

along the southern periphery of this neighborhood with an east-west orientation. These arterials and expressway carry heavy volumes of traffic that primarily serve through and commuter traffic, particularly during the AM and PM rush hours.

Only a limited amount of streets within the area are classified as primary collectors and residential collectors. When the Major Thoroughfare Plan was adopted, South Columbus Street was classified as a primary collector, along with South St. Asaph Street, as part of a one-way pair. South Columbus Street was one way south. Since the Major Thoroughfare Plan was adopted in 1974, Columbus and St. Asaph Streets have been converted to two-way primary collectors.

Franklin Street was classified as an arterial with a one way flow to the east from South Patrick to South Washington Streets. Franklin Street is designated as a two way local street between South Payne and South Patrick Streets.

Streets that are not given a specific designation are classified as local streets which primarily serve the local residential and commercial entities of the community.

The Southwest Quadrant area is impacted by heavy commuter traffic along the major north/south arterials and by the Franklin Street (one-way eastbound) and Gibbon Street (one-way westbound) one-way pair connecting Route 1 to Washington Street. Through traffic also diverts to more local streets such as S. Alfred and S. Columbus to avoid congestion on Washington Street. West of Route 1 there is also some diversion of afternoon southbound through traffic onto S. Henry Street as a way of avoiding congestion on Route 1.

As indicated earlier, the residential area west of Route 1 has been somewhat protected from commuter traffic by the historical presence of the Southern railroad tracks which cuts off Duke Street from the area. Because of the tracks, the 300 block of S. Payne Street is stubbed at the railroad tracks and does not connect with the rest of S. Payne Street which runs through the neighborhood. Similarly, the 200 block of S. Fayette Street ends north of Duke Street and does not connect with the 500 block of S. Fayette Street.

POLICY HISTORY

City policies affecting the Southwest Quadrant are reflected in the 1974 Master Plan, the Dip Urban Renewal Program and the City's rezoning actions over the past 14 years. The Long Range Land Use Plan Map contained in the 1974 Consolidated Master Plan recommended that the majority of the Southwest Quadrant area be designated "Residential Medium" (Map 6). The blocks bounded by Wolfe, South Washington Street, Gibbon and S. Columbus Streets were designated as commercial reflecting existing retail uses. However, the 1974 Land Use Map did not consistently recognize land use patterns and did designate some commercial blocks along S. Washington Street for residential use.

The 1974 Consolidated Master Plan designated the DIP Urban Renewal Program area, part of which lies within the Southwest Quadrant area, as a Development Potential area. Within this renewal area, the City made a public commitment to provide more appropriate land uses for the area, to eliminate dilapidated building conditions and to minimize the harmful effects of commuter traffic. Subsequent to City Council's approval of the DIP program, this area underwent a dramatic transformation that brought about extensive residential redevelopment. This area is now built out and would no longer be considered a "Development Potential Area".

Rezoning (Map 5)

Since 1974 approximately 1,215,748 square feet of land area has been rezoned in the Southwest Quadrant area (Table 4). This represents approximately 35 percent of the land area that is subject to land use and zoning controls. In being consistent with the recommendations of the 1974 Long Range Land Use Plan, almost 99 percent of the rezonings that have occurred within the Southwest Quadrant area have been for residential purposes.

TABLE 4

**Rezoning Since 1974
Southwest Quadrant Area**

<u>Land Rezoned to:</u>		<u>Square Feet</u>	<u>Percent</u>
Residential	RB	222,492	18.3
	RM	254,919	21.0
	RC	<u>724,919</u>	<u>59.6</u>
Total Residential Property Rezoned		1,202,330	98.9
Commercial	C-2-B	<u>14,270</u>	<u>1.2</u>
Total Property Rezoned		1,215,748	100.0

Rezoning that have occurred within the area have been to the RC, RM and RB zones. This relates directly to the type of development, the construction of townhouses and the renovation of garden apartments that have occurred in the area since 1974.

Only about 14,270 square feet or less than 2 percent of the land area rezoned within the Southwest Quadrant area since 1974 was for commercial purposes. These rezonings consisted of three (3) properties that were rezoned to C-2-B. These properties were being utilized as accessory parking for existing commercial and residential uses.

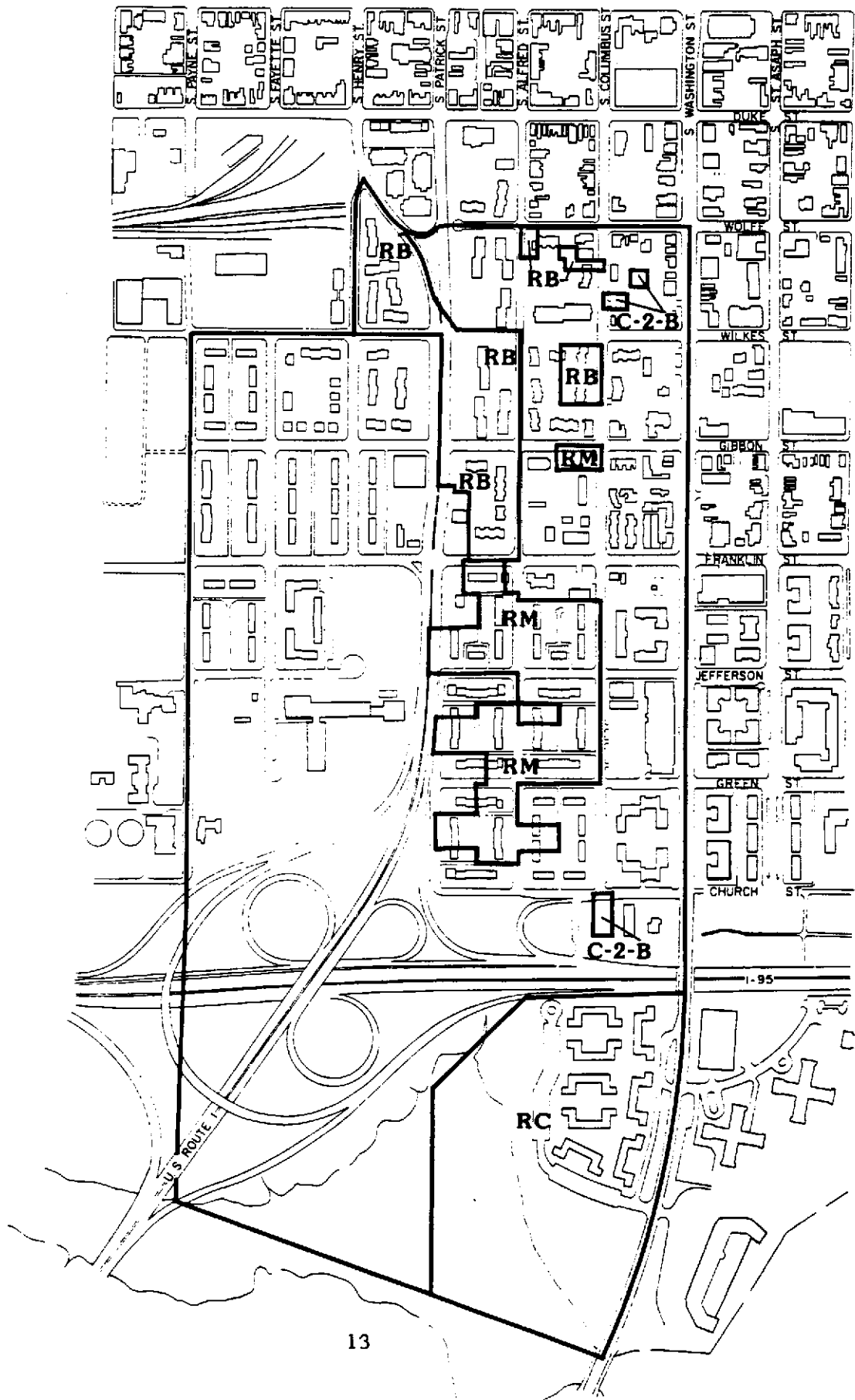
Height Districts

In consideration of policies to preserve the character of the Old and Historic District and to protect residential areas, City Council enacted various height districts within the Southwest Quadrant area. Recently, in 1987, City Council amended the height regulations along Washington Street which reduced heights from 77 feet to 50 feet.

SUMMARY OF FINDINGS

- o The Southwest Quadrant area is primarily residential with mostly neighborhood oriented commercial retail uses concentrated along main roadways.
- o The area is zoned primarily for medium density townhouse and garden apartment development whereas the commercial and industrial zoning allows high density office development.
- o Most of the area is controlled by height districts or zoning categories which restrict permitted heights to 45 to 50 feet. Zoning on some sites allows 150 foot buildings.

Land Rezoned Since 1974



- o Most of Southwest Quadrant is developed with few redevelopment opportunities. However, there are selected sites which are zoned for high density commercial use and which could be redeveloped for more intense uses. These potential redevelopment sites are adjacent to low to medium density residential areas.
- o Planned mixed use development of the ten acre Norfolk Southern site will have a direct impact on the western most residential area of the Southwest Quadrant.
- o The area is impacted by commuter traffic using the major north/south and east/west arterials which traverse the neighborhoods. Some commuter traffic diverts onto local streets to avoid peak hour congestion on the major roadways.
- o The City, through its urban renewal program and its rezoning actions, has taken a very active role to remove blighting conditions and to encourage a mix of low, moderate and market rate housing construction and renovation activity in the neighborhoods.
- o The City has enacted special height districts which seek to maintain and to protect the low scale character of the existing residential and historic areas.

ISSUES

Residential\Commercial Transitions

Since 1974 the Southwest Quadrant Area has undergone major changes including the removal of blight, the construction and renovation of a mix of townhouses and apartments for households with a wide range of incomes and the construction of low scaled mixed residential and commercial projects. In large measure these changes reflect the City's commitment to improve and strengthen the residential and historic character of the neighborhoods within the area.

What has not changed as greatly since 1974, or for that matter since 1952, is the commercial and industrial zoning affecting Southwest Quadrant residential areas. Although heights and densities within the industrial zones were reduced during the early 1980's the permitted heights and densities are still quite high at 2.5-3.0 FAR and at 77 feet. Similarly, although City Council reduced the permitted heights and densities within the C-3 zone from 150 feet and 6.0 FAR to 77 feet and 3.0 FAR the C-2 zone which prevails along S. Washington Street remains unchanged and still permits high density commercial buildings at a 3.0 FAR.

Commercial densities as permitted in the I-1 and C-2 zones may be appropriate in larger commercial areas. These densities may not be appropriate for sites adjacent to low and medium density residential areas.

One issue is the need to protect residential areas from highly dense commercial developments and to provide use and density transitions between existing residential and commercially or industrially zoned sites.

Historic Preservation

As indicated earlier, S. Washington Street historically has been characterized by a mix of low scaled, small, commercial retail buildings and 3 to 4 story garden apartments. Within the last 15 years, however, redevelopment along S. Washington Street has resulted in intense reuse of sites for commercial or mixed use development. These redeveloped sites include the Atrium, Washington Square and most recently under construction, Sutton Place with its offices, restaurant and grocery store. Continued intensification of uses along S. Washington Street particularly through commercial redevelopment could transform the character of this street which is part of the Historic District even with the new height restriction. The change from small scaled individual buildings to larger scaled more monolithic structures may not be compatible with historic area preservation policies.

There is a need to moderate permitted commercial densities along S. Washington Street in order to discourage intense commercial redevelopment of underutilized sites.

Through Traffic on Residential Streets

The diversion of through traffic onto residential streets has been an ever present concern among residents in the Southwest Quadrant area. This concern stems from the heavy rush hour traffic and congestion affecting the area. As indicated the residences west of S. Patrick Street have enjoyed relative protection from through traffic due to the lack of road connections to arterial streets through the neighborhood.

This situation could change with the redevelopment of the Norfolk Southern tract located to the northwest of the planning area.

During several neighborhood meetings in the Southwest Quadrant area, the community expressed major concerns about the potential generation of heavy volumes of traffic as a result of the redevelopment of the Norfolk-Southern Railroad property along Duke, South Henry and Wilkes Street. They were particularly concerned with any direct connections of S. Fayette Street or S. Payne Street through their neighborhood.

Specifically, the neighborhood made the following recommendations:

1. That South Payne, South Fayette and South West Streets not be allowed to extend through the development site between Wilkes Street and Duke Street.
2. That Wilkes Street not be allowed to make a connection between Holland Lane and South Henry Street (U.S. Route 1) or to South Payne Street south of Wilkes Street.
3. That Eisenhower Avenue not be connected to U.S. Route 1.

Staff supports these recommendations.

GOALS AND OBJECTIVES

The primary goals of the Southwest Quadrant Area Plan are: 1) to preserve existing residential neighborhoods and uses 2) to protect residential neighborhoods from inappropriate commercial uses and densities resulting from redevelopment of adjacent commercial and industrial properties 3) to protect the historic character of S. Washington Street by moderating commercial redevelopment densities 4) to protect residential areas from through traffic resulting from local development.

The Plan objectives are:

- o Rezone to residential existing residential uses which are now zoned commercial.
- o Provide height, density and use transitions between existing residential uses and commercial and industrial properties.
- o Reduce the scale and density of commercial development along S. Washington Street in scale with existing historic commercial uses.
- o Prevent additional roadway connections which might induce commuter traffic through residential streets.
- o That more attention be given to urban design in consideration of the gateway character of the Southwest Quadrant area.
- o Explore the feasibility of constructing a bicycle path connection from Eisenhower Valley to the Mt. Vernon bike trail.

LAND USE PLAN RECOMMENDATIONS

The Southwest Quadrant Plan contains 21 changes to the Adopted 1974 Long Range Land Use Map. The reasons for these changes are threefold; first, to recognize changed land use conditions as a result of new development over the past 14 years; second, to recognize that the Southwest Quadrant has diverse land use patterns which are not adequately described using coarse, overly generalistic categories contained in the 1974 Plan; thirdly, to address the need to develop more specific and descriptive land use designations which are sensitive to historic preservation and density and land use transition issues.

Accordingly, the proposed plan calls for development of commercial and industrial sites to be of limited heights and densities because of the generally low scale of development in the Southwest Quadrant and nearby Old Town and because of the proximity of these sites to medium density residential housing. The Plan also redesignates for residential use those residential uses which were designated for commercial use in the 1974 Plan. This is consistent with the goal of preserving existing residential uses rather than allowing these uses to be converted for commercial use.

Conversely, those commercial uses which were designated as residential in the 1974 Plan were redesignated to the appropriate commercial category. This determination was based on recognition of the existing use, proximity to existing residential and the decision not to unnecessarily create new nonconforming uses.

The Plan also separates out those uses which were not appropriately designated in the 1974 Plan such as designating residential uses within the institutional category or designating parks within the residential category.

Lastly, the Plan recognizes existing and potentially desirable new mixed use project sites. The Commercial Downtown (CD) designation is intended to reflect existing mixed use developments where a site is built out and where redevelopment is unlikely. The Commercial Residential Mixed Use (CRMU) designation is designed for larger underutilized commercial sites which, if redeveloped would be desirable for medium density mixed use development with a residential component or for lower density commercial development if residential uses were not a component of redevelopment.

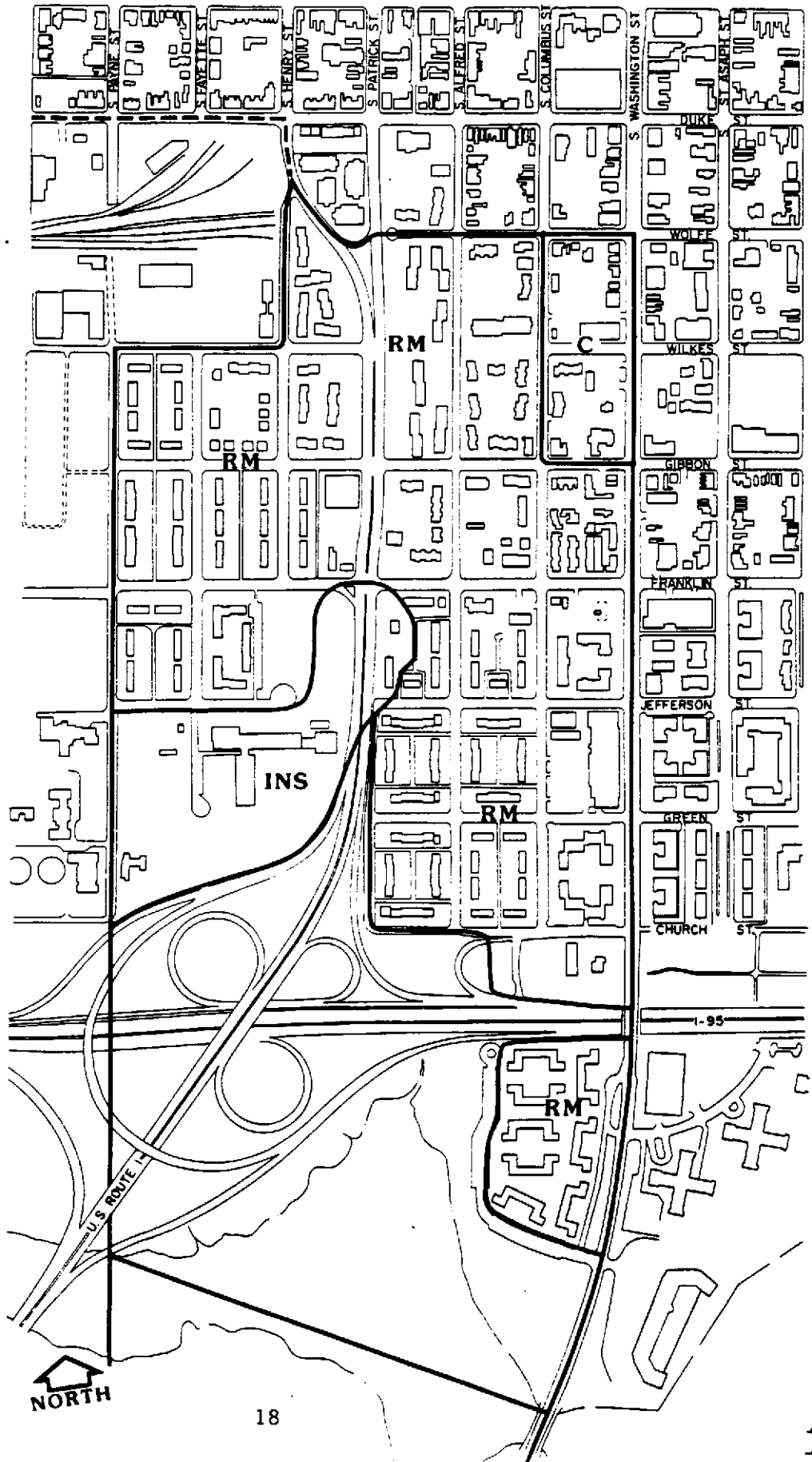
PROPOSED CHANGES TO THE LAND USE PLAN

The 1974 Adopted Consolidated Master Plan for the Southwest Quadrant Area is shown in Map 6. The proposed changes to the Plan are shown in Map 7 and the new proposed Land Use Plan is shown in Map 8. The proposed changed land use designations are described below.

1. From Residential Medium to Residential High. This site consists of a residential mid-rise apartment building that is located on the southern half of the block bounded by South Alfred, Wilkes, and South Columbus Streets. This structure was built in the mid-1970's under the DIP Urban Renewal Program and its use is anticipated to continue in the future.
2. From Commercial to Residential Medium. This location consists of medium density row/town houses that are located at the northeast corner of the 700 block of Wolfe Street at South Columbus Street. The townhouses on South Columbus Street were constructed under the DIP Urban Renewal Program in the mid-1970's. It is recommended that these townhouse structures and the dwellings on Wolfe Street maintain their residential land use for the future.

