a new zone consistent with the Master Plan Commercial General designation (CG).

This is the site of the 7-11 store. The recommended change would reflect the existing use of this site and ensure continued low-scale uses.

7. Rezone from I-2 to a new zone consistent with the Master Plan Industrial designation (I).

This area, as currently zoned, allows high density office development. Such a use is inappropriate given the surrounding industrial area and the limited access to this site; whereas, a true industrial designation would be more compatible with the character of the area. The suggested change would continue to allow industrial use at this site, only at a decreased height and density.

8. Rezone from RC to RA.

Garden apartments exist on this site. Since the adjacent neighborhoods are single family homes and townhouses, residential medium would be a more appropriate category than high density residential.

9. Rezone from RC and C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

The townhouse offices of the Alexandria Medical and Professional Plaza occupy this site. The change to CL would reflect the existing use.

10. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

This site is also part of the medical townhouse office complex, and the change in zoning would be consistent with the existing use of the property.

11. Rezone from RA to RC.

This parcel is part of the Carydale apartment complex. The suggested change is a boundary adjustment which would reflect this use.

12. Rezone from RC to RA.

This site is currently zoned for high rise apartments; the existing garden apartment units are medium density. The recommended change would be consistent with the existing use of this property.

13. Rezone from C-2 to RC.

The Carydale apartments are on this site. The recommended change would be compatible with this high density use.

14. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

Several low scale commercial establishments are located in this area. The CL designation would provide for continued low scale commercial activity that would be compatible with nearby residential areas.

15. Rezone from C-2 to R-2-5.

This area contains single family homes and is adjacent to residential neighborhoods. Because it is near some commercial establishments, it was incorrectly zoned commercial. The recommended zoning change would reflect the actual use of the property. There is no reason to encourage proliferation of commercial uses along this service road.

16. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

This site has low density commercial uses on it. The CL designation would allow continued low scale commercial activity that would be compatible with nearby residential areas.

17. Rezone from C-2 to R-5.

This site contains single family homes and is adjacent to a residential neighborhood. Because it is near some commercial establishments, it was incorrectly zoned commercial. The change reflects actual use of the property.

18. Rezone from RB to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This parcel is part of the Telegraph Road interchange. The change in zoning would remove non-residential uses from inappropriate zoning categories, while more accurately reflecting the existing use.

19. Rezone from C-2 to RB.

This property is part of the Mason Gardens garden apartments. The suggested change is a boundary adjustment which would reflect this use.

20. Rezone from C-2 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This parcel is part of the Telegraph Road interchange. The zoning change would be consistent with this use.

21. Rezone from RB to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This is also part of the Telegraph Road interchange. The change in zoning would reflect the existing use.

22. Rezone from I-1 to a new zone consistent with the Master Plan Utility designation (U).

The Virginia American Water Company is located at this site. The suggested category is appropriate to public utilities and railroads.

23. Rezone from R-5 to a new zone consistent with the Master Plan Institutional designation (INST).

This is the site of the George Washington National Masonic Memorial. The change in zoning would remove non-residential uses from inappropriate zoning categories while more accurately reflecting the existing use.

24. Rezone from I-2, I-1 to a new zone consistent with the Master Plan Utility designation (U).

This property contains the RF&P main line and Metro tracks. Utility is the appropriate category for public utilities and railroads.

25. Rezone from I-1 to a new zone consistent with the Master Plan Service Commercial Low designation (SCL).

The SCL designation reflects the existing uses in the Dove Street area and provides for low density uses. Higher density development is not desirable given the access to these sites; but structures with low heights, such as limited office buildings or a motel, would be possible.

26. Rezone from I-1 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This parcel is also a part of the Telegraph Road interchange. The proposed change would be consistent with the existing use.

27. Rezone from I-2 to a new zone consistent with the Master Plan Utility designation (U).

This site is where the DASH maintenance facility and Transportation and Environmental Services' traffic shop will be located. The suggested change reflects these uses.

28. Rezone from I-1 to a new zone consistent with the Master Plan Commercial General designation (CG).

This area contains commercial and some service industrial activity. Heavy industrial high density development would be inappropriate given the adjacent low scale commercial uses on Duke Street. Commercial General allows highway oriented retail and service activities which would be compatible with adjacent uses and insure continued low density development.

29. Rezone from I-2 to a new zone consistent with the Master Plan Service Commercial Low designation (SCL).

This area is currently zoned for intense industrial use, yet the existing uses, as well as the adjacent uses, are more of a low scale commercial character. The SCL designation would be in keeping with the present uses and scale while still allowing a mix of commercial and light industrial activity.