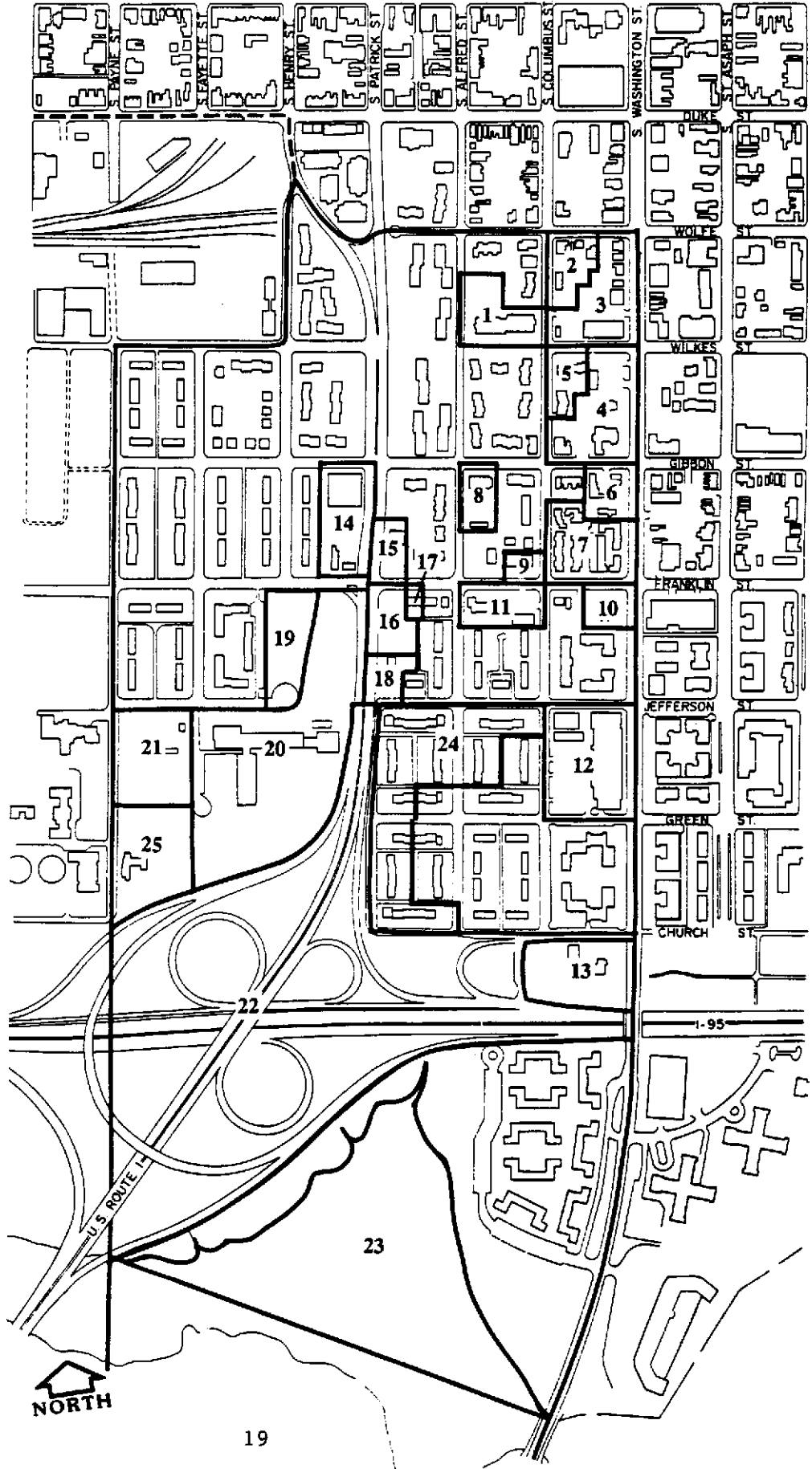
1974 Land Use Plan

- RM - Residential Medium
- C - Commercial
- INS - Institutional



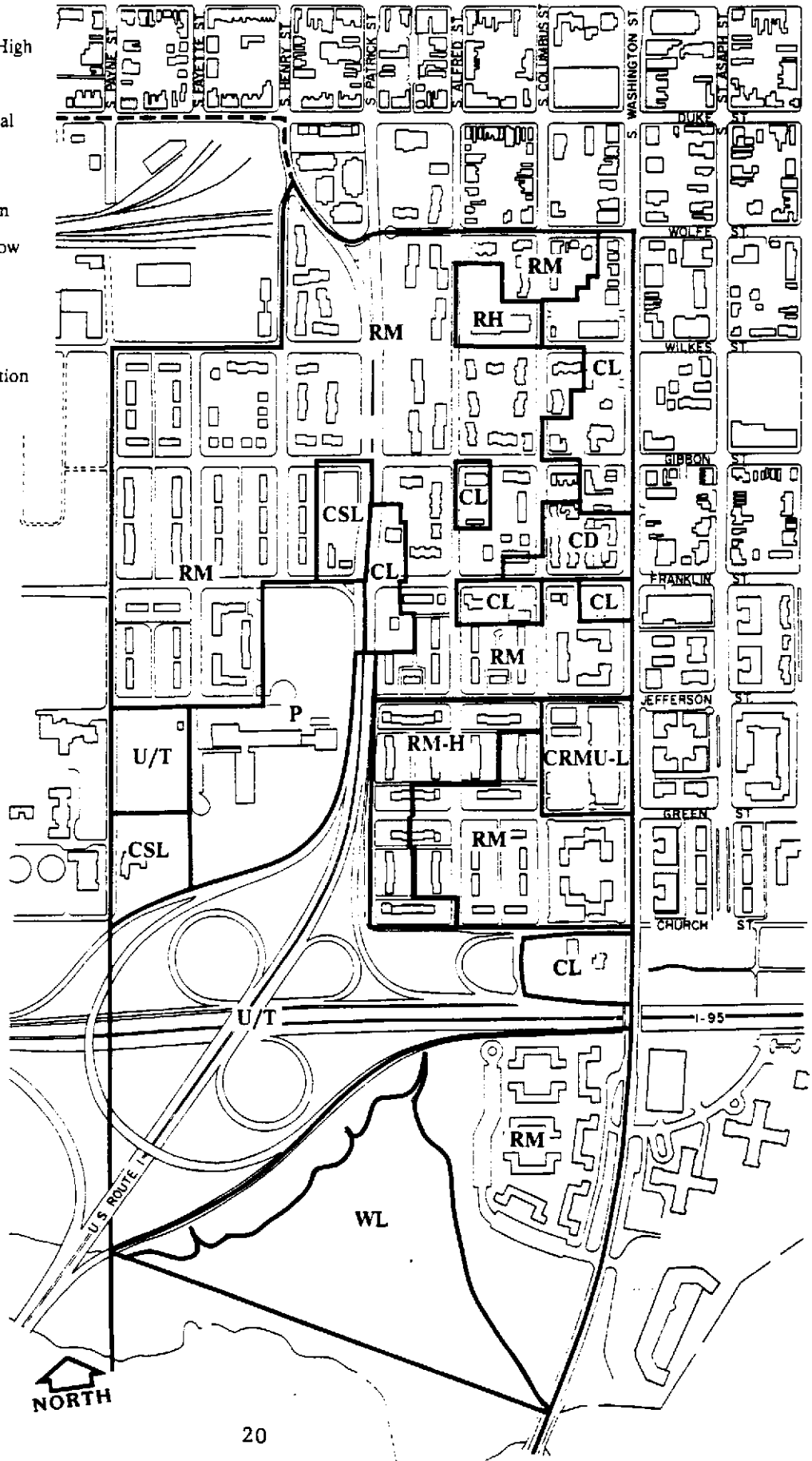
Proposed Land Use Changes

- 1 - From RM to RH
- 2 - From C to RM
- 3 - From C to CL
- 4 - From C to CL
- 5 - From C to RM
- 6 - From C to CL
- 7 - From RM to CD
- 8 - From RM to CL
- 9 - From RM to CD
- 10 - From RM to CL
- 11 - From RM to CL
- 12 - From RM to CRMU-L
- 13 - From RM to CL
- 14 - From RM to CSL
- 15 - From RM to CL
- 16 - From INST to CL
- 17 - From INST to RM
- 18 - From INST to RM
- 19 - From RM to P
- 20 - From INST to P
- 21 - From INST to U/T
- 22 - From No Designation to U/T
- 23 - From No Designation to ~~U/T~~ WL
- 24 - From RM to RM/H
- 25 - From INST to CSL



Proposed Land Use

- RM - Residential Medium
- RM/H - Residential Medium/High
- RH - Residential High
- CRMU-L - Commercial Residential Mixed Use Low
- CL - Commercial Low
- CD - Commercial Downtown
- CSL - Commercial Service Low
- P - Park, Recreation and Open Space
- INST - Institutional
- U/T - Utility and Transportation
- WL - Wetlands



3. From Commercial to Commercial Low. This area includes the commercial structures that are located along the west side of South Washington Street and along the north side of Wilkes Street. This area includes the Peoples Drug Store and Williams Sandwich Shop. The designation of commercial low would encourage the continuing land use of this area for low density retail shops, and would provide transition between the residential area on the west and the commercial area on the east.
4. From Commercial to Commercial Low. This is the location of the Exxon Service Station, a real estate office, the former location of the Olde Club Restaurant and several row houses that have been converted into office space. This area is located along the west side of the 600 block of South Washington and the 700 block of Gibbon Street. Commercial low is recommended for this area in order to maintain the scale of low density commercial development and to provide a transition between the residential area on the west and the commercial uses on the east.
5. From Commercial to Residential Medium. This location consists of residential townhouses at the northwest corner of Wilkes and South Columbus Streets. These townhouses were constructed under the DIP Urban Renewal Program in the mid-1980's. Residential medium land use for this area reflects a continuing desire to maintain medium density residential uses on these properties.
6. From Residential Medium to Commercial Low. This location consists of retail shops at the southwest corner of South Washington and Gibbon streets. The Commercial Low land uses at this location would promote maintaining the low scale retail shops that provide a transition between the residential uses on the west and the commercial areas on the east.
7. From Residential Medium to Commercial Downtown. This location consists of the Washington Square development which is located at the southern half of the block bounded by South Washington, Franklin and South Columbus Streets. It is recommended that this part of the block be designated Commercial Downtown in order to acknowledge its existing scale and mix of medium density residential and commercial office and retail uses.
8. From Residential Medium to Commercial Low. This area is located at the southeast corner of Gibbon and South Alfred Streets and consists of two recently renovated structures that have commercial office use. Commercial Low is recommended for this location in order to maintain the existing scale of commercial development and to encourage the type of commercial uses that would be compatible with adjacent medium density residential uses.
9. From Residential Medium to Commercial Downtown. This site is located at the northwest corner of South Columbus Street at Franklin Street and consists of the commercial office portion of the Arch Hall townhouse mixed use development. In order to preserve the scale and current mix of commercial development within Arch Hall, Commercial Downtown is recommended for only the commercial portion of Arch Hall.
10. From Residential Medium to Commercial Low. This site consists of an Amoco Service Station which is located at the southwest corner of South Washington and Franklin Streets. Commercial Low is recommended for this site in order to maintain the existing scale of commercial development.
11. From Residential Medium to Commercial Low. This area consists of properties that contain a 7/Eleven retail store, a mortuary and several row house structures that are the location of commercial shops. These properties are located at the northern third of the block bounded by South Alfred, Franklin and South Columbus Streets. Commercial Low is recommended for this location in order to maintain the present scale of development and to provide a transition between the residential area at the south and the commercial areas on the west.

12. From Residential Medium to Commercial Residential Mixed Use Low. This block is bounded by South Washington, Green, South Columbus and Jefferson Streets. Development within this block consists of low scale retail shops that front South Washington Street and off-street parking which is located at the rear of the property on South Columbus Street. Retail uses within this development include a First American Bank, a grocery store, a bicycle shop, a ski shop, two restaurants, a cleaner and a furniture store. These retail uses draw much of their support from the local residential neighborhood. It is the City's desire that retail uses along Washington Street be preserved. However, it is recognized that this comprises almost an entire City block and may be subject to redevelopment pressure. Should redevelopment occur, the intent of the CRMU-L designation is to encourage commercial uses along South Washington Street and residential uses oriented along South Columbus Street to provide a transition to existing adjacent residential development.
13. From Residential Medium to Commercial Low. This area is bounded by Church and South Washington Streets and the right-of-way for the Capital Beltway. Existing land use consists of a Mobil service station and a low scale office building. Commercial Low is recommended for this location in order to provide a buffer, or transition, between the residential area north of Church street and the expressway on the south.
14. From Residential Medium to Commercial Service Low. These properties are located in the eastern half block bounded by Gibbon, U.S. Route 1 (Patrick Street), Franklin and South Henry Streets. These properties currently contain low density service businesses such as a neighborhood grocery store, a paint supplier, an auto accessories retail store and a fountain soda distributor. It is recognized that this half block may be subject to pressure to redevelop. If redevelopment should occur, Commercial Service Low is recommended for this half block in order to encourage future land uses that would be compatible with the adjacent residential neighborhood. This type of development would also provide a buffer between the residential neighborhood on the west and the heavy volume of traffic that travels U.S. Route 1 on the east. The proposed designation would not preclude residential development.
15. From Residential Medium to Commercial Low. This site is located at the northeast corner of U.S. Route 1 and Franklin Street. The current use of this site consists of a Merit service station which replaced another service station that occupied this site. Commercial Low is recommended for this site in order to maintain the scale of the existing types of land uses and to provide a transition between the residential area on the east and U.S. Route 1 on the west.
16. From Institutional to Commercial Low. This site is located at the southeast corner of Franklin Street and U.S. Route 1 and consists of a Chevron service station which has undergone some minor renovation. Commercial Low is recommended for this site in order to maintain the scale of existing types of land uses and to provide a buffer, or a transition between the adjacent residential at the east and south and U.S. Route 1 on the west.
17. From Institutional to Residential Medium. These properties are located on the south side of the 900 block of Franklin Street. This recommendation recognizes the existing and the projected residential use of these properties.
18. From Institutional to Residential Medium. These properties are located at the northeast corner of Jefferson and South Patrick Streets and consist of rowhouses that have recently undergone renovations. This recommendation reflects the existing and the projected residential use of these properties.
19. From Residential Medium to Parks, Recreational or Open Space. This area is located on the south side of the 1000 block of Franklin at the northern end of the playing field at Lee Center. This change reflects how the property is currently being used.

20. From Institutional to Parks, Recreational or Open Space. This area is bounded by South Fayette, Jefferson, Franklin and South Patrick Streets, and the off-ramp of the U.S. Route 1/Capital Beltway interchange. This recommendation reflects a change in the use of the property from a school to the use of the property as a recreational facility.
21. From Institutional to Utility/Transportation. This site is the location of the electric power substation which is bounded by South Payne, Jefferson and South Fayette Streets. Utility is the appropriate category.
22. No Designation to Utility/Transportation: This area consists of the right-of-way for the Capital Beltway (U.S. Route 95) and the U.S. Route 1 (Patrick Street) interchange. This area was not given a land use designation on the 1974 Long Range Land Use Map. The recommendation to designate this area Utility/Transportation is consistent with the way in which the area is being used.
23. No Designation to Wet Lands: This area consists of the marsh area bounded by the U.S. Route 1 off ramp to the Capital Beltway, the 1100-1200 blocks of South Alfred Street and City boundary along Hunting Creek (Cameron Run). This area was not given a land use designation on the 1974 Long Range Land Use Map. This portion of the Hunting Creek area is within the 100 year flood plain, therefore no structures are located within. Because this area is a natural swamp, marsh or wet land, it should be preserved for wildlife. It is recommended that any area within this Hunting Creek marsh area that is below the elevation of 3 feet above sea level be designated as wet lands. This area would be preserved in its natural condition for wildlife and no development would be allowed to occur.
24. From Residential Medium to Residential Medium/High. These existing medium density residential areas were designated RM/H to provide for the existing densities while allowing increased densities, up to 50 units/acre, with an S.U.P.
25. From Institutional to Commercial Service Low. This is the City's animal shelter. The CSL designation is consistent with the way the property is being used.

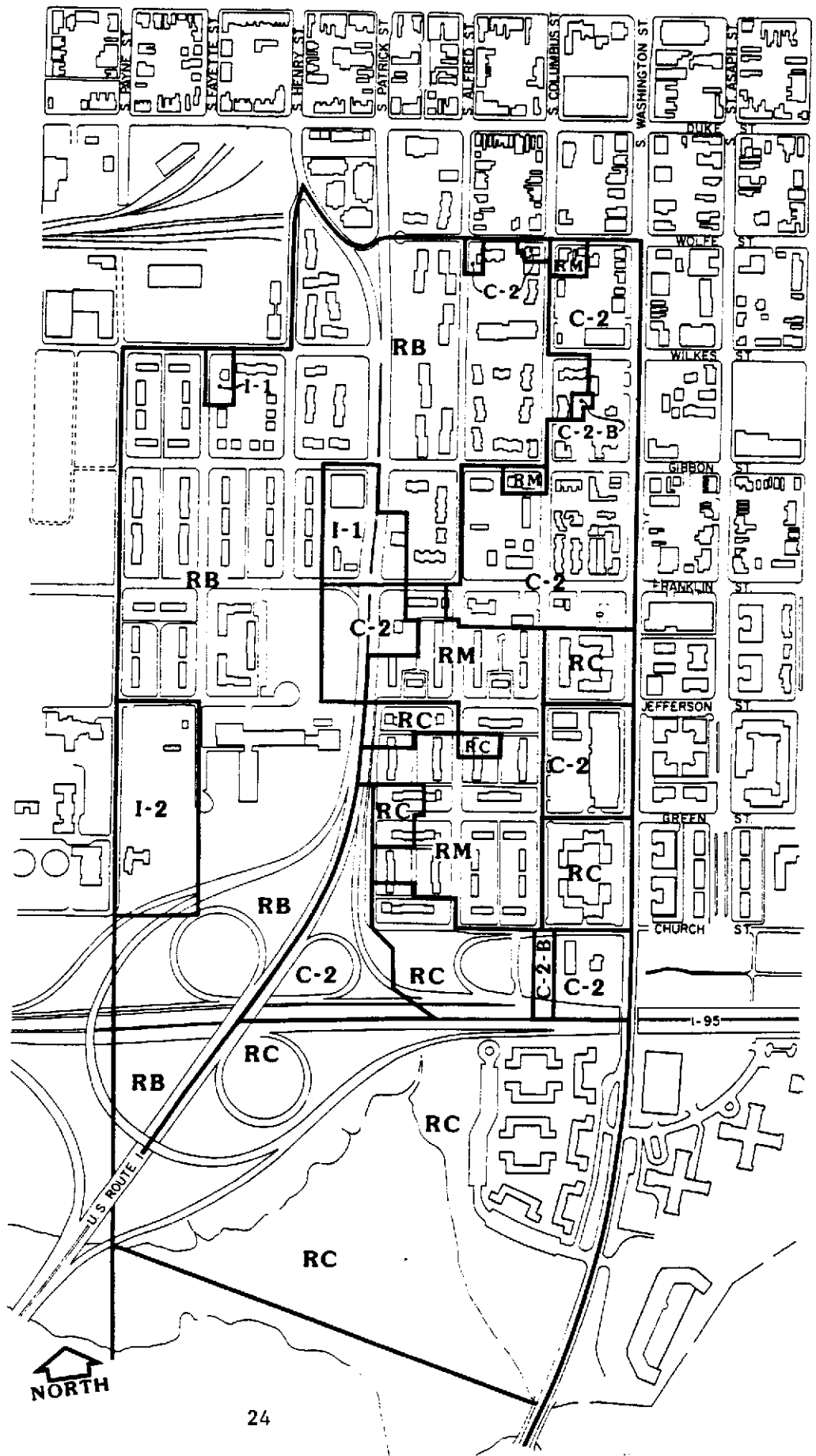
PROPOSED ZONING RECOMMENDATIONS

The following zoning changes are recommended to implement the Proposed Land Use Plan. In most cases these recommendations involve the 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 and implementation of new zones. Map 9 shows current zoning. Map 10 reflects the proposed changes to the zoning map and Map 11 shows the proposed new zoning map.

1. Rezone from I-1 to Residential (RB). This site at the southeast corner of Wilkes and South Fayette Streets contains a headstone company. This type of business, which is associated with the nearby cemeteries located along South Payne and Wilkes Streets, is considered an "endangered craft." When the adjacent neighborhood was being redeveloped through the DIP Urban Renewal Program, careful consideration was given to not displace this trade and business. Because this property is currently zoned I-1, the zone and the property's use are at variance with the adopted Master Plan and the proposed small area plan, both of which recommend "Residential Medium". In order to prevent the displacement of this business, it is recommended that a special provision allow this property to continue to be utilized as a headstone engraving business under the "Residential Multi-Family" zone. This special provision would require that the future use of the property conform to requirements under the "Residential Multi-Family" zone in the event that the headstone engraving business should cease to exist.

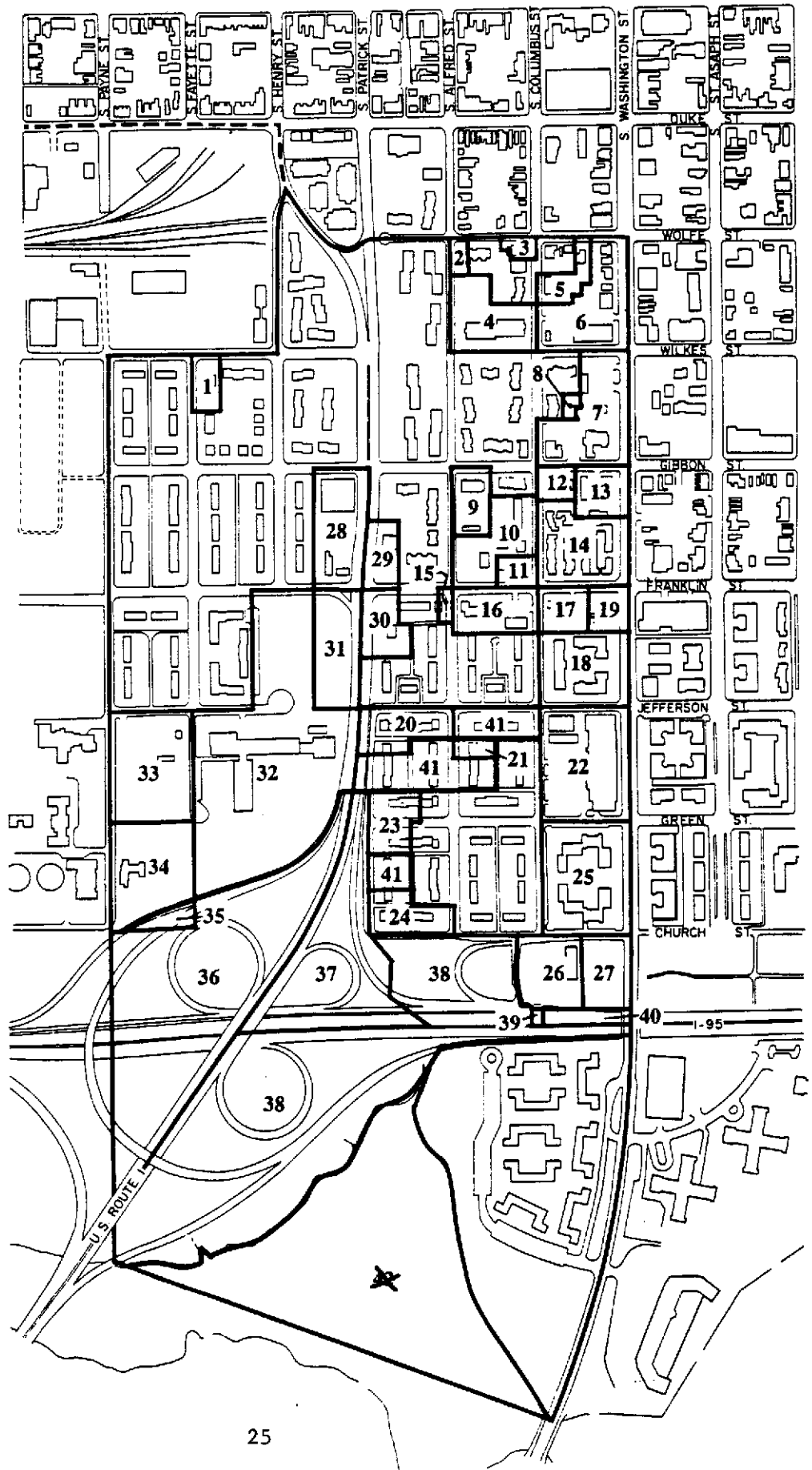
Existing Zoning

- RB - Residential Medium
- RM - Residential Medium
- RC - Residential High
- C-2 - Commercial
- C-2-B - Commercial
- I-1 - Industrial
- I-2 - Industrial



Proposed Zoning Changes

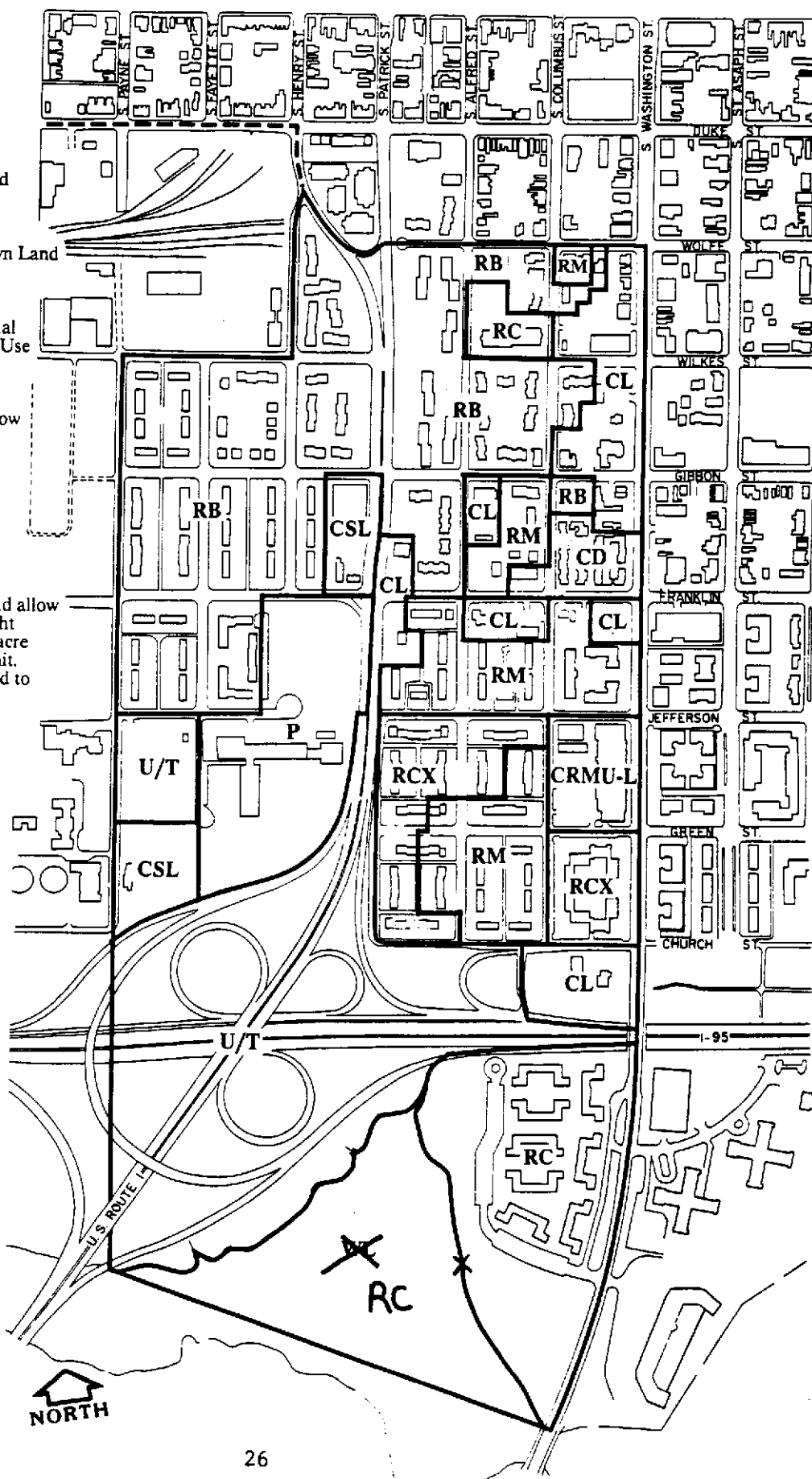
- 1 - From I-1 to RB
- 2 - From C-2 to RB
- 3 - From C-2 to RB
- 4 - From RB to RC
- 5 - From C-2 to RB
- 6 - From C-2 to CL
- 7 - From C-2 to CL
- 8 - From C-2-B to CL
- 9 - From C-2 to CL
- 10 - From C-2 to RM
- 11 - From C-2 to CD
- 12 - From C-2 to RB
- 13 - From C-2 to CL
- 14 - From C-2 to CD
- 15 - From C-2 to RM
- 16 - From C-2 to CL
- 17 - From C-2 to RM
- 18 - From RC to RM
- 19 - From C-2 to CL
- 20 - From RC to RCX
- 21 - From RC to RCX
- 22 - From C-2 to CRMU-L
- 23 - From RC to RCX
- 24 - From RC to RCX
- 25 - From RC to RCX
- 26 - From C-2-B to CL
- 27 - From C-2 to CL
- 28 - From I-1 to CSL
- 29 - From I-1 to CL
- 30 - From C-2 to CL
- 31 - From C-2 to P
- 32 - From RB to P
- 33 - From I-2 to U/T
- 34 - From I-2 to CSL
- 35 - From I-2 to U/T
- 36 - From RC to U/T
- 37 - From C-2 to U/T
- 38 - From RC to U/T
- 39 - From C-2-B to U/T
- 40 - From C-2 to U/T
- 41 - From RM to RCX
- 42 - From RC to WL



Proposed Zoning

- RB - Residential Medium
- RM - Residential Medium
- RCX* - Residential Medium
- RC - Residential High
- CL - Zone consistent with Commercial Low Land Use Designation
- CD - Zone consistent with Commercial Downtown Land Use Designation
- CRMU-L - Zone consistent with Commercial Residential Mixed Use Low Land Use Designation
- CSL - Zone consistent with Commercial Service Low Land Use Designation
- P - Zone consistent with Park Land Use Designation
- WL - Zone consistent with Wet Lands

* The RCX zone would allow 35 units per acre by right and up to 50 units per acre with a special use permit. Height would be limited to 50 feet.



2. Rezone from C-2 to Residential (RB). This property is located on the southeast corner of Wolfe and South Alfred Streets. The current use of the property consists of a residential townhouse which was built under the DIP Urban Renewal Program in the late 1970's. This change reflects the desire to continue the use of this property for medium density residential similar to adjacent properties.
3. Rezone from C-2 to Residential (RB). This property is located on the southwest corner of Wolfe and South Columbus Streets. The current use of the property consists of a commercial structure that was renovated and converted into several residential townhouses. This change along with Number 2 above would make the whole block face RB.
4. Rezone from RB to Residential (RC). This property is located in the southern half of the block bounded by South Alfred, Wilkes and South Columbus Streets. The current use of the property consists of a residential mid-rise apartment structure that was built through the implementation of the DIP Urban Renewal Program in the mid-1970's. Similar to almost all of the residential development that was constructed under the DIP Urban Renewal Program, this structure was built under the RB zone. While the overall number of dwelling units per acre for the entire DIP program is under 27 units per acre, this site was permitted to be developed at more than 92 units per acre.
5. Rezone from C-2 to Residential (RB). These properties consist of residential townhouses that are located on the south side of the 700 block of Wolfe Street and the east side of the 400 block of South Columbus Street. The townhouses on South Columbus Street were constructed in the mid-1970's under the DIP Urban Renewal Program and the residential unit on Wolfe Street has been identified as being 100 years old. This change reflects the continuous use of these properties for medium density residential use.
6. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). This area consists of the commercial shops that are located along the west side of South Washington Street and along the north side of Wilkes Street. These commercial shops include a Peoples Drug Store, Williams Sandwich Shop and several other businesses. This change would encourage the continued use of these properties for low density retail shops and would provide a transition between the residential area on the west and the commercial area on the east.
7. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). This area consists of the commercial properties located along the entire west side of South Washington Street and along the entire north side of Gibbon Street. The current commercial uses within this area consist of an Exxon Service Station, a real estate office, the former location of the Olde Club Restaurant and several row houses that have been converted into office spaces. This change is recommended in order to maintain the scale of low density commercial development and to provide a transition between the residential area on the west and the commercial uses on the east.
8. Rezone from C-2-B to a new zone consistent with the Master Plan Commercial Low designation (CL). This property consists of a small interior lot in the block bounded by Wilkes, South Washington, Gibbon and South Columbus streets. This lot had been used as off street parking for the Old Club restaurant prior to its closing. This change is recommended in order to insure that the future use of this property is consistent with the future use of the adjacent property which contains the restaurant.

9. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). These properties are located on the southeast corner of Gibbon and South Alfred Streets and contain two structures that have been recently renovated for commercial office use. Commercial Low is recommended for this location in order to maintain the existing scale of commercial development and to encourage the type of uses that would be compatible with the adjacent medium density residential uses.
- 10 & 11. Rezone from C-2 to Residential (RM) and new zone consistent with the Master Plan Commercial Downtown designation (CD). This site, Arch Hall, is located in the block bounded by South Columbus, Franklin, South Alfred and Gibbon Streets. Arch Hall is a mixed use development that consists of townhouse residential and commercial office units. The residential portion of this mixed use is located along South Columbus Street and with internal portion of the block. The commercial offices of this development are located along the north side of the 800 block of Franklin Street. In order to protect the scale and current mix of residential and commercial development within Arch Hall, a medium density residential zone is recommended for the residential portion of the development and Commercial Downtown is recommended for the commercial office portion.
12. Rezone from C-2 to Residential (RB). These properties, consisting of six renovated residential townhouses, are located on the southeast corner of Gibbon and South Columbus Streets. This change is recommended in order to maintain the existing scale and density of properties for medium density residential use.
13. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). These properties consist of commercial retail shops that are located on the southwest corner of South Washington and Gibbon Streets. Commercial Low is recommended for these properties in order to maintain the scale and density of the existing structures that are located on the properties and to maintain the low scale of South Washington Street. Uses permitted under the zone would provide a transition between the residential uses on the west and the commercial uses on the east.
14. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Downtown designation (CD). This location consists of the Washington Square mixed use development. It is recommended that this location be rezoned "Commercial Downtown" in order to acknowledge its dense level of development but using the commercial designation used in the downtown area.
15. Rezone from C-2 to Residential (RM). This property is located at the southwest corner of Franklin and South Alfred Streets and contains a residential rowhouse. This property is and should remain residential.
16. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). These properties are located on the south side of Franklin Street between South Alfred and Columbus Streets. These properties contain a 7/Seven, a mortuary and several commercial rowhouse buildings. Commercial Low is recommended for these properties in order to maintain the present scale of development and provide transition between the residential areas at the south and the commercial areas on the west and east.
17. Rezone from C-2 to Residential (RM). These properties consisting of four residential townhouses and a lot that is used to provide off street parking for the Mount Vernon Garden Apartments, are located in the 700 blocks of Franklin and South Washington Streets. These properties are and should remain residential.

18. Rezone from RC to Residential (RM). This property is located in the 700 block of South Washington Street and contains the Mount Vernon Garden Apartments. This change is recommended in order to insure that this property be maintained for residential use at its present scale and density.
19. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). This is the Amoco service station on South Washington Street. Commercial Low is recommended for this property in order to maintain the existing scale of commercial development. It would also provide a transition between the adjacent residential townhouses on the west and garden apartment units on the south.
20. Rezone from RC to a zone consistent with the Master Plan RCX designation. These properties are located on the south side of the 900 block of Jefferson Street and contain recently renovated rowhouses. This change is recommended in order to reflect the continuous use of these properties for medium density residential use. The RCX should also allow higher densities of residential with an S.U.P.
21. Rezone from RC to a zone consistent with the Master Plan RCX designation. These properties are located on the east side of the 800 block of South Alfred Street and contain garden type residential housing units. This change is recommended in order to maintain the existing scale and density of these properties for medium density residential use. The RCX should also allow higher densities of residential with an S.U.P.
22. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Residential Mixed Use Low designation (CRMU)-L. This block, bounded by South Washington, Green, South Columbus and Jefferson Streets, includes a variety of shops. Commercial Residential Mixed Use is recommended for this block so that if the block is proposed for redevelopment, the development would be mixed use with commercial use along South Washington Street and the residential use along South Columbus Street.
23. Rezone from RC to a zone consistent with the Master Plan RCX designation. These properties are located on the northeast and the southeast corners of Green and South Patrick Streets. These properties contain garden type residential housing units. This change is recommended in order to maintain the existing scale and density of these properties for medium density residential use. The RCX should also allow higher densities with an S.U.P.
24. Rezone from RC to a zone consistent with the Master Plan RCX designation. These properties are located on the north side of the 900 block of Church Street and contain garden type residential apartments. This change is recommended in order to maintain the existing scale and density of these properties for medium density residential use. The RCX should also allow higher densities of residential with an S.U.P.
25. Rezone from RC to a zone consistent with the Master Plan RCX designation. This property consists of the entire city block bounded by Green, South Washington, Church and South Columbus Streets. This property contains the Gunston Hall Garden Apartments which were built in the early 1940's. This change is recommended in order to maintain the existing scale and density of this property for medium density residential use. The RCX should also allow higher density residential development with an S.U.P.
26. Rezone from C-2-B to a new zone consistent with the Master Plan Commercial Low designation (CL). This property consists of a vacated unimproved section of South Columbus Street. Commercial Low is recommended for this property in order to insure that the future use of this property is in scale with adjacent property.

27. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). These properties, bounded by Church and South Washington Streets and the right-of-way for the Capital Beltway, contain a Mobil service station and a low scale office building. Commercial Low is recommended for this location in order to provide a buffer or transition between the residential area north of Church Street and the expressway on the south.
28. Rezone from I-1 to a new zone consistent with the Master Plan Commercial Service Low designation (CSL). These properties are located in the eastern half block bounded by Gibbon, U.S. Route 1 (Patrick Street), Franklin and Henry Streets. These properties currently contain low density service businesses such as a neighborhood grocery store, a paint supplier, an auto accessories retail store and a fountain soda distributor. It is recognized that this half block might be subject to pressures to redevelop. If redevelopment should occur, Commercial Service Low is recommended for this half block in order to encourage future land uses that would be compatible with the adjacent residential neighborhood.
29. Rezone from I-1 to a new zone consistent with the Master Plan Commercial Low designation (CL). This property is located at the northeast corner of U.S. Route 1 and Franklin street and contains a Merit service station. Commercial Low is recommended for this site in order to maintain the existing scale and to provide a transition or buffer between the residential area on the east and U.S. Route 1 on the west.
30. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). This property, located at the southeast corner of U.S. Route 1 and Franklin street, consists of a Chevron service station. Commercial Service Low is recommended for this site in order to maintain the existing scale and to provide a transition, or buffer, between the residential area on the east and U.S. Route 1 on the west.
31. Rezone from C-2 to a new zone consistent with the Master Plan Park, Recreation and Open Space designation (P). This consists of part of the play field of the Lee Center at the southwestern corner of Franklin Street and U.S. Route 1. Parks, Recreation and Open Space is consistent with the way in which this property is and will be used.
32. Rezone from RB to a new zone consistent with the Master Plan Park, Recreation and Open Space designation (P). This consists of the Lee Center and adjacent recreation facilities. Parks, Recreational and Open Space is consistent with the way in which this property is being used.
33. Rezone from I-2 to a new zone consistent with the Master Plan Utility/Transportation designation (U/T). This property consists of the electric power substation located on the block bounded by South Payne, Jefferson and South Alfred Streets. Rezoning this property to Utility/Transportation would be consistent with the way this property is being used.
34. Rezone from I-2 to a new zone consistent with the Master Plan Commercial Service Low designation (CSL). This City owned property consists of the City's animal shelter that is located on the east side of the 900 block of South Payne Street. This zoning change would provide a zone classification that is consistent with the way this property is being used.
- 35-40. Rezone from I-2 RB, C-2 RC and C-2-B to a new zone consistent with the Master Plan Utility/Transportation designation (U/T). These properties consist of the right-of-way of the U.S. Route 1 and Capital Beltway interchange. The recommendation to change the zoning of these properties to Utility/Transportation provides a zone that is consistent with the way in which these properties are being used.

41. Rezone from RM to a new zone consistent with the Master Plan RCX designation. This area is bounded by Jefferson, S. Columbus, to Green Street, S. Alfred Church and S. Patrick Streets. The RCX zone should allow for medium density residential at heights up to 50', with increased densities allowed with an S.U.P.

~~42. Rezone From RC to WL wetlands. City Council decided it wanted a wetland zone for wetlands in the City. This parcel should be rezoned to the new wetland zone.~~

PROPOSED HEIGHT LIMITS

The height plan is intended to reduce all heights within the Southwest Quadrant to a scale which is compatible with the residential areas and with the Historic District. Those sites which are outside Height District restrictions and which have 77 foot to 150 foot height allowances have been reduced to either 50 foot or 45 foot in height. Overall, the myriad of height allowances has been reduced and simplified. Most of the area will be restricted to either 45 or 50 foot buildings. Maps 12 shows height districts in the study area and Map 13 shows heights allowed by right, under existing zoning and height districts. Map 14 shows proposed changes to height limits and Map 15 is the proposed new height map for the Southwest Quadrant Area.

It is recommended that the proposed height map be adopted.

TRANSPORTATION RECOMMENDATIONS

The transportation recommendations are intended to update the 1974 Major Thoroughfare Plan (Map 15) by redesignating streets within the Southwest Quadrant Planning area according to their function and role in moving traffic through the area and to respond to the issue of potential commuter traffic on residential streets.

The proposed Major Thoroughfare Plan (Map 16) for the Southwest Quadrant area makes only one change from the 1974 Plan; acknowledging the role of Gibbon Street between Route I and Washington Street to be the same as Franklin Street. The recommendation is to:

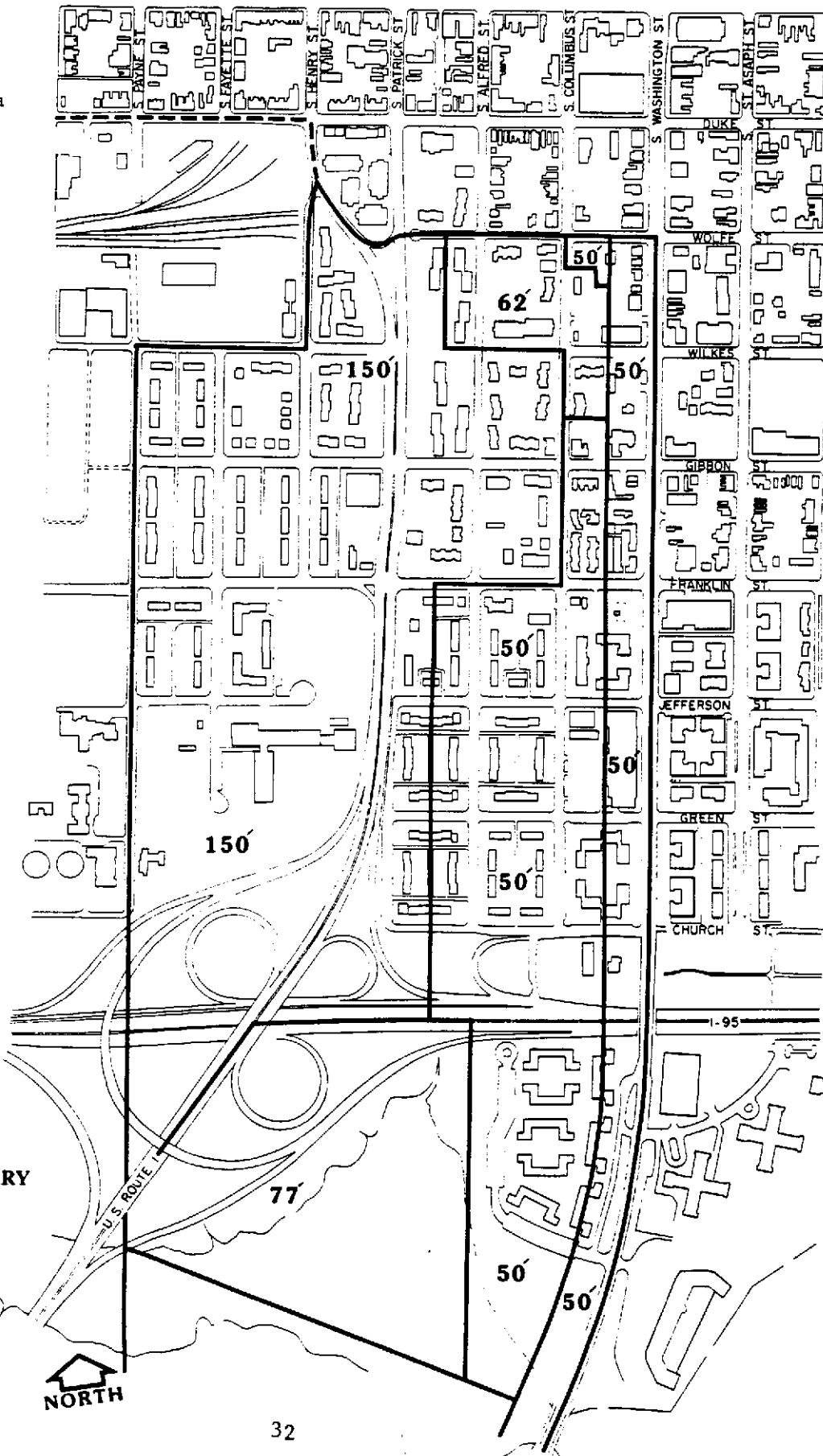
1. redesignate Gibbon Street between Route I and Washington Street from a local street to an arterial.

In addition, the Plan recommends that in consideration of the proposed redevelopment of the Norfolk Southern property and residents concerns about through traffic impacting their neighborhood:

2. that the 300 block of S. Payne Street not connect through to the 500 block of S. Payne Street.
3. that the 200 block of S. Fayette Street not connect through to the 500 block of S. Fayette Street.
4. that Eisenhower Avenue not connect to S. Henry Street.
5. City Council recommended that any connection of Wolfe Street to Holland Lane serve only as an outlet and not as a connector to S. Henry Street nor to Wilkes Street nor through to the 500 blocks of S. Payne and Alfred Streets.

Height By District

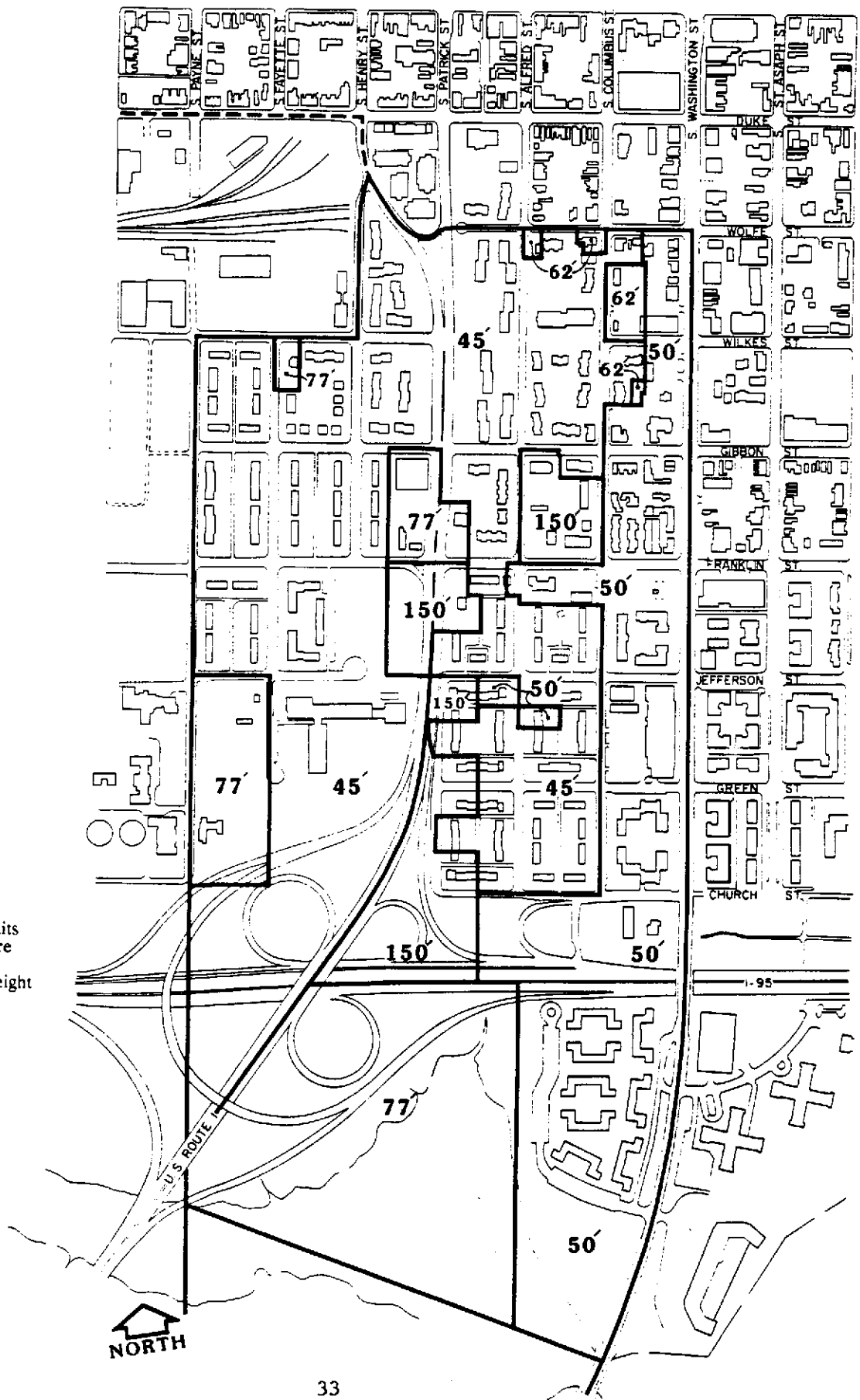
- 50' - Washington Street
- 50' - Old and Historic
- 62' - Urban Renewal Area
- 50'/77' - Hunting Creek