30. Rezone from I-1 to a new zone consistent with the Master Plan Industrial designation (I).

This area is currently zoned for industrial use. The suggested change would continue to allow industrial use at this site only at a decreased height and density. The change in zoning designation is recommended in order that this site be classified in a compatible manner with the new zoning categories.

HEIGHT RECOMMENDATIONS

As shown on Map 12, most of the Taylor Run/Duke Street area is low scale residential development limited to 35' by right, with 45' by right allowed in the medium density residential zones and 150' allowed in the high density residential zone.

South of Duke Street, heights are somewhat higher. Allowable heights by right can be 50' or 77'; however, with a Planned Unit Development (PUD) special use permit, it is possible to go up to from 77' to 200'.

The plan would make some limited changes to these height limits, in order to conform to those associated with the new proposed land use designations.

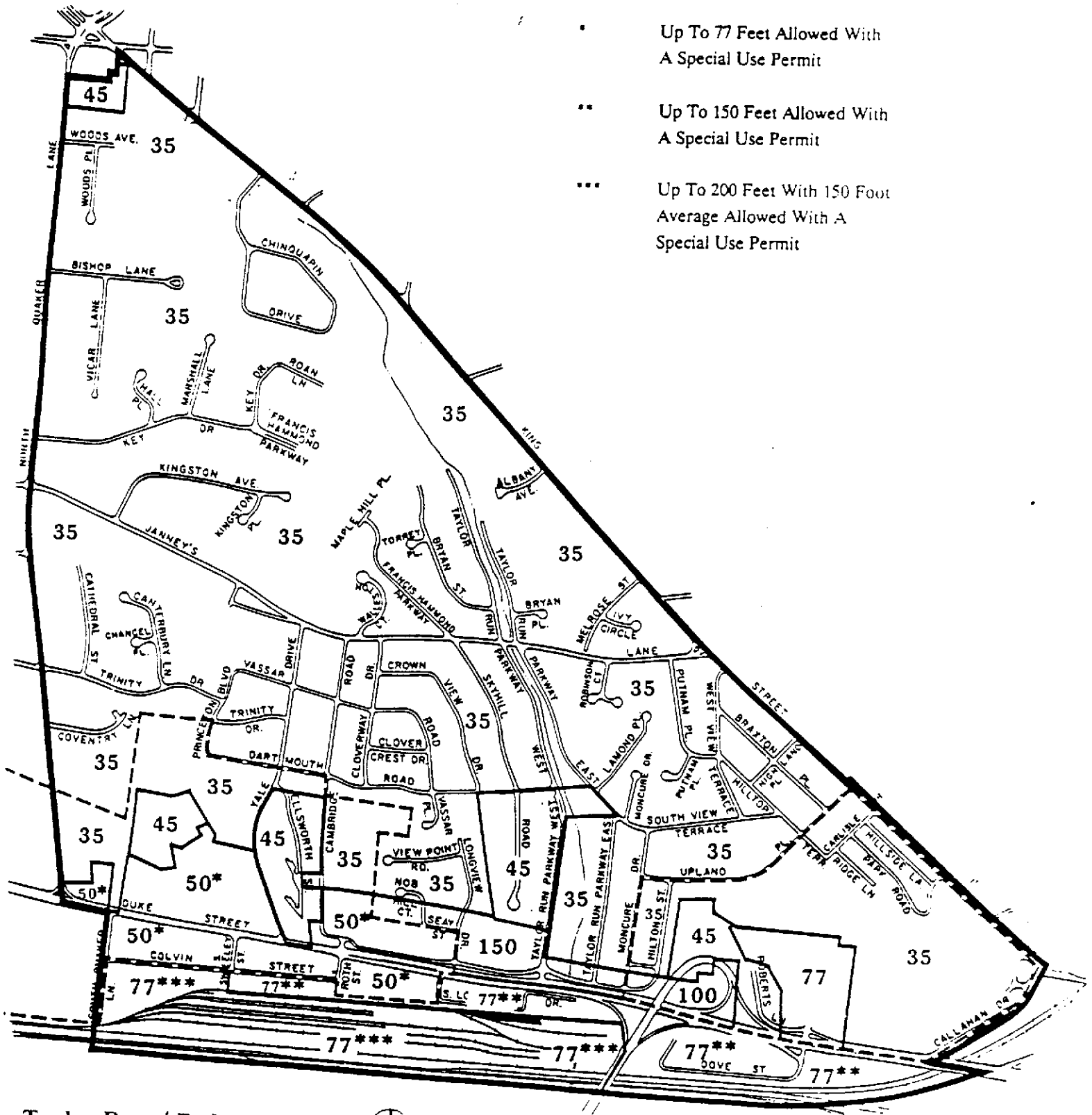
Map 13 shows the proposed height limits; Map 14 shows the recommended height changes.