**NOTE: HEIGHTS MAY VARY
DEPENDING ON ZONE
REQUIREMENTS.**



Existing Height Limits By Right

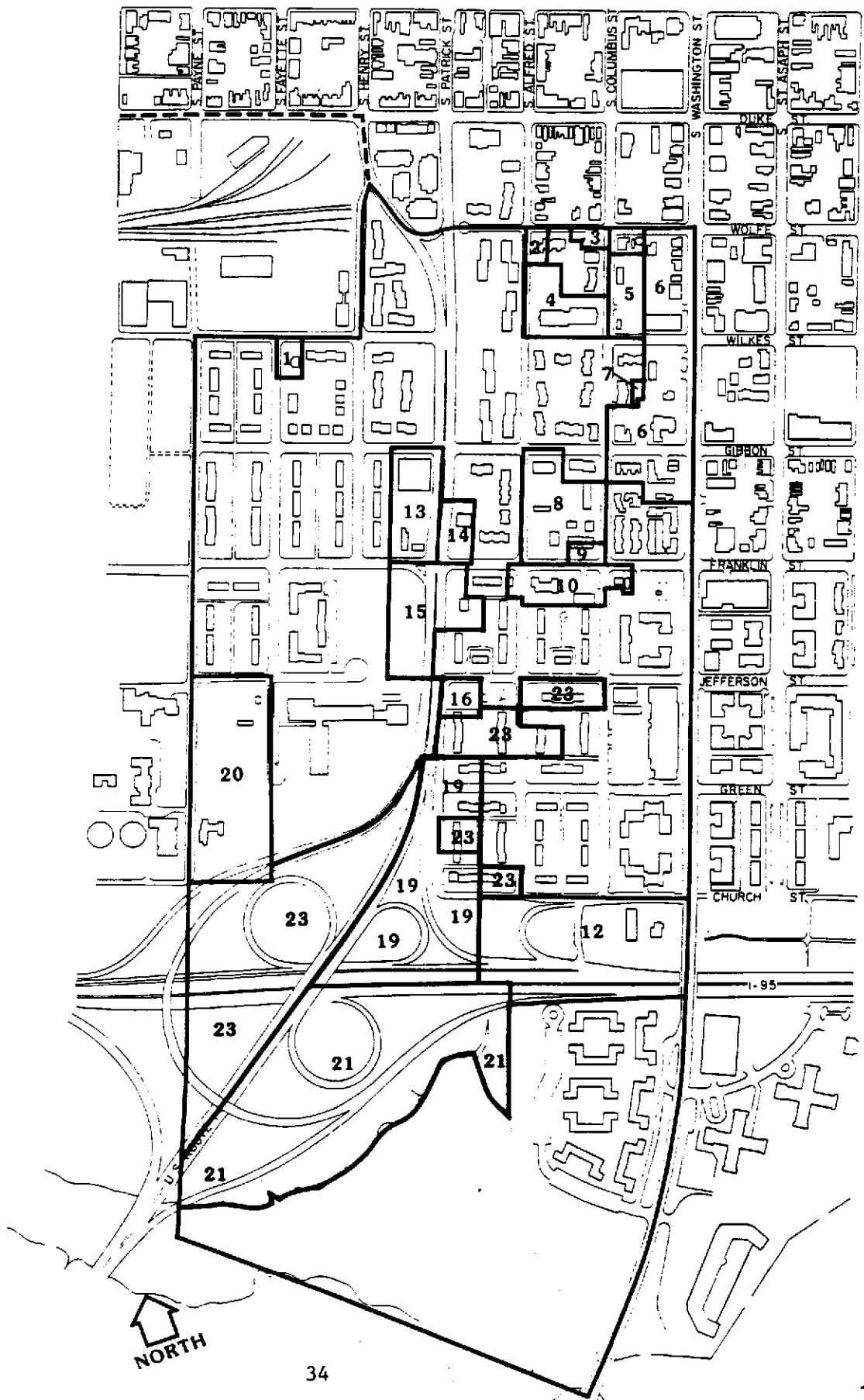


Note: By-Right height limits are determined by the more restrictive height allowed under a specific zone or height district.

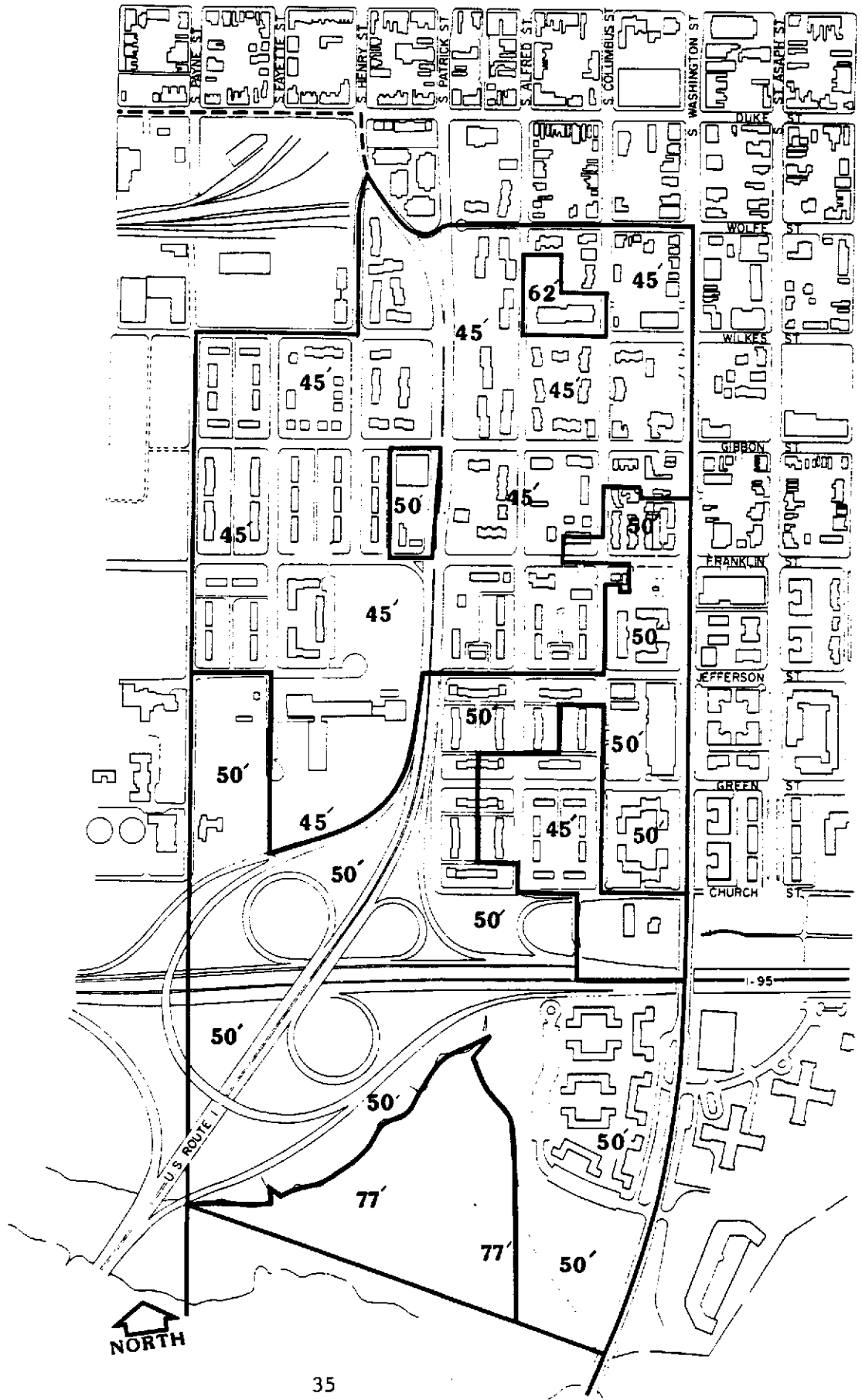


Proposed Height Changes






- 1 From 77' to 45'
- 2 From 62' to 45'
- 3 From 62' to 45'
- 4 From 45' to 62'
- 5 From 62' to 45'
- 6 From 50' to 45'
- 7 From 62' to 45'
- 8 From 150' to 45'
- 9 From 150' to 50'
- 10 From 50' to 45'
- 12 From 50' to 45'
- 13 From 77' to 50'
- 14 From 77' to 45'
- 15 From 150' to 45'
- 16 From 150' to 50'
- 19 From 150' to 50'
- 20 From 77' to 50'
- 21 From 77' to 50'
- 23 From 45' to 50'

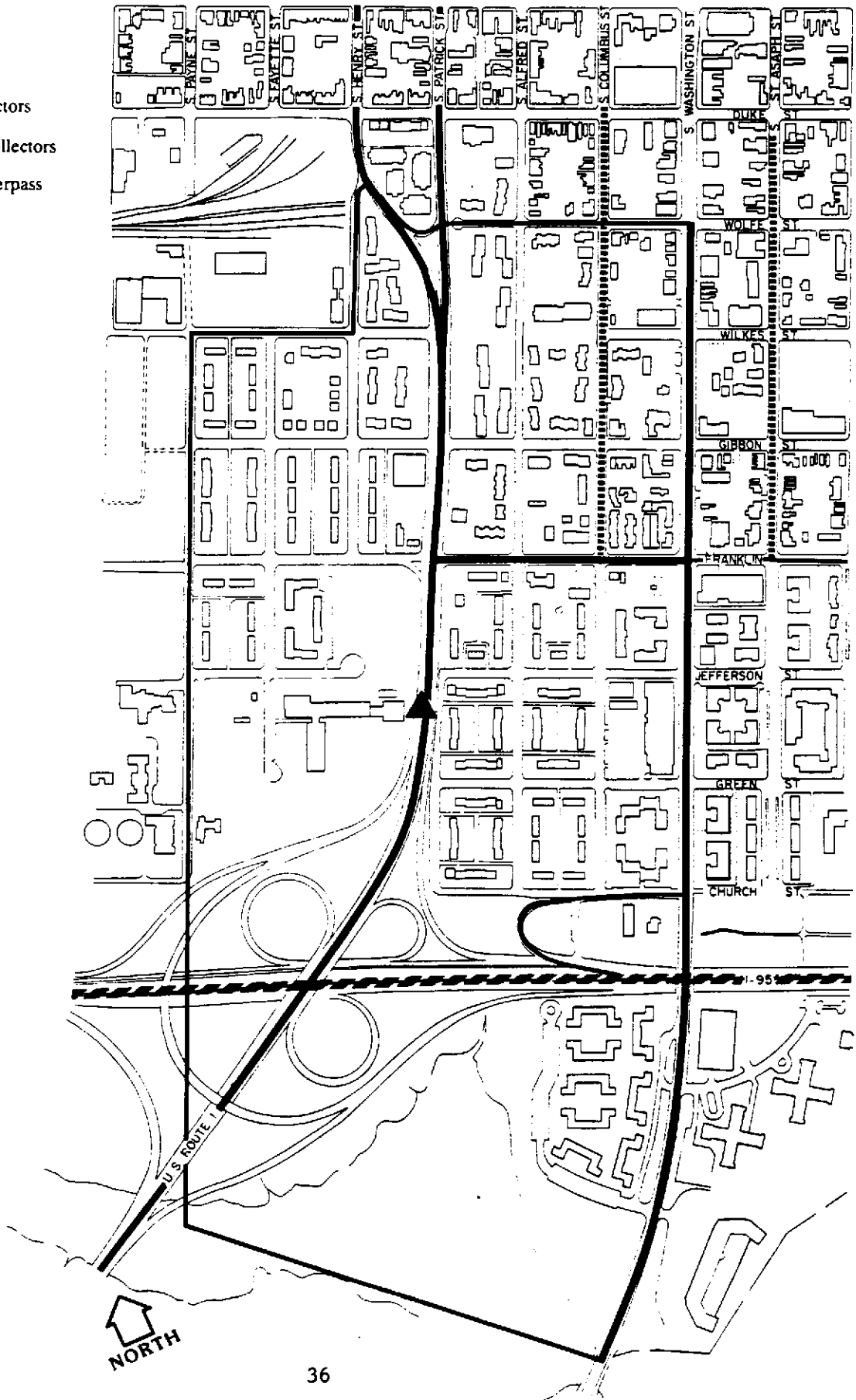


Proposed Height Limits



1974 Major Thoroughfare Plan

-  Expressways
-  Arterials
-  Primary Collectors
-  Residential Collectors
-  Pedestrian Overpass



Proposed Major Thoroughfare Plan





-  Expressways
-  Arterials
-  Primary Collectors
-  Residential Collectors



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DESCRIPTION OF AREA

At its March 21, 1989 Public Hearing, Planning Commission recommended that the boundary for the original Southwest Quadrant Study Area be extended to include a larger area. The western boundary was extended from South Payne Street to Hooff's Run and the northern boundary was extended from Wilkes Street to Duke Street between S. Henry and S. West Streets and the alignment of Wolfe Street between S. West Street and Hooff's Run. The southern boundary continues to follow Cameron Run (Hunting Creek) between Hooff's Run and U.S. Route 1 (See map 1).

This expanded area of Southwest Quadrant is characterized as an area that consists almost exclusively of industrial, municipal and institutional uses. This area includes the sanitary treatment plant and a number of public and private cemeteries. These cemeteries include the Alexandria National Cemetery which contains graves of the Civil War dead. There are also a number of private cemeteries adjacent to the Alexandria National cemetery that were founded in the late 1700's.

Prior to the mid 1950's the northern portion of Southwest Quadrant near King and Duke Streets was utilized as a railroad repair facility. This facility was the location of several railroad roundhouses of which none remain. Today this railroad property is used as a testing facility and as an office/laboratory. Because of the declining use of rail facilities in this area much of the railroad property in Southwest Quadrant is either vacant or underutilized.

This area is isolated from adjacent neighborhoods. Natural barriers such as Hooff's Run on the west and man-made barriers such as the Capital Beltway on the south make this area inaccessible. These physical factors plus the presence of cemeteries, the sanitation facility and railroad operations also have the effect of protecting the Southwest Quadrant neighborhood from through traffic and from development pressures.

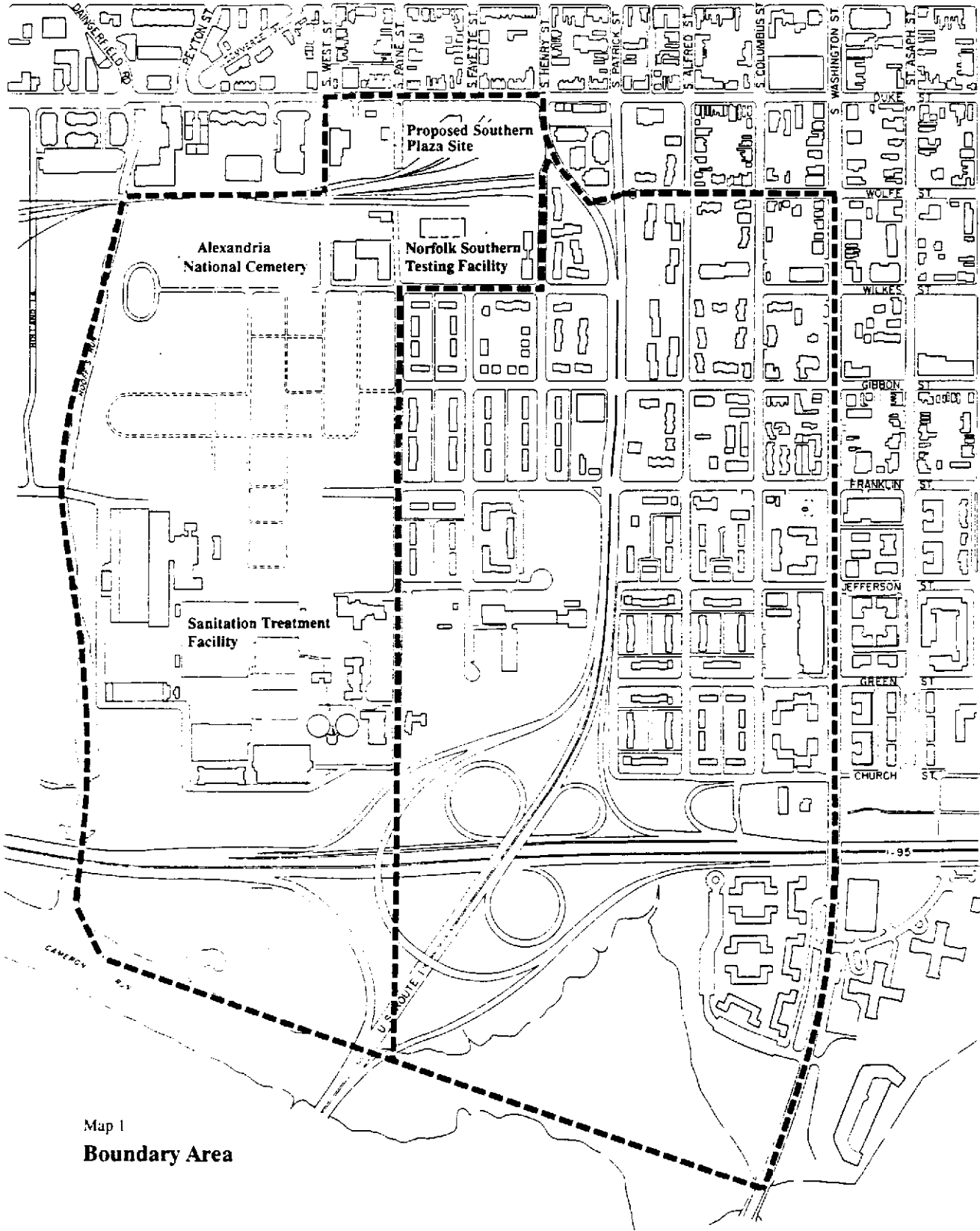
DEMOGRAPHIC BACKGROUND

Although the study area is encompassed by residential neighborhoods to the north, south and east there are no residential uses within this portion of the Southwest Quadrant at this time.

It is estimated that there are 343 persons that work in this part of Southwest Quadrant. The two largest employers are the Sanitation Treatment Plant with 160 employees and Data Mail with 123 employees. Fannon Heat and Fuel employs 40 persons at its location at Duke and Payne Streets.

EXISTING LAND USE

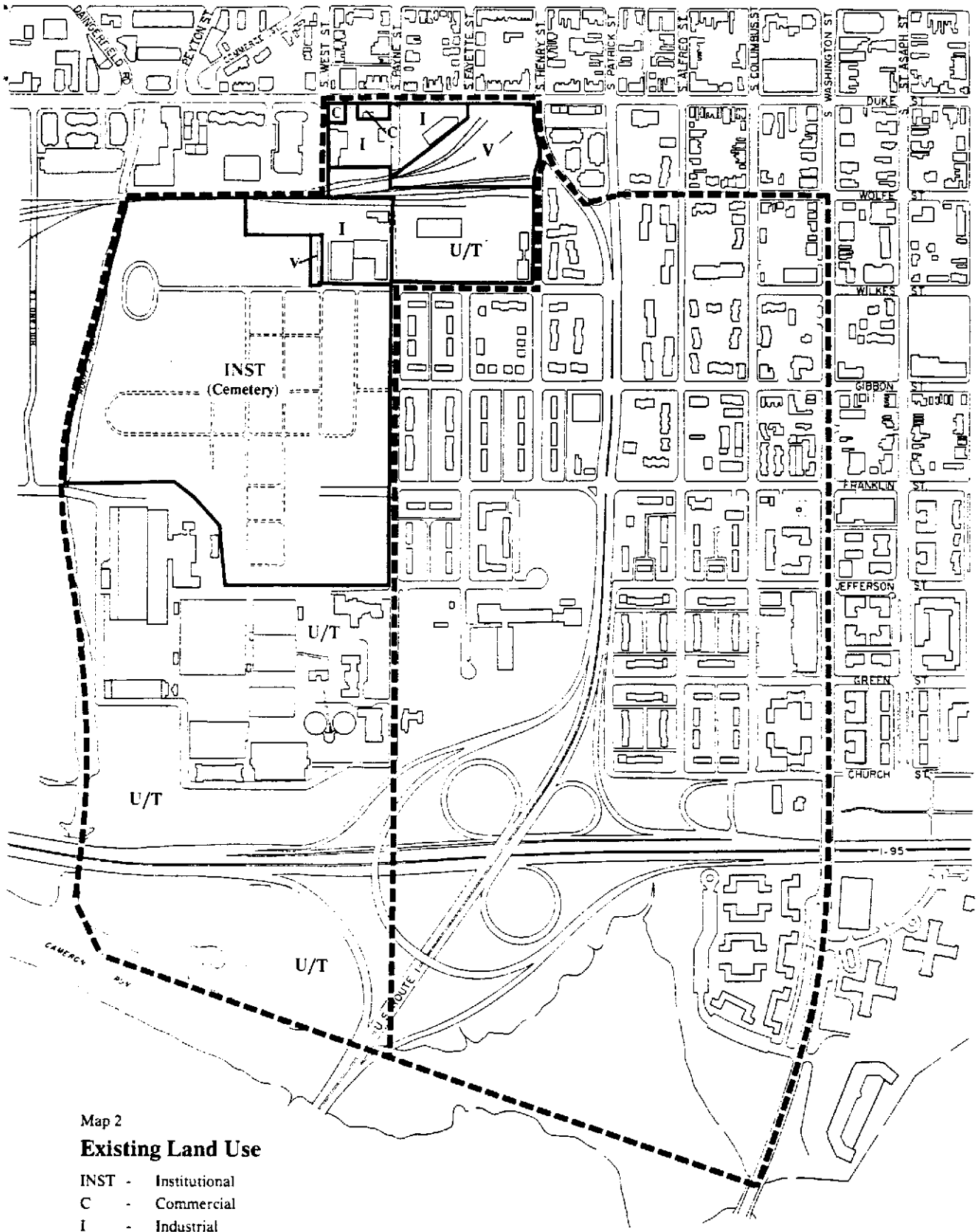
This part of Southwest Quadrant Area consists of approximately 123.1 acres. Excluding public right-of-ways such as streets and alleys, the area contains about 82.2 acres of land area that are subject to land use and zoning controls. Streets, alleys and the right-of-way for the Capital Beltway consist of 40.9 acres (Table 1).



Map 1
Boundary Area

**South West
 Quadrant**





Map 2

Existing Land Use

- INST - Institutional
- C - Commercial
- I - Industrial
- U/T - Utility / Transportation
- V - Vacant

South West
Quadrant



TABLE 1

Existing Land Use
Southwest Quadrant Area
(Amended Area)

<u>Land Use</u>	<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Commercial	14,985	9.3	0.4
Industrial	281,855	6.5	7.9
Institutional	1,113,220	25.6	31.1
Utility	2,009,539	46.1	56.1
Vacant	<u>161,710</u>	<u>3.7</u>	<u>4.5</u>
TOTAL	3,581,309	82.2	100.0

Commercial Land Use

Commercial uses cover about 0.4 percent (0.3 acres) of the land in this area. These uses consist of a used car dealership at Duke and S. West Streets and an auto rental dealership at Duke and S. Payne Streets. Both of these businesses relocated to this location after being displaced from other neighborhoods. It is anticipated that once redevelopment occurs within this portion of Southwest Quadrant these businesses will again be displaced.