Existing Height Limits

Height District Line

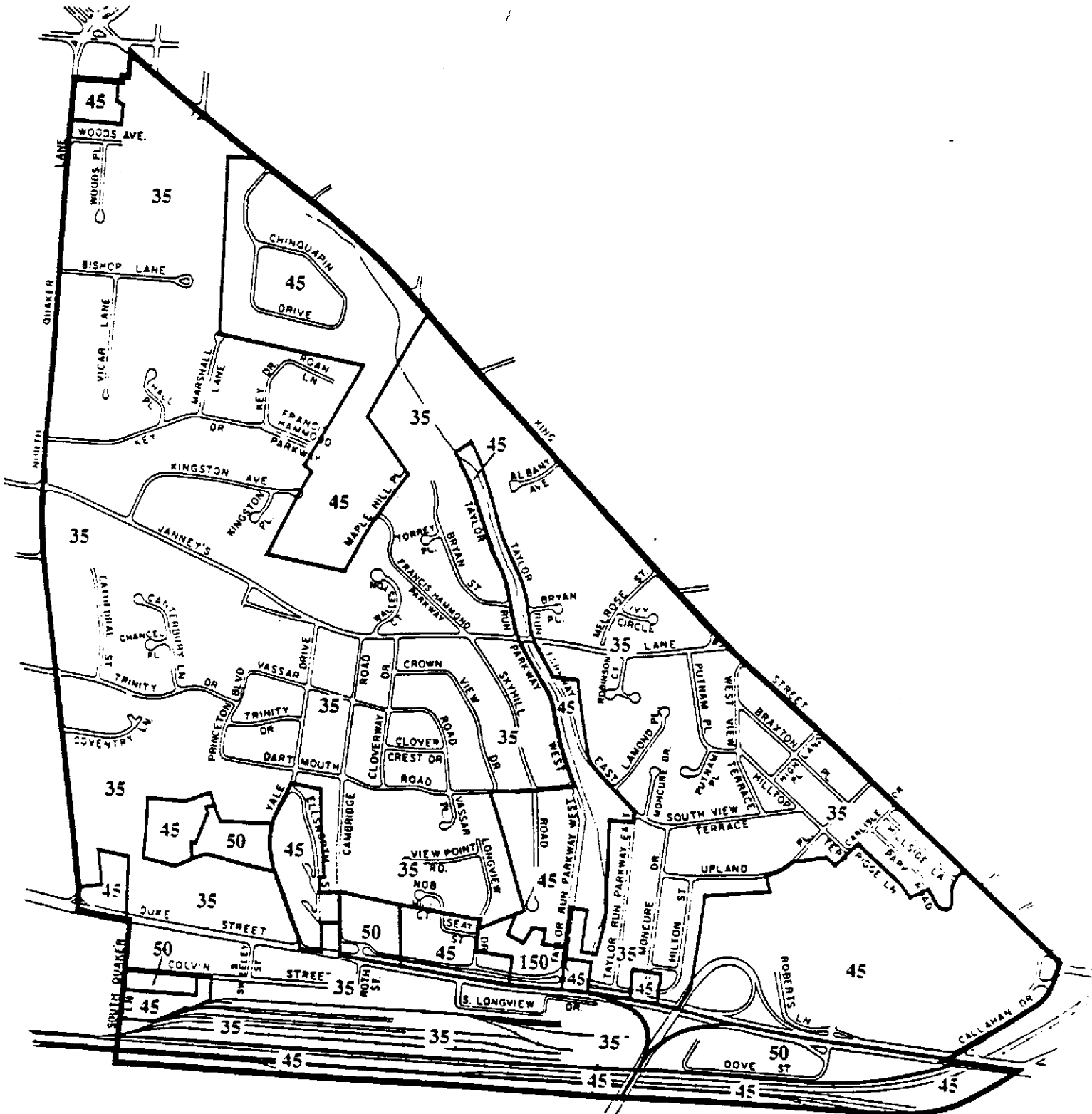
Zone Line

- Up To 77 Feet Allowed With A Special Use Permit
- ** Up To 150 Feet Allowed With A Special Use Permit
- *** Up To 200 Feet With 150 Foot Average Allowed With A Special Use Permit



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Map 13
 Proposed Height Limits