Industrial Land Use

Industrial uses cover about 7.9 percent (6.5 acres) of land area. These uses consist of the Fannon Heating and Fuel business, Data Mail operation and the Virginia Clay Products.

Institutional Land Use

Institutional uses are the second largest land use category within this area. These uses consist of the Alexandria National Cemetery and several other cemeteries that contain a total of 31.1 percent (25.6 acres) of land area.

Utility Land Use

The Utility/Transportation land uses are the largest land use category in this part of the Southwest Quadrant Area. These uses cover about 56.1 percent (46.1 acres) of the land area and consist of the Sanitary Treatment Plant facility and the Norfolk Southern Corporation testing facility.

Vacant Land

This part of the Southwest Quadrant Area contains about 3.7 acres (4.5 percent of the land area) of vacant land. This vacant land located at the southwest corner of Duke at S. Henry Street is owned by Norfolk Southern Corporation. This site was once the location of a railroad turntable which was destroyed by fire during the early 1970's. Since that time the railroad track has been removed and the site has been vacant.

EXISTING ZONING (Map 9)

This portion of the Southwest Quadrant Area is zoned exclusively for industrial use. Approximately 99.4 percent (81.7 acres) if this area is zoned I-2 (heavy industry) and 0.6 percent (0.5 acres) is zoned I-1 (light industry) (table 2).

The I-1 zone allows industrial or commercial development with a FAR of up to 2.5. Uses permitted under this zone would include professional offices, auto sales and rental, retail businesses and other light industrial uses. There are only several properties in Southwest Quadrant that are zoned for these types of uses. These properties are located on Duke Street between S. West and S. Payne Streets and are the location of a used auto dealership and an auto rental business.

The I-2 zone allows heavy industrial uses with an FAR of up to 3.0. Uses permitted under this zone include railroad yards, trucking terminals, including facilities and steel fabrication businesses. Because this portion of Southwest Quadrant is the location of the treatment plant, railroad yards and building material sales yard, the I-2 zone is the predominant zone for the area.

TABLE 2
Existing Zoning
Southwest Quadrant Area
(Amended Area)

<u>Land Zoned</u>	<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Industrial: I-1	21,185	0.5	0.6
I-2	3,560,124	81.7	99.4
Total	3,581,309	82.2	100.0

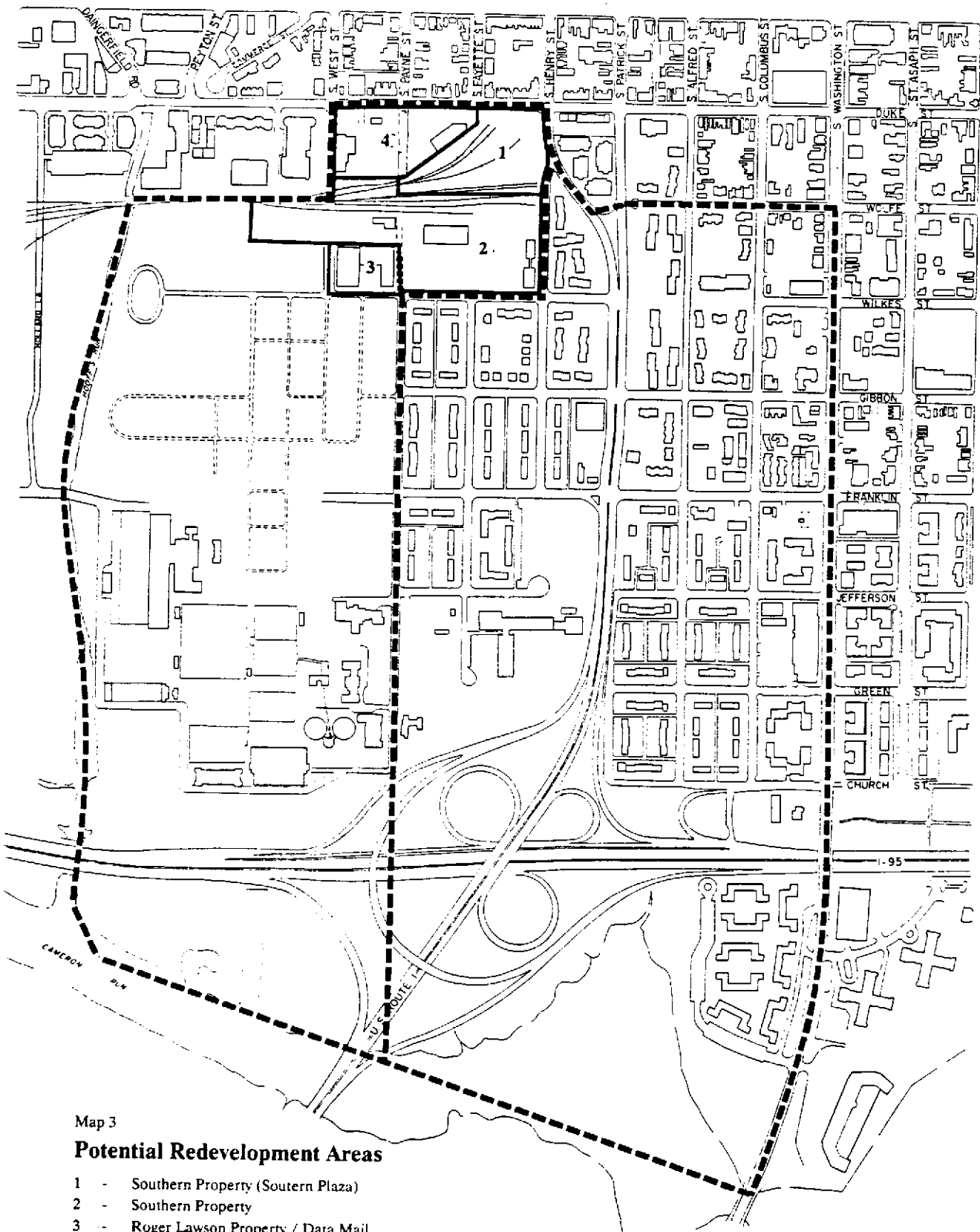
HEIGHT LIMITS

Height limits within this part of the Southwest Quadrant would normally be determined by one of two sets of regulations; height districts and specific zoning categories (map 11). The height would be determined by whichever set of regulations is the more restrictive. The height limit for this area is normally 150 feet but because all of the properties within the area are zoned I-1 or I-2, the height by right is limited to 77 feet. Under special conditions, development under a PUD would be allowed to increase the height limit to 200 feet with an average of 150 feet for developments occurring on properties of 5 or more acres.

POTENTIAL REDEVELOPMENT OPPORTUNITIES

There are approximately 17 acres of industrial property within the study area which are ripe for redevelopment over the next five years (Map 3). These sites are located between Duke Street, Wilkes Street and S. Henry Street and extend eastward toward the King Street Metro Station development area.

Most of this area is owned by Norfolk Southern Corporation and used for railroad related industrial uses such as the Clay Products yard and the railroad car testing facility. Those properties not owned by the railroad are being used for auto related commercial uses and for a fuel company with fuel storage tanks.



Map 3

Potential Redevelopment Areas

- 1 - Southern Property (Southern Plaza)
- 2 - Southern Property
- 3 - Roger Lawson Property / Data Mail
- 4 - Fannon Property (Heating and Fuel Distributing)

South West
Quadrant



In comparison to the surrounding developed area and in consideration of proximity to transit stations, Route 1, Old Town and to the Central Business District, these properties are underutilized and are subject to redevelopment pressures. Each of these properties is shown on Map 3 and described below.

1. This vacant 3.27 property owned by Norfolk Southern Corporation and located at the southeastern corner of Duke and South Henry Streets is being proposed for a 105,000 square foot, 124 suite, hotel; a 100,000 square foot, four story office building; a 10,000 square foot, 300 seat restaurant; and a 60,000 square foot health and athletic center.

This Plan, under review by the City, is the second such proposal to be submitted by the Gates Hudson/Norfolk-Southern Limited Partnership. The previous plan included a 10 acre site and consisted of 590 residential rental units, 225,000 square feet of commercial retail space, 650,000 square feet of commercial office space, a 150 room hotel, and a community center supported by a 3,500 space underground parking garage. Building heights ranged from four to thirteen stories. Because of strong neighborhood opposition to the density and proposed building heights the Plan was deferred indefinitely.

2. This site, at the northwest corner of South Henry and Wilkes Street consists of 8.4 acres and is owned by Norfolk Southern Corporation. The property is used as an office and a testing facility for the railroad. As with the property mentioned above, this property was previously proposed as a part of a 10 acre mixed use development plan. However, this site is not part of the new proposal. It is likely that this site will remain in its current use for the foreseeable future.
3. These properties located on Wilkes Street between S. Payne and S. West Street contain about one acre and are the location of the Data Mail Company. It is anticipated that the Data Mail site will eventually be redeveloped as development occurs on the adjacent railroad properties.
4. Located on Duke Street between S. West and S. Fayette Street, these properties include 2.3 acres and contain the Fannon Heating and Fuel Business, a used auto dealership and an auto rental business. With the improvement to Duke Street and the likelihood of development on the Southern Property fronting Duke Street to the east, it is anticipated that these commercial businesses will relocate and the properties redeveloped.

TRANSPORTATION

Vehicular access to the developable portion of the Southwest Quadrant is limited to Duke Street to the north, to Wilkes street to the south and to S. Henry Street to the east. S. Payne Street serves to connect the area to Duke Street and to Wilkes Street; however, S. Payne Street is bisected by the railroad tracks and does not connect Duke Street to Wilkes Street.

In effect, the railroad tracks have cause a break in the traditional street grid pattern which characterizes the downtown area. The north/south streets, S. Payne and S. West Street, are not linked. Wolfe Street, which would be the logical east/west street through the area, terminates further east at S. Henry Street. There is no connection of this area to the west other than from Duke Street.

Duke Street, from Elizabeth Street near the Duke Street bridge to S. Henry Street is being improved on the south side to a five lane roadway with medians for turning movements. This improvement is needed in order to better facilitate the movement of east-west traffic.

However, much of the additional capacity afforded to Duke Street because of the improvement will be absorbed by traffic generated by developments near the King Street Metro Station and to some extent in the Cameron Run Valley. An east/west connection to the Southern Railroad property and to other abutting developable properties may be needed to provide improved access to these sites and to relieve Duke Street from additional traffic burdens. This relief may be particularly important given the proximity of the development area to the heavily congested Duke Street and S. Henry Street intersection.

An east/west feeder street connecting to Holland Lane and running along the Wolfe Street alignment should only serve the industrial and commercial areas subject to redevelopment. There should not be a connection to S. Henry Street which might attract traffic through the neighborhood. For similar reasons S. Payne, S Fayette and S. West streets should not be connected through to the Southwest neighborhood.

SUMMARY OF FINDINGS

1. This area contains a number of industrial and railroad properties that are vacant or are underutilized and are subject to redevelopment pressures.
2. Over 99.4 percent of this area is zoned I-2 which would allow heavy industrial uses.
3. Over 87.2 percent of this area is utilized for institutional and utility purposes, uses which are unlikely to change.

ISSUES

Residential/Commercial Transitions

The types of high densities that are permitted under the I-1 and I-2 zones may be appropriate in large commercial areas but they are not appropriate for sites that are adjacent to low and medium density residential areas.

One issue is the need to protect the adjacent residential areas from high density commercial developments and to provide use and density transitions between existing residential areas and commercial or industrially zoned properties.

Coordinated Development

The Norfolk Southern Corporation properties centered near Duke and S. Henry Streets has been a fixture for many decades. However, much has changed around this site: the completion of the DIP Renewal Area, the development of the remaining DIP commercial projects, the westward expansion of Old Town, the redevelopment of the King Street Metro Station area and new residential construction in the Southwest Quadrant area.

The assemblage of a large underutilized property in the midst of a well located built up area provides a unique opportunity for coordinated mixed use development. The original Southern Plaza proposal for a mix of residential, office, retail, hotel and community uses was one example of how an integrated development could be applied to the Southern Railroad properties.

Unfortunately, the proposal was too dense and included building heights which were out of scale with the surrounding residential areas. Nevertheless, this is not to say that the concept of coordinated mixed use development, appropriately scaled down to harmonize with the surrounding area, could not work. The Master Plan Task Force recommended that this site be developed as a Coordinated Development District.

The new proposal for a portion of the Southern Properties reflects a far more modest effort which involves three acres at the corner of Duke and Henry Streets. The project has been scaled down considerably with heights not exceeding 50 feet.

The issue is whether the City believes that it is best to still pursue the concept of a coordinated development for the Southern Properties and the abutting commercial properties in this area or whether piecemeal development, even perhaps piecemeal mixed use development is acceptable for this area.

Through Traffic

The diversion of through traffic into the Southwest Quadrant Area is a continuing concern among residents of the area who experience daily the impacts of rush hour traffic through their neighborhood. The residents west of S. Patrick Street have been relatively protected from through traffic due to the lack of road connections to arterial streets through their area. This situation could change with the redevelopment of the Norfolk Southern Corporation properties located at Duke and S. Henry Streets.

During several neighborhood meetings in Southwest Quadrant area, the community expressed major concerns about the potential generation of heavy volumes of traffic as a result of the redevelopment of the Norfolk Southern Corporation property along Duke, S. Henry and Wilkes Streets. They were particularly concerned with any direction of S. Fayette Street or S. Payne Street through to their neighborhood.

Specifically the neighborhood made the following recommendations:

1. That S. Payne, S. Fayette and S. West Streets not be allowed to extend through the development site between Wilkes Street and Duke Street.
2. That Wilkes Street not be allowed to make a connection between Holland Lane and S. Henry Street (U.S. Route 1) or to S. Payne Street south of Wilkes Street.
3. That Eisenhower Avenue not be connected to U.S. Route 1.

Staff supported these recommendations.

GOALS AND OBJECTIVES

The primary goals of this addendum to the Southwest Quadrant Area Plan are 1) to protect the adjacent residential neighborhood from inappropriate commercial uses and densities resulting from redevelopment of adjacent industrially zoned properties; 2) to protect the historic character of the area north of Duke Street by moderating redevelopment densities and heights; 3) to protect residential areas from through traffic resulting from redevelopment of the area; 4) to promote coordinated mixed use development on the Southern Properties and abutting commercial properties while minimizing traffic impacts to adjacent residential areas.

The Plan Objectives Are:

- o Provide height, density and use transitions between existing residential and institutional uses and future development.
- o Promote a moderate scale and density for future commercial development along Duke Street and a design which is compatible with the adjacent Old and Historic District.
- o Promote coordinated mixed use development of the redevelopable commercial and industrial properties between West, Wilkes, S. Henry and Duke Street.
- o Prevent additional roadway connections which might induce commuter traffic through residential streets.
- o Rezone industrially zoned properties that are used for institutional and utility purposes to zoning categories that are more appropriate for these uses.

PROPOSED CHANGES TO THE LAND USE PLAN

Staff believes that the most appropriate land use designation for the blocks bounded by Duke, Henry, Wilkes and West Streets is Coordinated Development District under the theory that the best way to promote an integrated and coordinated mixed use development in this area is to require a CDD plan for the entire area. The original Southern Plaza proposal was developed under this approach.

The Southern Plaza developer is now proposing a 1 1/2 block project at the corner of Duke and Henry Streets instead of the original 4 square block project. This approach suggests that the area, in all likelihood, will be developed into several, individualized, self contained, uncoordinated projects. Should the City approve this smaller project and forego pursuing the Coordinated Development District approach, this Plan recommends that the remainder of the area fronting Duke Street up to West Street and north of what would have been Wolfe Street be developed for moderately scaled commercial office uses.

The area south of what would have been Wolfe Street and fronting Wilkes Street should be developed for a mix of medium density residential townhouses and apartments to provide a compatible transition to the existing Southwest Quadrant neighborhood.

Because the buildings along the north side of Duke Street are low scale and within the Old and Historic District, this plan recommends that the buildings on the south side of Duke Street, at least for the first 100 feet, be included within the Old and Historic District in order to guarantee the compatibility of the buildings on the south side of Duke Street with existing buildings on the north side.

The block bounded by Wolfe, Payne, Wilkes and West Streets is occupied by an industrial establishment which is only marginally compatible with the nearby residential areas. In the future, as the blocks between Wilkes and Wolfe Street become residential, this incompatibility will only become more pronounced.

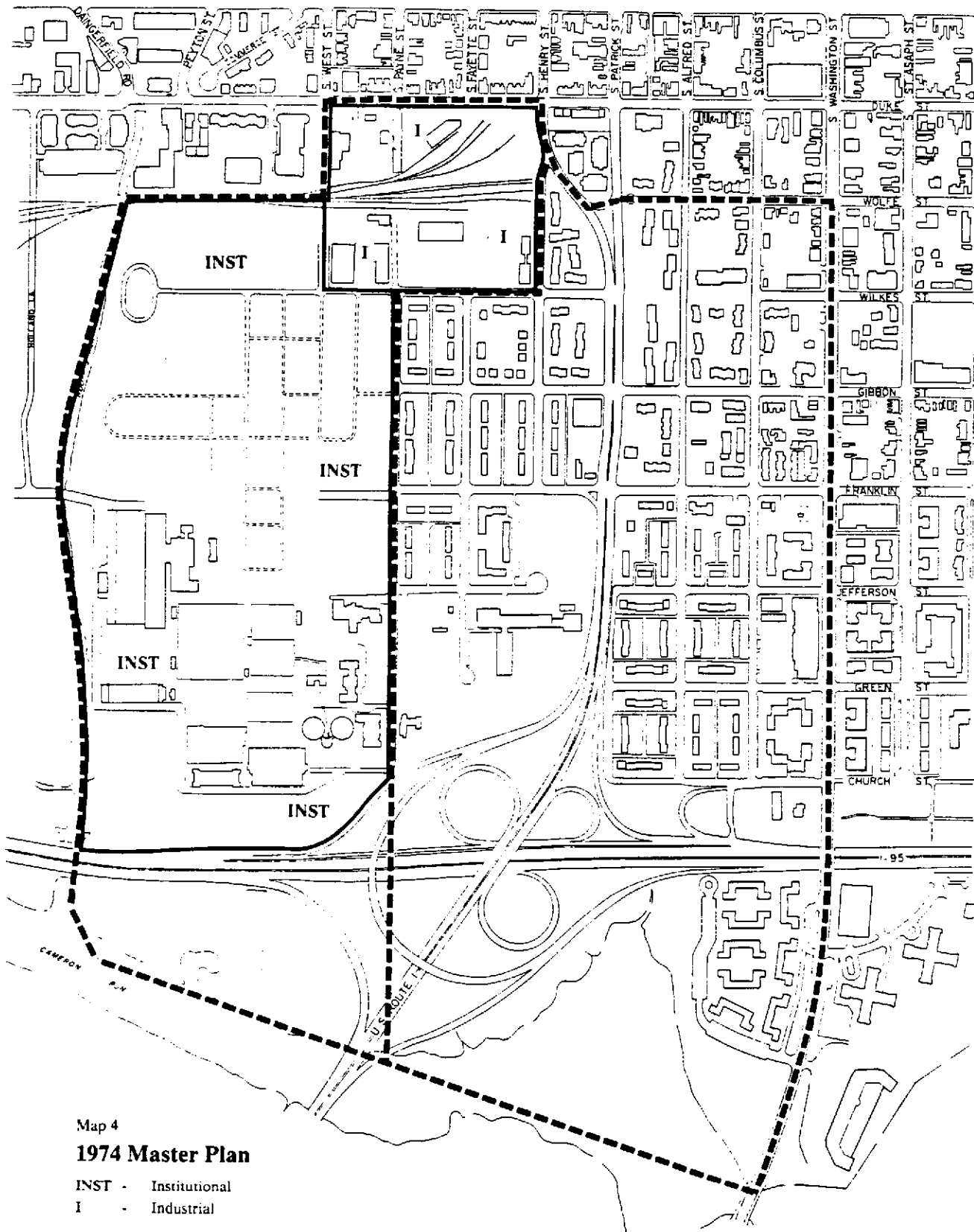
The plan calls for a gradual phasing out of the industrial activity along the north side of Wilkes Street by calling for residential development. Should the industrial activity remain as a nonconforming use, it should be buffered from new residential development to the east.

The 1974 Adopted Consolidated Master Plan for the Southwest Quadrant Area is shown in Map 4. The proposed changes to the plan are shown in Map 5 and the new proposed Land Use Plan is shown in Map 6.

Should the major property owner seek to develop his property as a coordinated mixed use development under a CDD, the City should consider rezoning to that category with appropriate design and use principles.

1. From Industrial to Office Commercial.

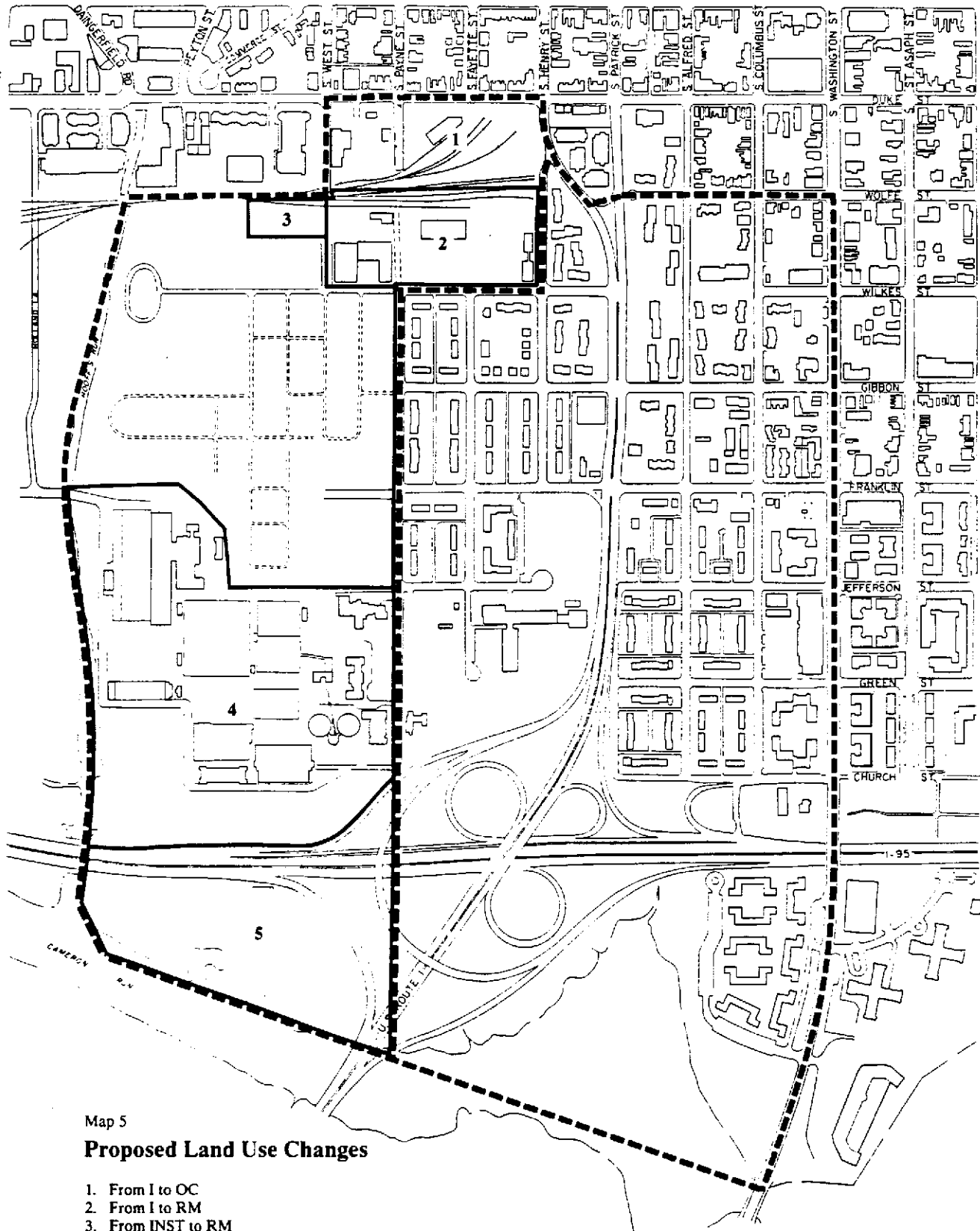
These properties located on Duke Street between S. West and S. Henry Streets are currently either vacant railroad properties or underutilized industrial properties. It is recommended that redevelopment of this area be compatible in density, height and in use with the residential and commercial office townhouse structures that are located across Duke Street, and brought under the purview of the B.A.R.



Map 4
1974 Master Plan
 INST - Institutional
 I - Industrial

South West
 Quadrant





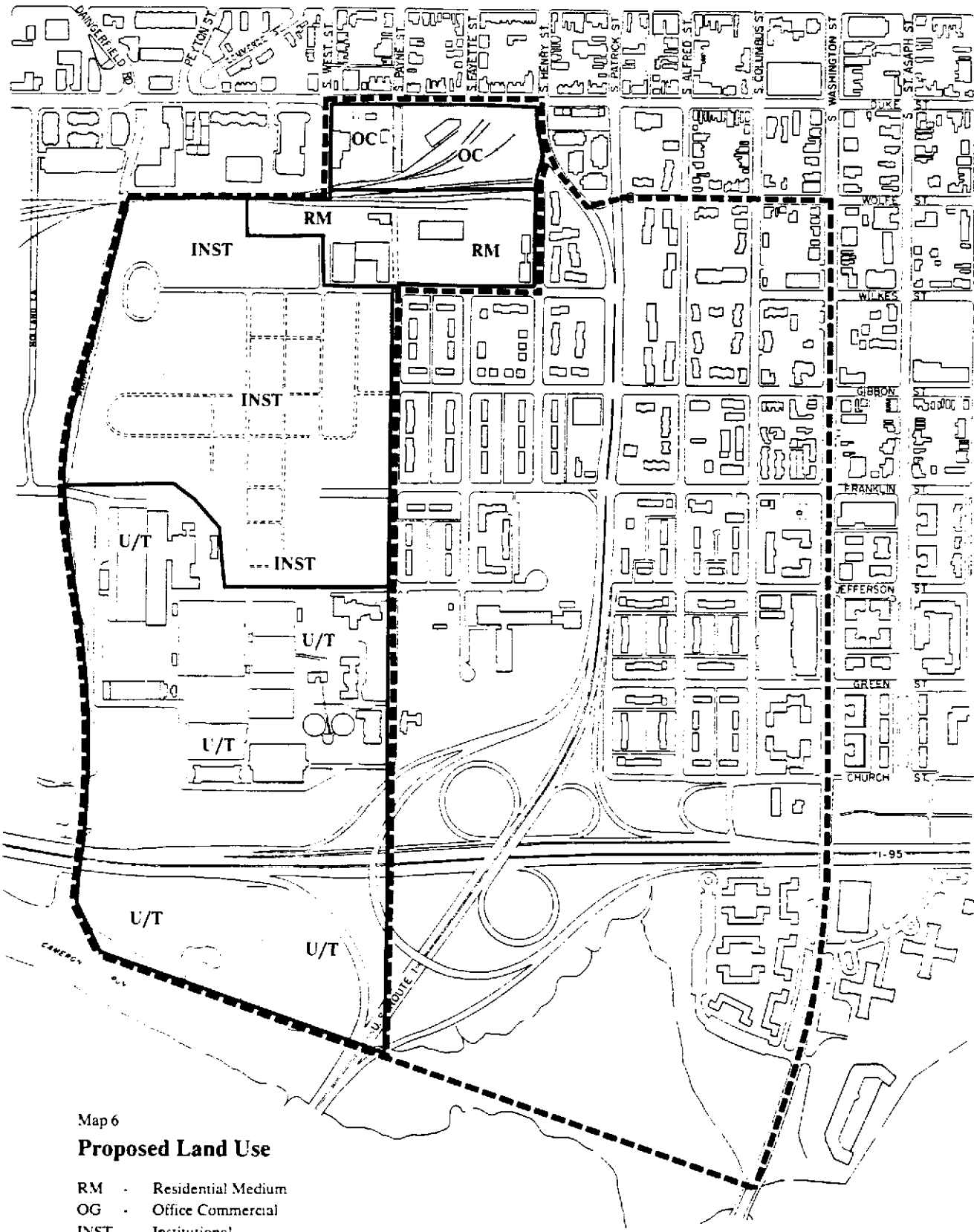
Map 5

Proposed Land Use Changes

- 1. From I to OC
- 2. From I to RM
- 3. From INST to RM
- 4. From INST to U/T
- 5. From ---- to U/T

South West
Quadrant





Map 6

Proposed Land Use

- RM - Residential Medium
- OG - Office Commercial
- INST - Institutional
- U/T - Utility and Transportation

**South West
Quadrant**



2. From Industrial to Residential Medium.

This area is located north of Wilkes Street between South Henry Street and S. West Street. These properties are currently underutilized railroad facilities and industrial businesses. Because of the close proximity to the residential townhouses on Wilkes Street and S. Henry Street and the lack of commercial access to the area, it is recommended that medium density residential development occur in this area. This would provide a transition between the existing residential neighborhood and any proposed office/commercial redevelopment along the Duke Street area.

3. From Institutional to Residential Medium.

This property consisting of 1.1 acres is owned by Norfolk Southern Corporation and is currently being used as a storage yard for the Virginia Clay Products business. This plan recommends that this use be phased out as residences are developed in the blocks between Wolfe and Wilkes Street to the east.

4. From Institutional to Utility/Transportation.

This property consisting of 39.6 acres contains the sanitation treatment plant, the City's Print Shop and Records Center. Because of the type of use of this property, the utility land use designation is an appropriate category.

5. New Designation to Utility/Transportation.

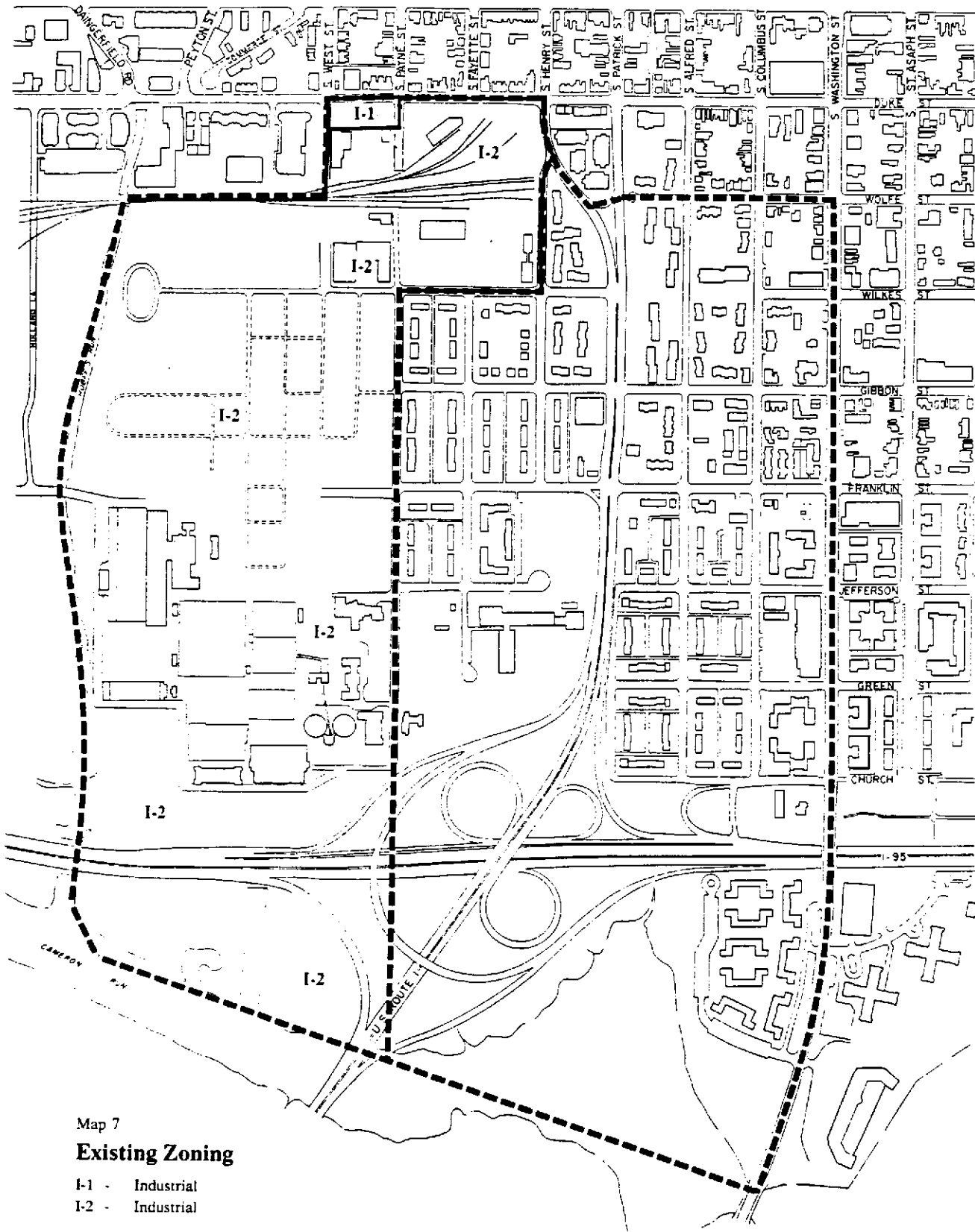
This area consists of the right-of-way for the Capital Beltway. This area was not given a land use designation on the 1974 Long Range Land Use Map. The recommendation to designate this area utility/transportation is consistent with the way in which the area is being used.

PROPOSED ZONING CHANGES

The following zoning changes are recommended to implement the Proposed Land Use Plan. In most cases these recommendations involve the 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 and implementation of new zones. Map 7 shows current zoning. Map 8 reflects the proposed changes to the zoning map and Map 9 shows the proposed new zoning map.

1. Rezoning from I-1 and I-2 to Office Commercial (OC).

These properties are located on Duke Street between S. West and S. Henry Streets and are owned by Southern Railroad and by Fannon Heating and Fuel. The commercial densities and heights currently allowed on these properties are inappropriate next to the Old and Historic Alexandria District. The OC designation is designed to produce moderately scaled, moderate density commercial buildings. To assure design compatibility with the adjacent development on the north side of Duke Street, the Plan recommends that at least the first 100 feet south of Duke Street between West Street and S. Henry Street be included in the Old and Historic Alexandria District and be subject to Board of Architectural Review.

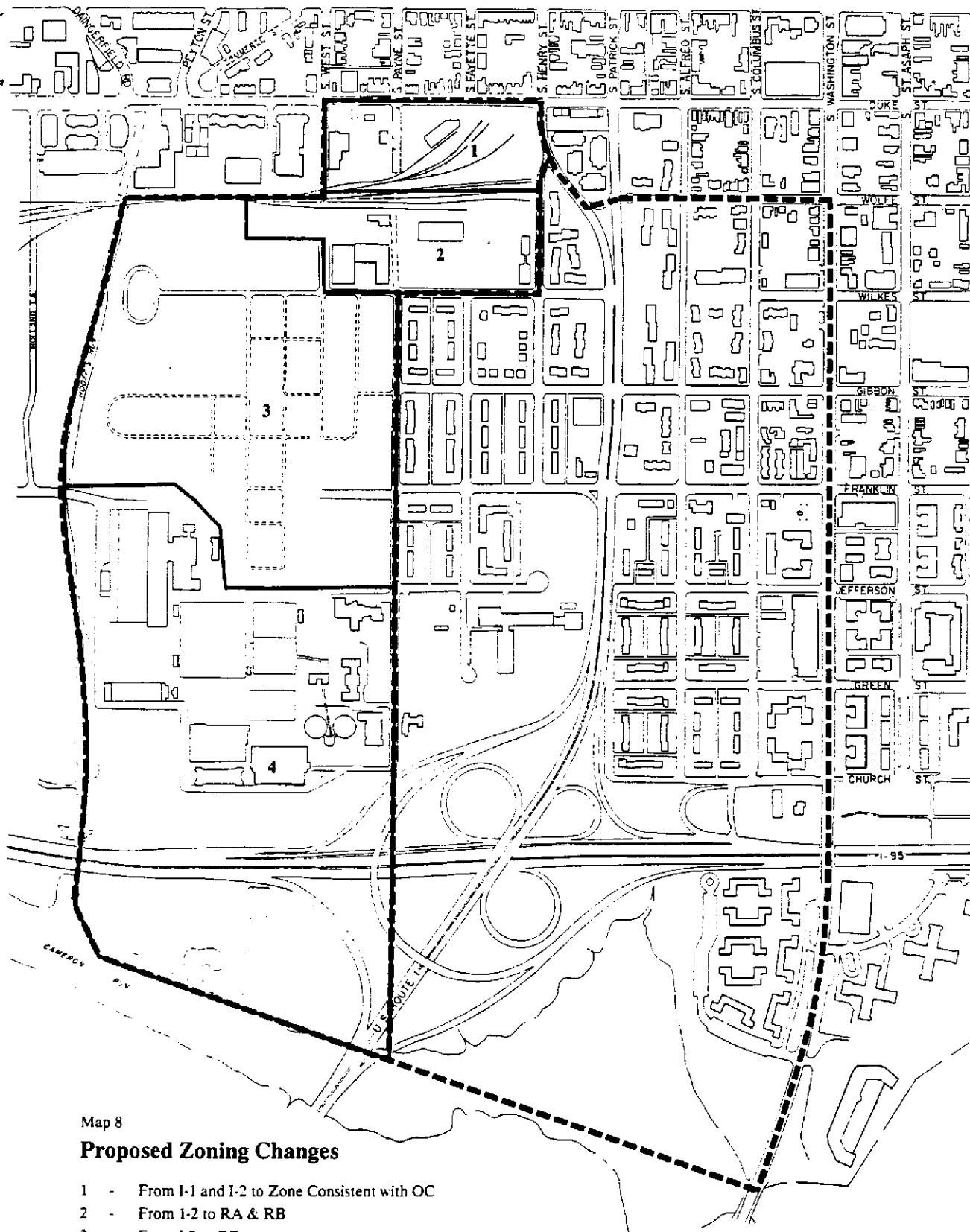


Map 7

Existing Zoning

- I-1 - Industrial
- I-2 - Industrial



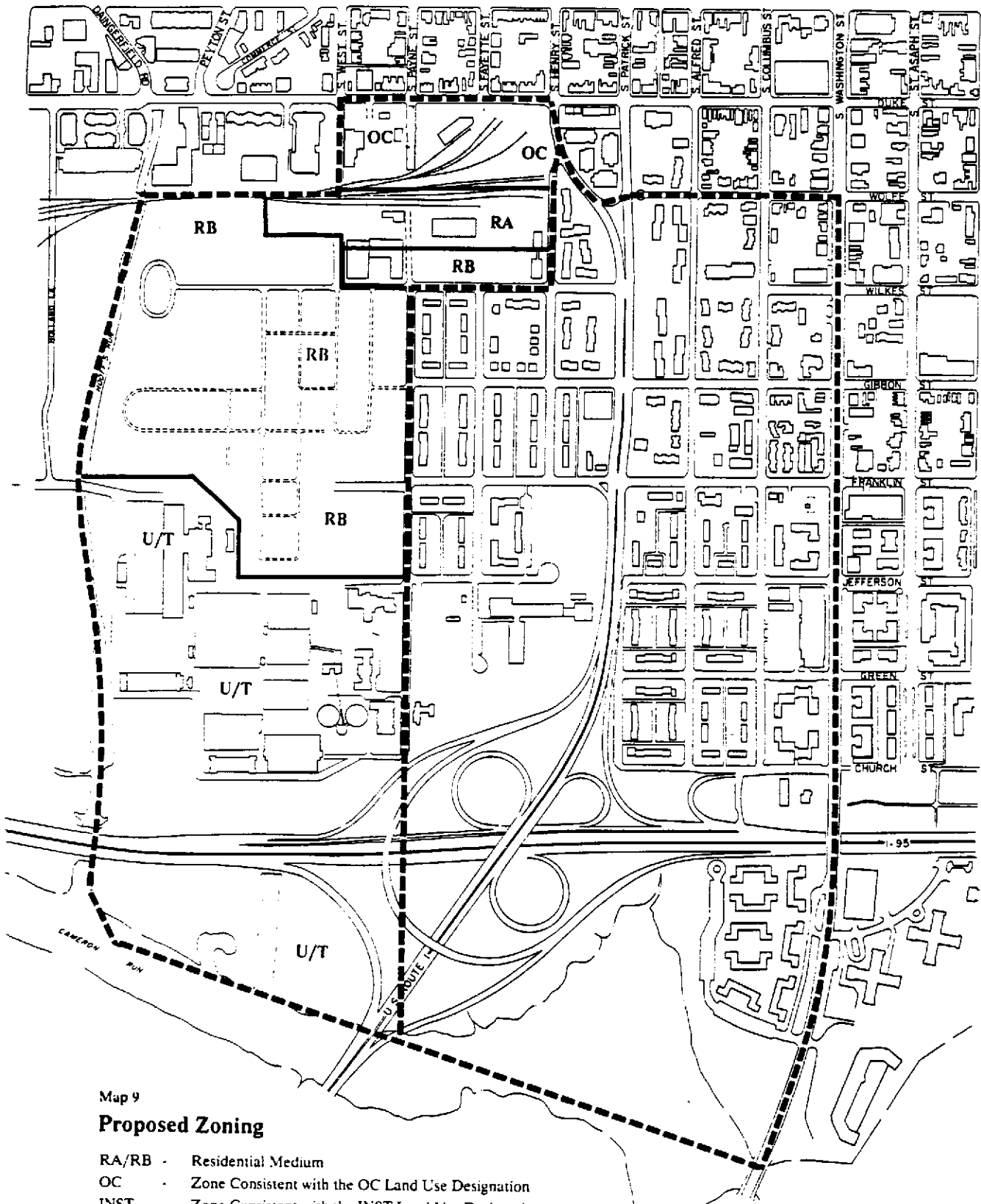


Map 8

Proposed Zoning Changes

- 1 - From I-1 and I-2 to Zone Consistent with OC
- 2 - From I-2 to RA & RB
- 3 - From I-2 to RB
- 4 - From I-2 to Zone Consistent with U/T





Map 9
Proposed Zoning

- RA/RB - Residential Medium
- OC - Zone Consistent with the OC Land Use Designation
- INST - Zone Consistent with the INST Land Use Designation
- U/T - Zone Consistent with the Utility and Transportation Designation

2. From I-2 to RA and RB Residential Multi-Family.

This area is located north of Wilkes Street between South Henry Street and South West Street. These properties are currently underutilized. They contain a railroad office/testing facility, Data Mail operation and building materials business. This Plan recommends that Wilkes Street be rezoned to RB, which would allow townhouses compatible with the townhouses on the south side of Wilkes Street.

3. From I-2 to RB Residential Multi-Family.

This area consisting exclusively of cemeteries is located on South Payne Street between Jefferson and Wilkes Streets. Because it has been recommended that this area be given an institutional land use and due to its close proximity to the existing 2 story residential townhouses developments across S. Payne Street, it is recommended that this area be rezoned to RB residential.

4. From I-2 to Utility/Transportation (U/T).

These properties consist of a 39.6 acre sanitary treatment plant facility, the City's Print Shop and Records Center and right-of-way for the Capital Beltway. The recommendation to change the zoning of these properties to utility/transportation provides a zone that is consistent with the way in which these properties are being used.

PROPOSED HEIGHT LIMITS

This Plan recommends that all heights within the Southwest Quadrant area be reduced to a scale which is compatible with the residential and institutional areas and with the Historic District. The heights in those portions of the Southwest Quadrant which have a general height limit of 77 feet have been reduced to either 45 foot or 50 foot in height by zoning. Map 10 shows heights allowed by right under the existing zoning. Map 11 shows proposed changes to the height limits and Map 12 is the proposed new height map for this portion Southwest Quadrant area.

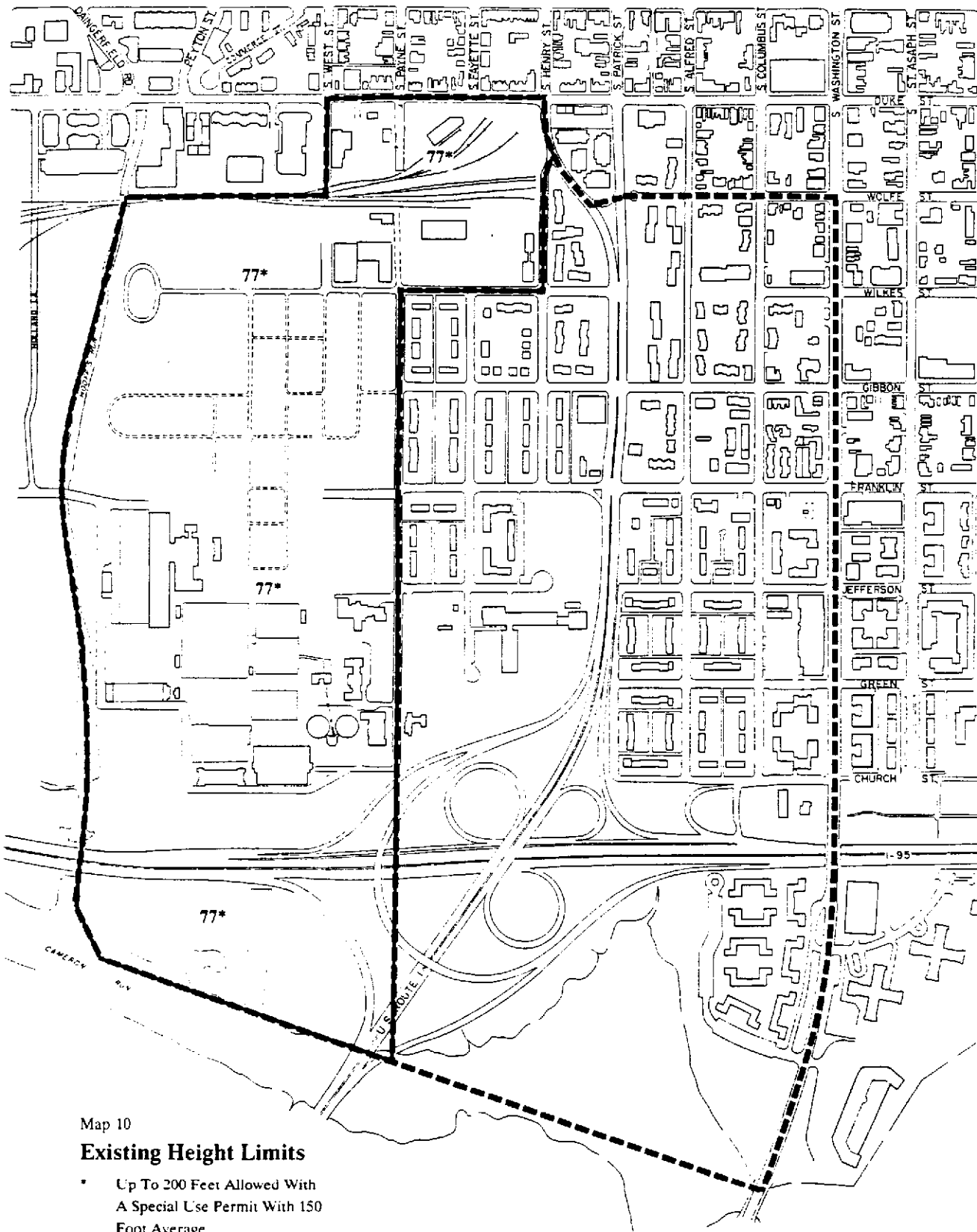
TRANSPORTATION RECOMMENDATIONS

The Plan recommends affirmation of the following policies:

1. That the 300 block of S. Payne Street not connect through to the 500 block of S. Payne Street.
2. That the 200 block of S. Fayette Street not connect through to the 500 block of S. Fayette Street.
3. That Eisenhower Avenue not connect through to S. Henry Street (U.S. Route 1).
4. Wolfe Street shall be allowed to connect to Holland Lane for use as an outlet, but shall not come further into the Southwest Quadrant.