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Map 14

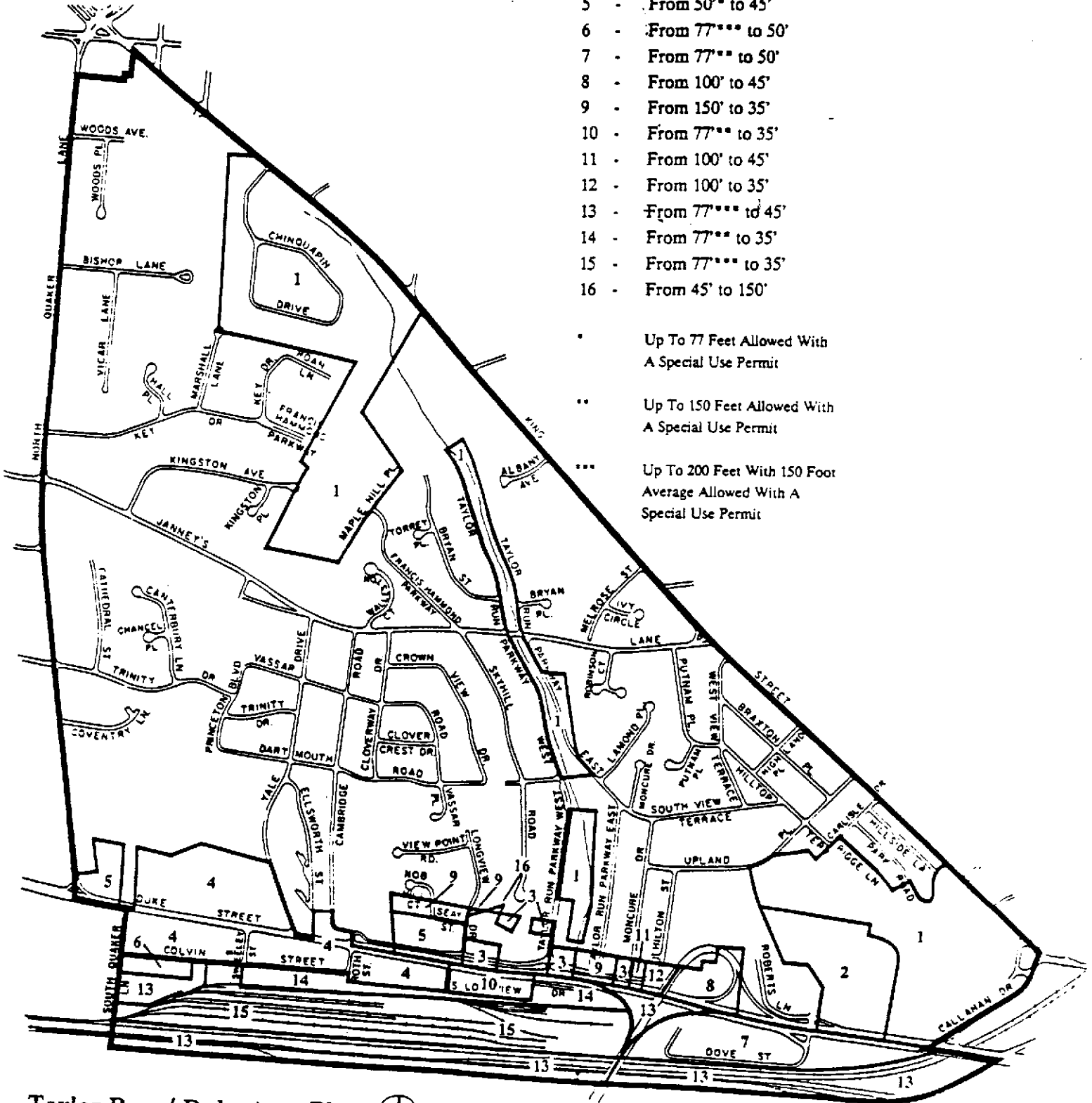
Proposed Height Changes

- 1 - From 35' to 45'
- 2 - From 77' to 45'
- 3 - From 150' to 45'
- 4 - From 50' to 35'
- 5 - From 50' to 45'
- 6 - From 77' to 50'
- 7 - From 77' to 50'
- 8 - From 100' to 45'
- 9 - From 150' to 35'
- 10 - From 77' to 35'
- 11 - From 100' to 45'
- 12 - From 100' to 35'
- 13 - From 77' to 45'
- 14 - From 77' to 35'
- 15 - From 77' to 35'
- 16 - From 45' to 150'

* Up To 77 Feet Allowed With A Special Use Permit

** Up To 150 Feet Allowed With A Special Use Permit

*** Up To 200 Feet With 150 Foot Average Allowed With A Special Use Permit



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