OTHER RECOMMENDATIONS

1. Extend the Old and Historic Alexandria boundary 100 feet south of Duke Street between Henry and West Streets.

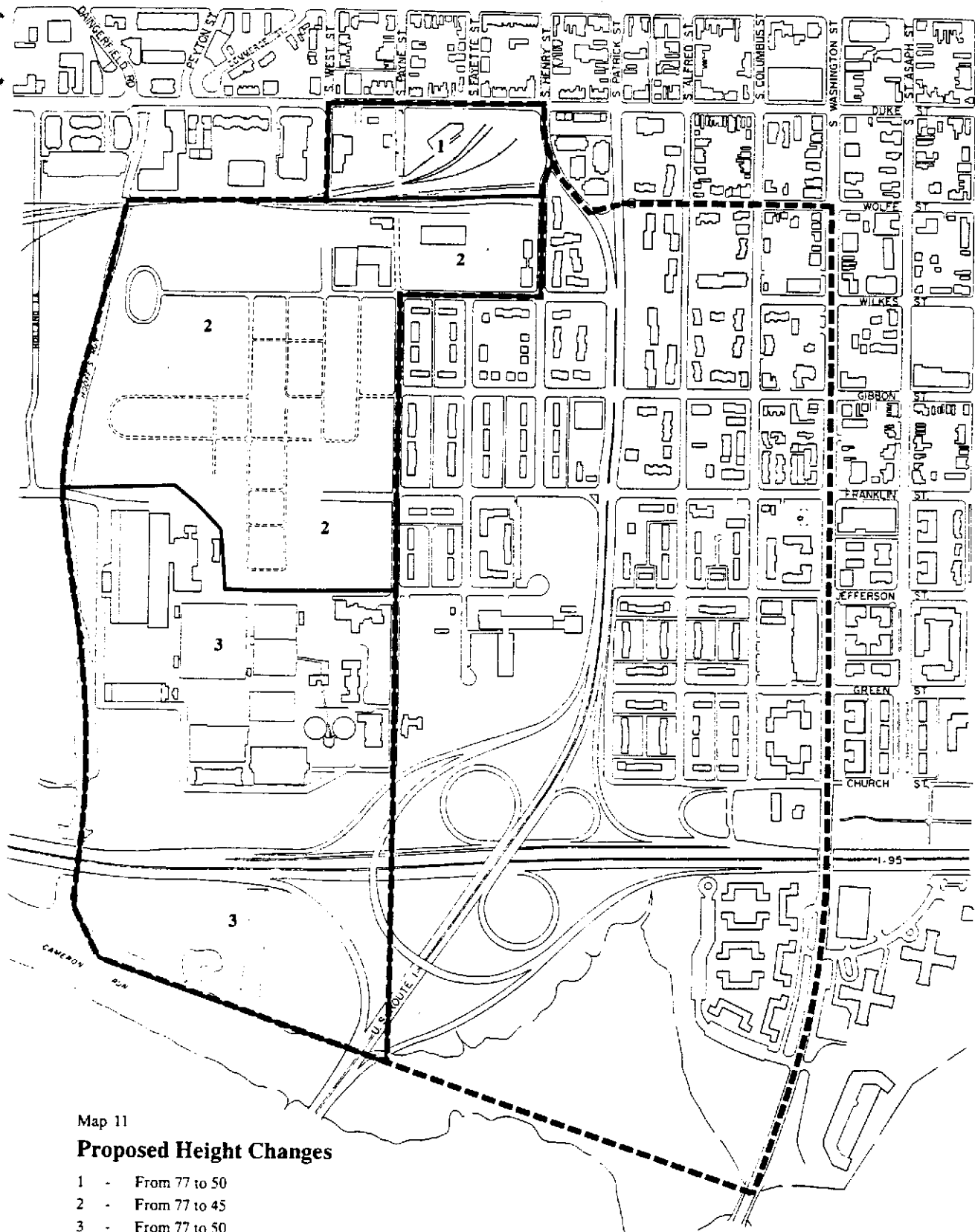


Map 10

Existing Height Limits

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





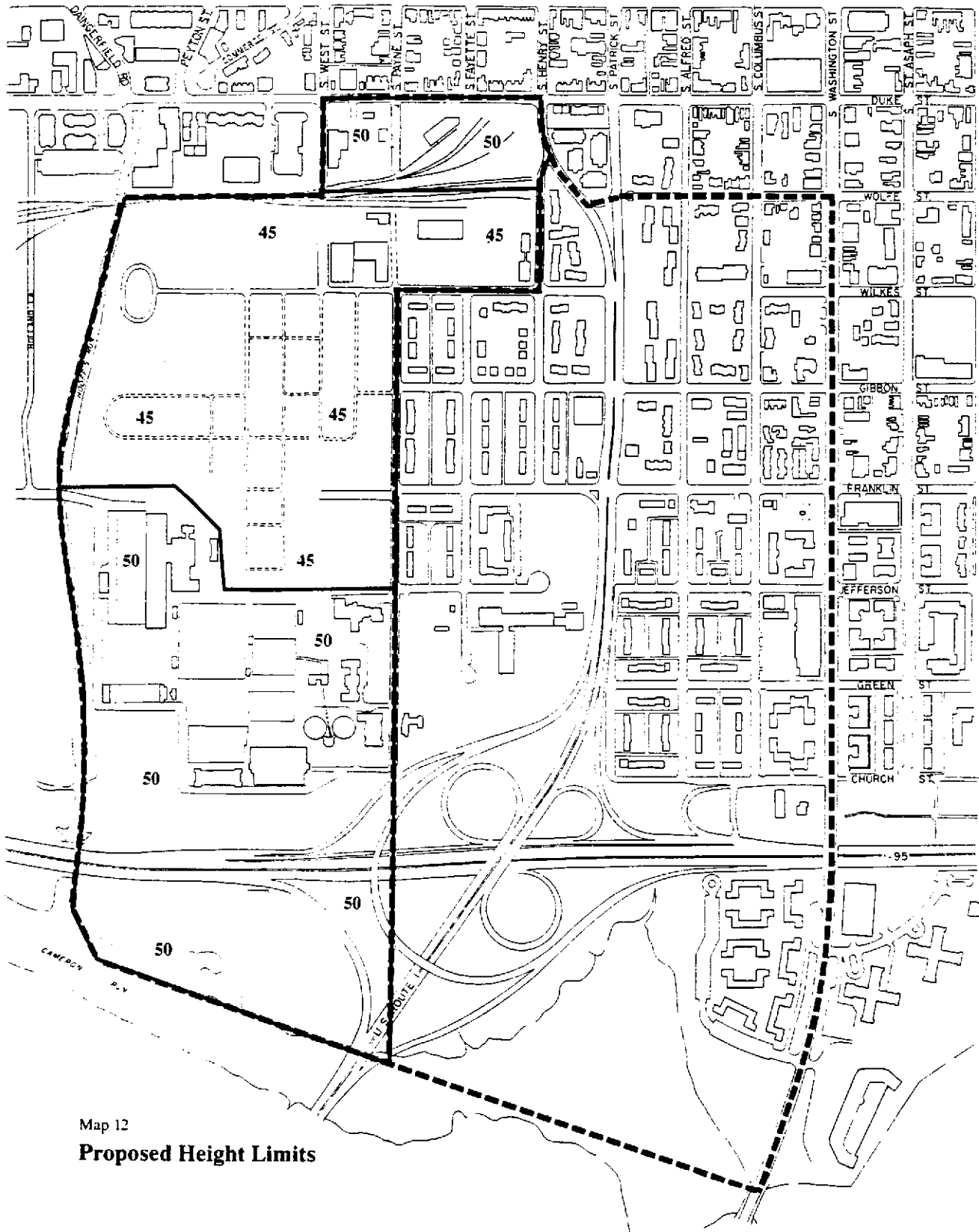
Map 11

Proposed Height Changes

- 1 - From 77 to 50
- 2 - From 77 to 45
- 3 - From 77 to 50

South West
Quadrant





Map 12

Proposed Height Limits

South West
Quadrant



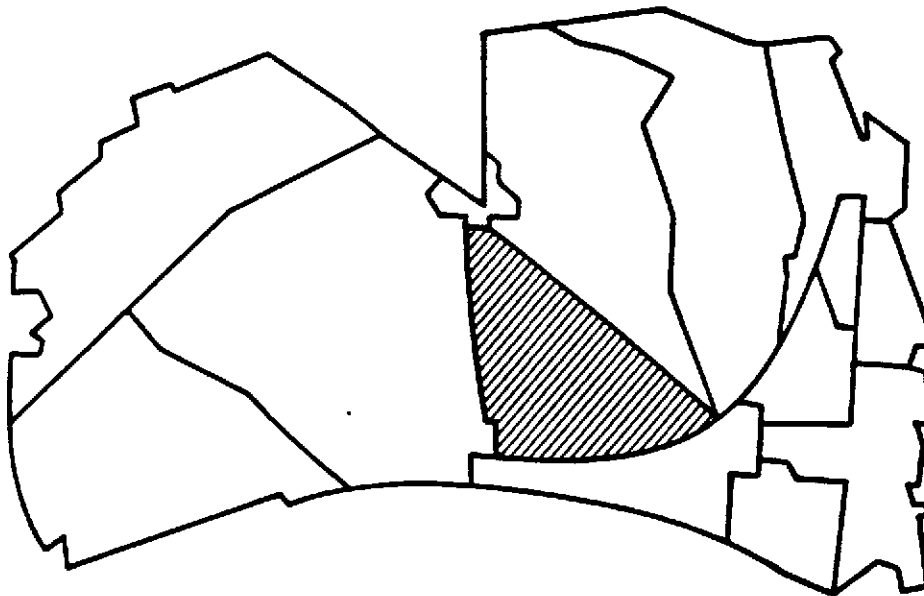
PLEASE RETAIN

TAYLOR RUN/DUKE STREET

SMALL AREA PLAN

ADOPTED JUNE 27, 1989: ORDINANCE 3392

AMENDED JANUARY 25, 1992: ORDINANCE 3554



**MASTER PLAN
ALEXANDRIA, VIRGINIA**

TAYLOR RUN / DUKE STREET

SMALL AREA PLAN

ALEXANDRIA CITY COUNCIL

Mayor James P. Moran

Vice Mayor Patricia S. Ticer

Kerry J. Donley

William C. Cleveland

Lionel R. Hope

T. Michael Jackson

Redella S. Pepper

CITY MANAGER

Vola Lawson

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MAY 1989

REVISED TAYLOR RUN/DUKE STREET

SMALL AREA PLAN

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Adopted by City Council

JANUARY 1992

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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.

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.

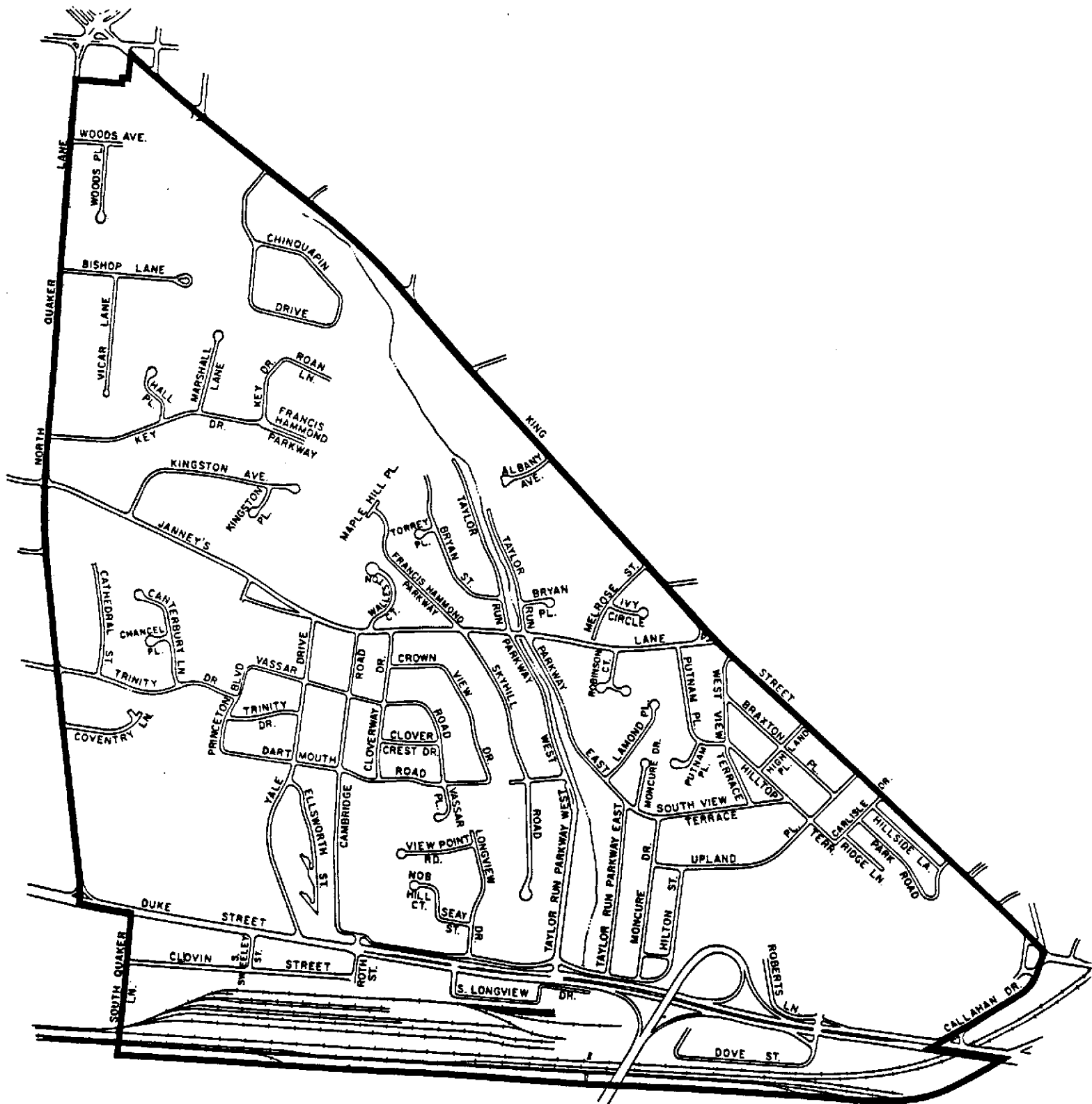
The decrease in population from 1980 to 1988 is attributable in large measure to the closing of Cameron Homes. The decline from 1970 to 1980 is a function of an ongoing national trend toward a decrease in average household size, a trend which is definitely present in Alexandria. From 1970 to 1980, average 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.

Employment

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

Map 1
1988 Study Area



Taylor Run /
Duke Street



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

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.

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 Street



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 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

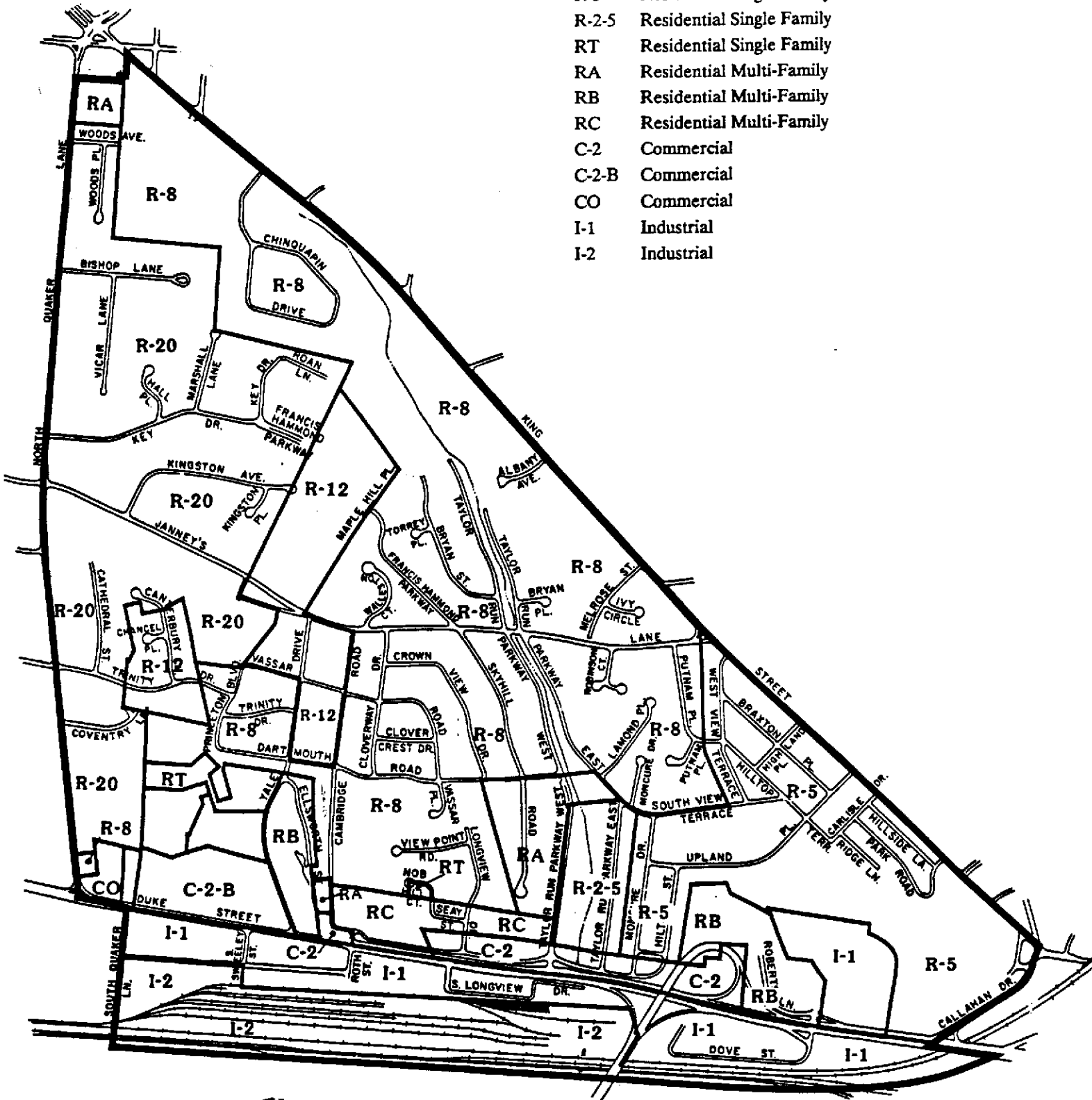
About 3.2% (17.6 acres) of the land in the study area is vacant. Mostly this includes the former ARHA property at the Cameron Valley project site which is now under construction for the Quaker Village and Hechinger Commons projects.

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

- 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



Taylor Run /
Duke Street



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	465	85
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.

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 devel-

opments 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

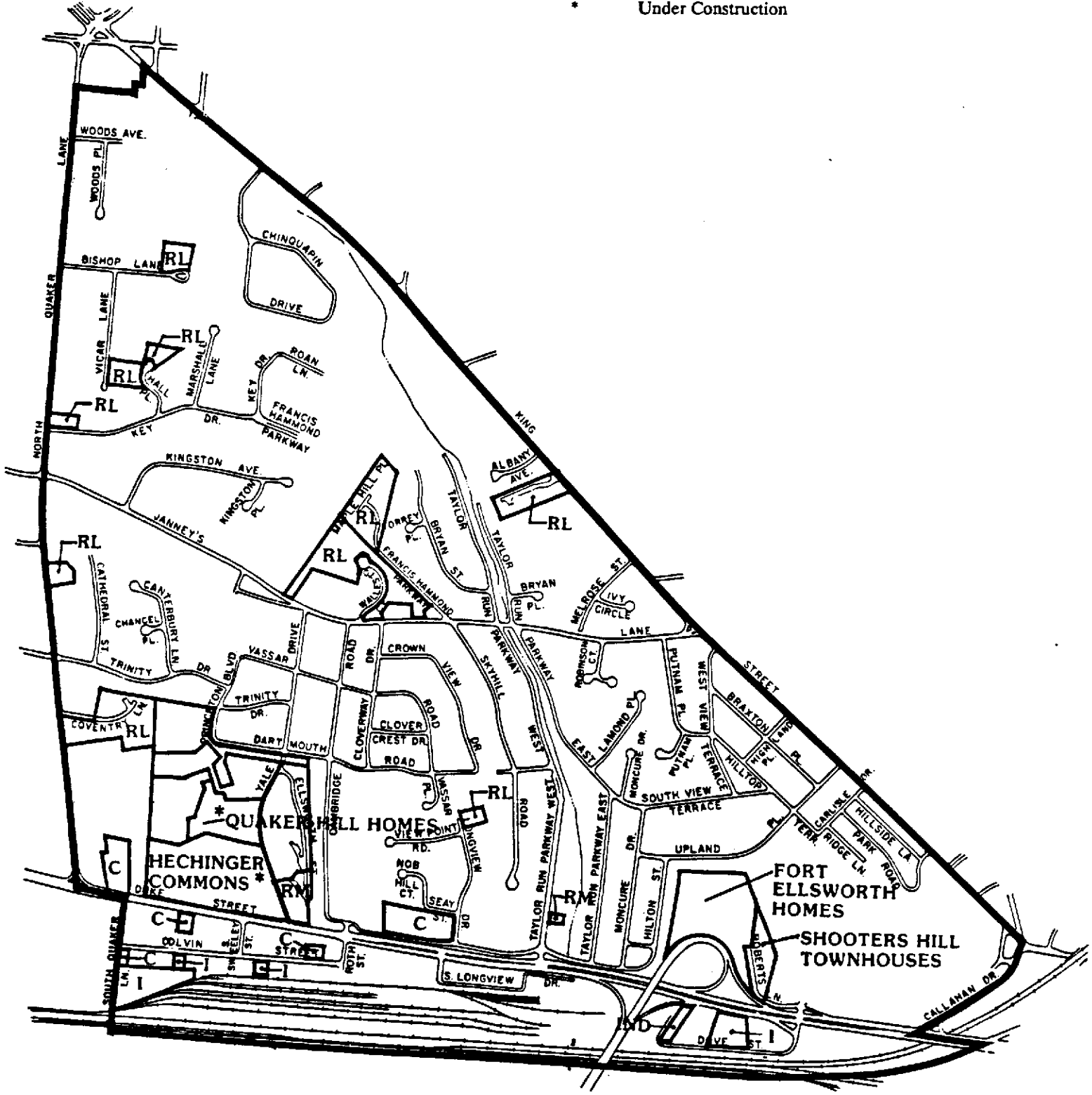
- o Zoning in the Taylor Run/Duke Street area is predominantly low density residential.
- o Non-residential zoning has more industrial than commercial land. Most of the industrially zoned land is located south of Duke Street, while most of the commercially zoned land is along the north side of Duke Street.
- 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.

Recent Development Activity

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



Taylor Run /
Duke Street



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.

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 collectors, such as King Street and North Quaker Lane. During the rush hours this

1974 Major Thoroughfare Plan

Expressways

Arterial

Primary Collector

Residential Collector



Taylor Run /
Duke Street



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 a 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.

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.

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 OC to allow for low-density commercial redevelopment.

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.

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.

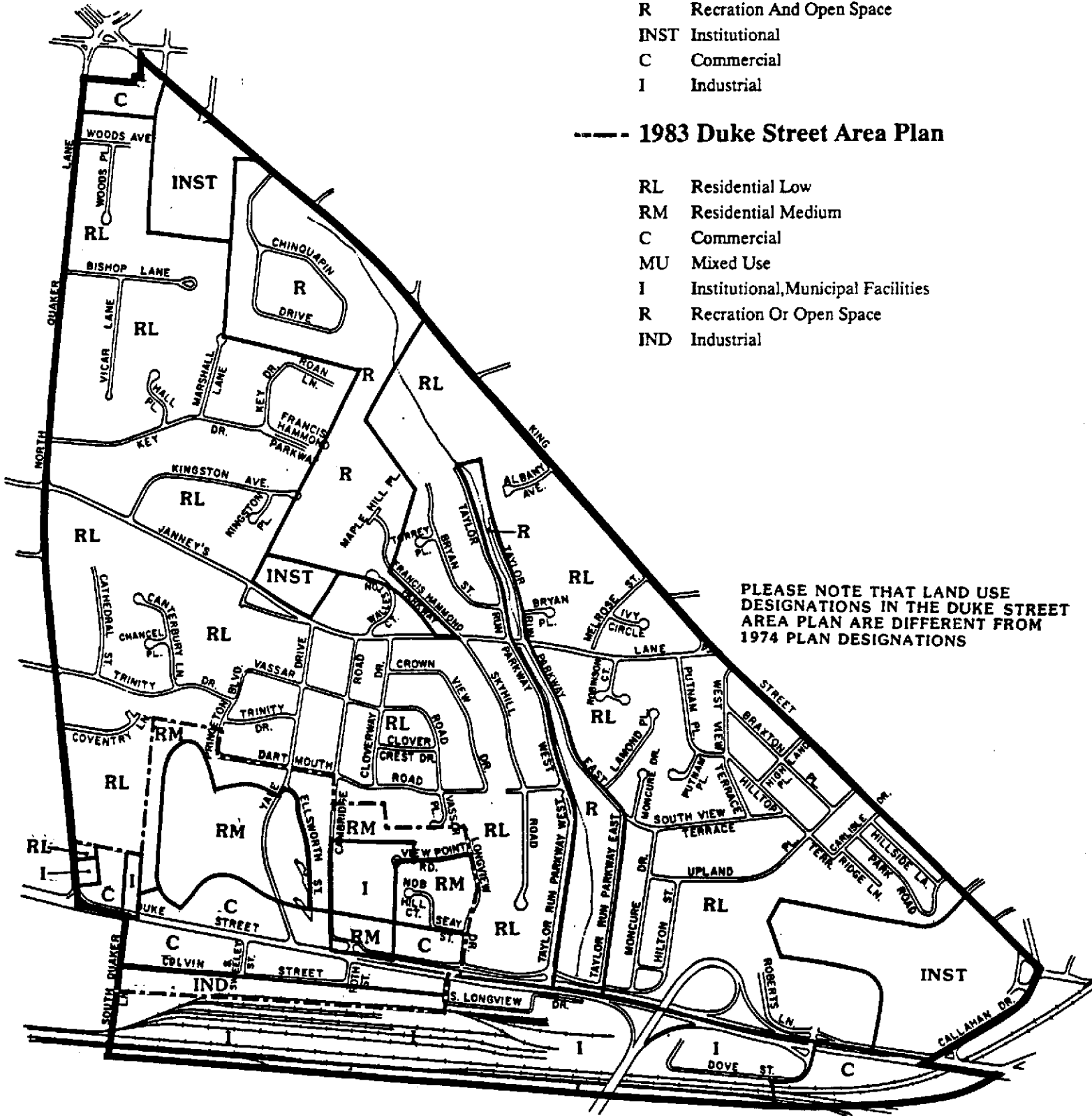
Current Area Plan

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 Street



Map 7
 Land Use Concept

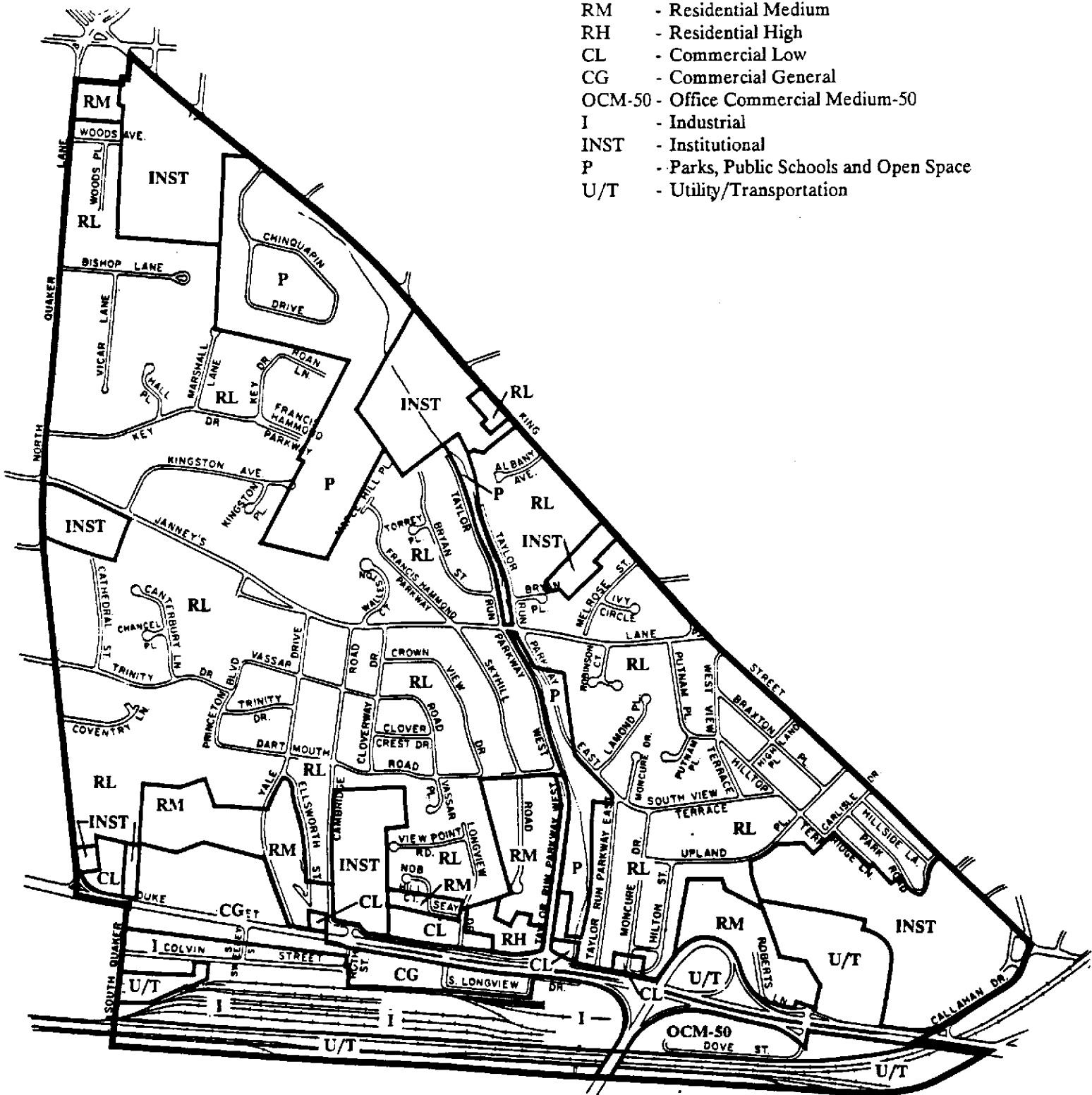


Taylor Run /
 Duke Street



Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- OCM-50 - Office Commercial Medium-50
- I - Industrial
- INST - Institutional
- P - Parks, Public Schools and Open Space
- U/T - Utility/Transportation

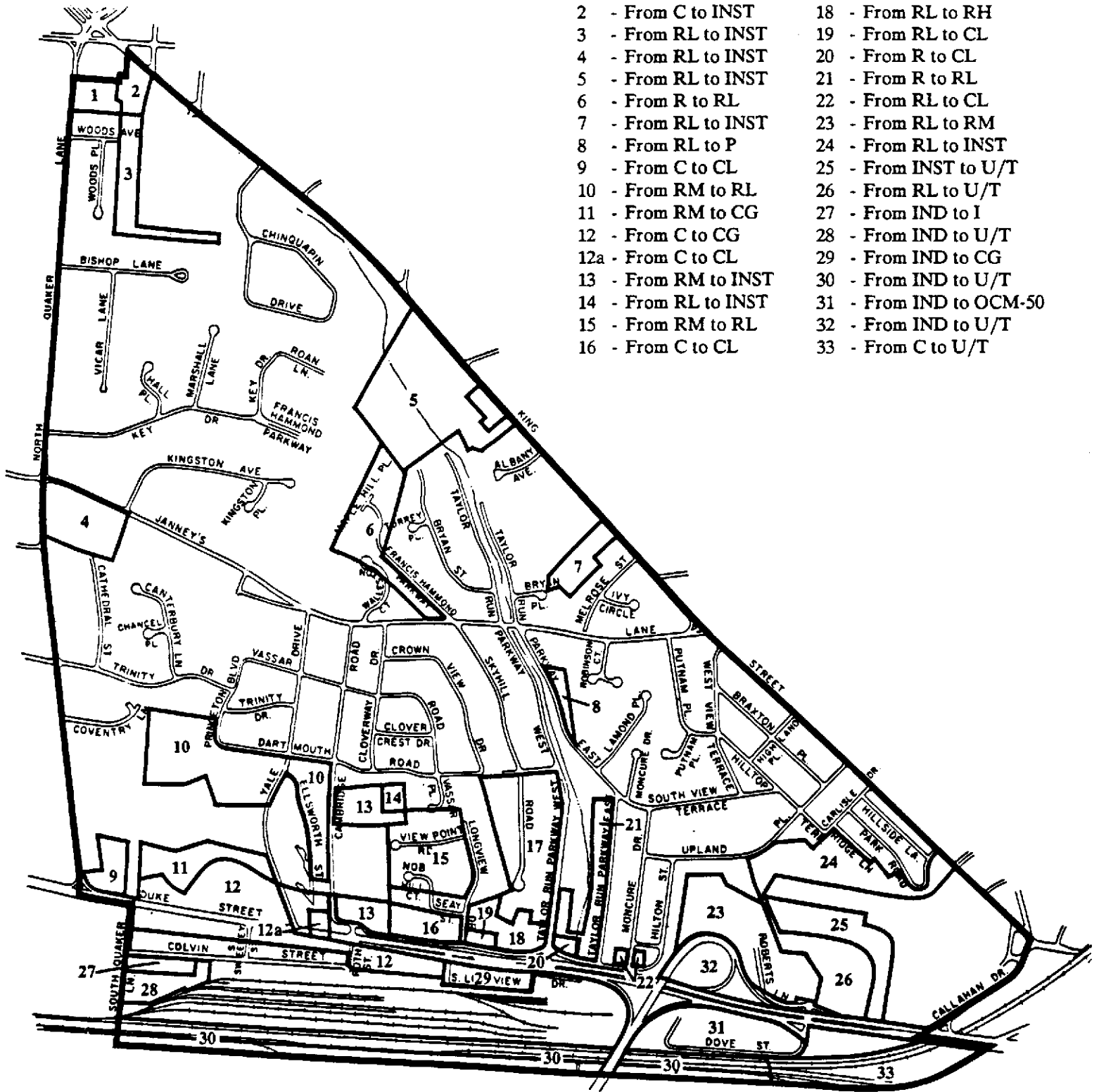


Taylor Run /
Duke Street



Proposed Land Use Changes

- | | |
|----------------------|-------------------------|
| 1 - From C to RM | 17 - From RL to RM |
| 2 - From C to INST | 18 - From RL to RH |
| 3 - From RL to INST | 19 - From RL to CL |
| 4 - From RL to INST | 20 - From R to CL |
| 5 - From RL to INST | 21 - From R to RL |
| 6 - From R to RL | 22 - From RL to CL |
| 7 - From RL to INST | 23 - From RL to RM |
| 8 - From RL to P | 24 - From RL to INST |
| 9 - From C to CL | 25 - From INST to U/T |
| 10 - From RM to RL | 26 - From RL to U/T |
| 11 - From RM to CG | 27 - From IND to I |
| 12 - From C to CG | 28 - From IND to U/T |
| 12a - From C to CL | 29 - From IND to CG |
| 13 - From RM to INST | 30 - From IND to U/T |
| 14 - From RL to INST | 31 - From IND to OCM-50 |
| 15 - From RM to RL | 32 - From IND to U/T |
| 16 - From C to CL | 33 - From C to U/T |



Taylor Run /
Duke Street



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.
- 12a. From Commercial to Commercial Low
This is the 7-11 site. The CL designation allows for low density, low scale commercial uses compatible with the adjoining residential.
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 I.

The I designation would provide for industrial and service commercial uses. 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 Office Commercial Medium-50

The OCM-50 designation would provide for low to medium density commercial development. 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 Utility/Transportation

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.

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 much of 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).

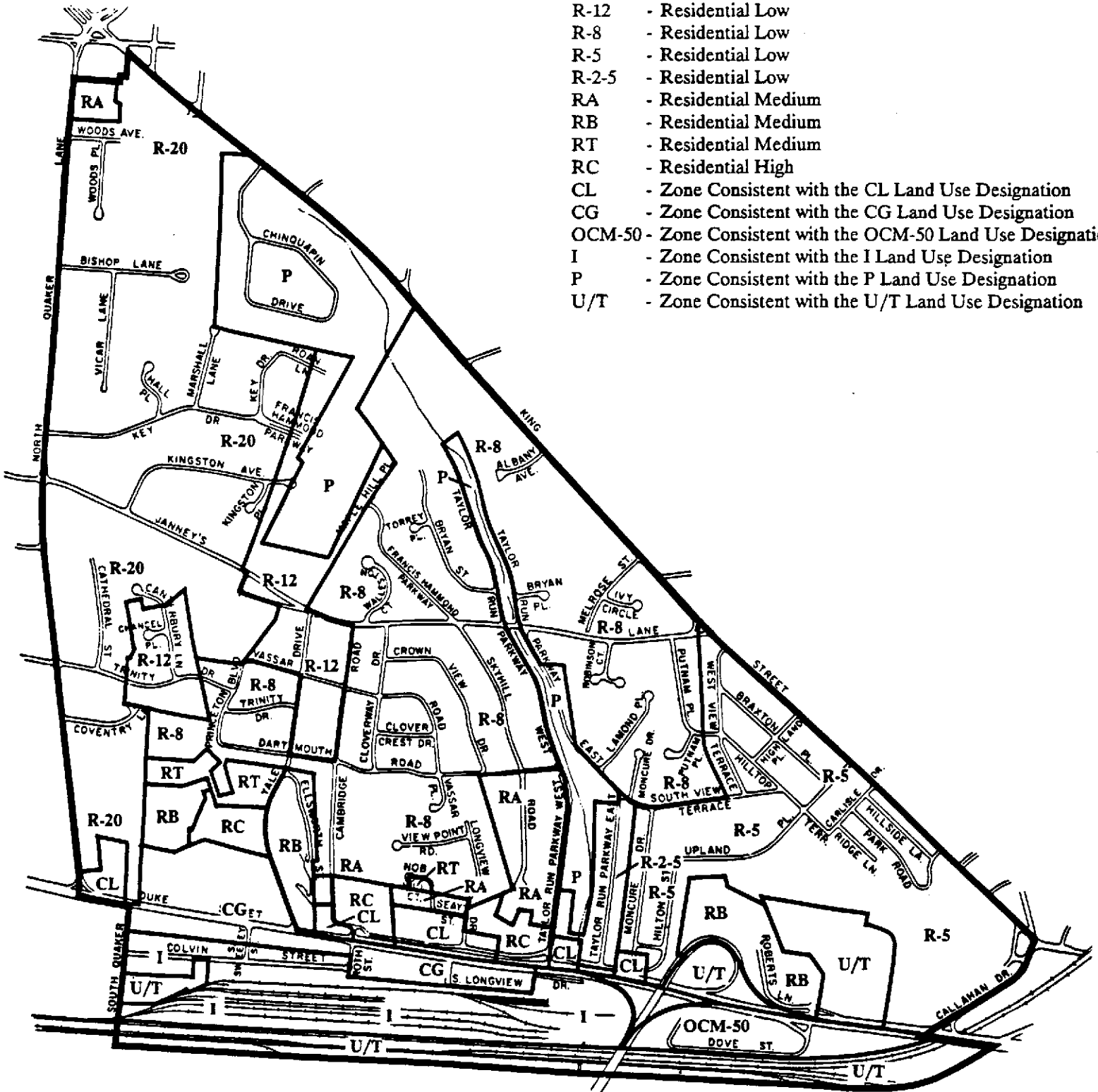
This site contains the open space along Taylor Run Parkway. This change represents the effort to remove non-residential uses from inappropriate zoning categories and to create new zoning classes which more accurately reflect the existing land use.

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.

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
- OCM-50 - Zone Consistent with the OCM-50 Land Use Designation
- I - Zone Consistent with the I Land Use Designation
- P - Zone Consistent with the P Land Use Designation
- U/T - Zone Consistent with the U/T Land Use Designation



Taylor Run /
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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 Low designation (CL).

This is the site of the 7-11 store. The recommended change would provide for low scale, low density commercial uses compatible with nearby residential 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 Utility/Transportation designation (U/T).

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 Utility/Transportation Designation. (UT)

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 Utility/Transportation 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.

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 Office Commercial Medium-50 (OCM-50) designation.
 The OCM-50 designation allows for moderate commercial development. 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 Utility Transportation designation (U/T).
 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 Industrial (I) designation.
 This area is currently zoned for intense industrial use. I zoning is appropriate for this area, which is surrounded by industrial and utility uses.
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.

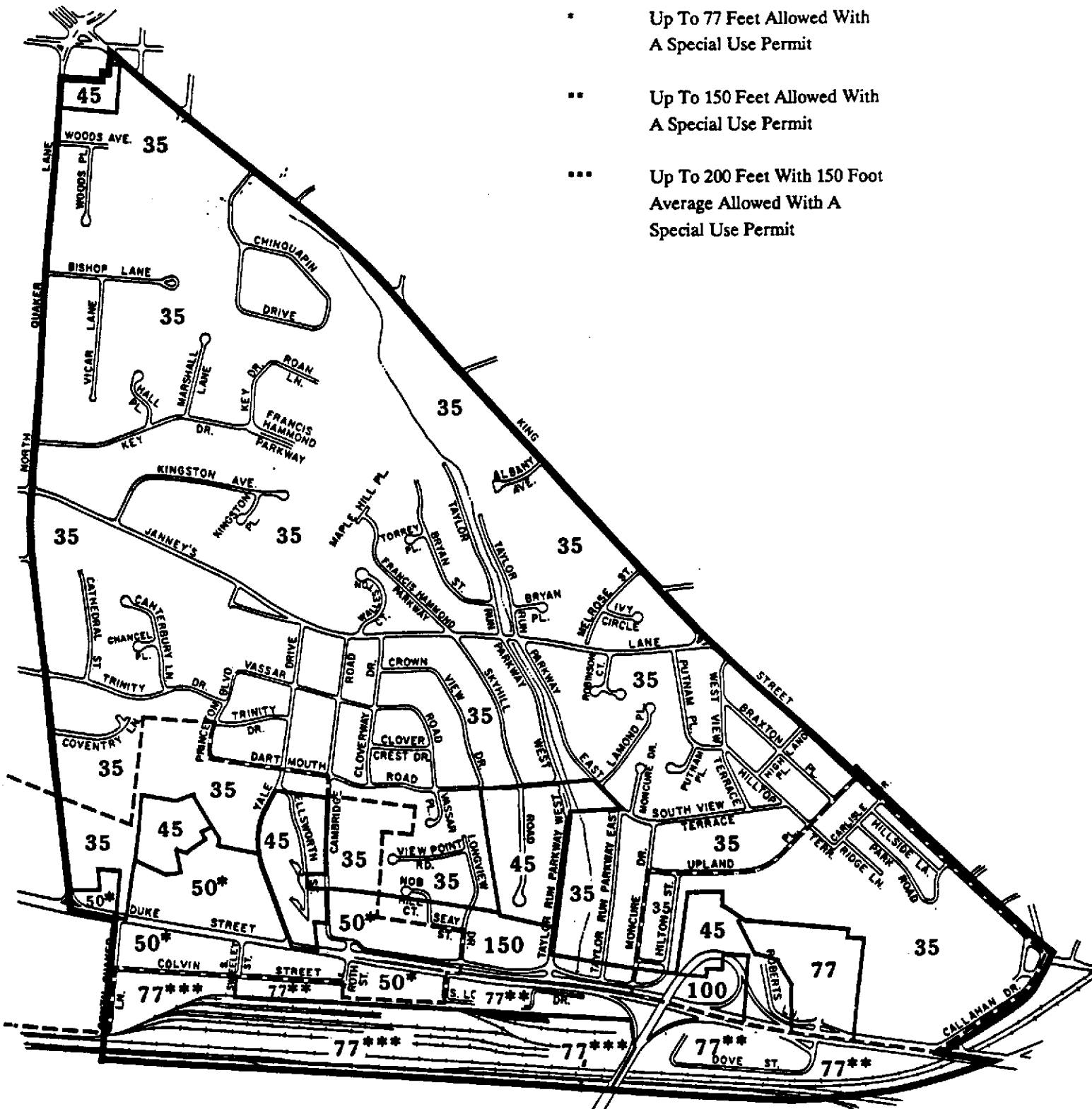
Map 13 shows the proposed height limits; Map 14 shows the recommended height changes.

Existing Height Limits

Height District Line

Zone Line

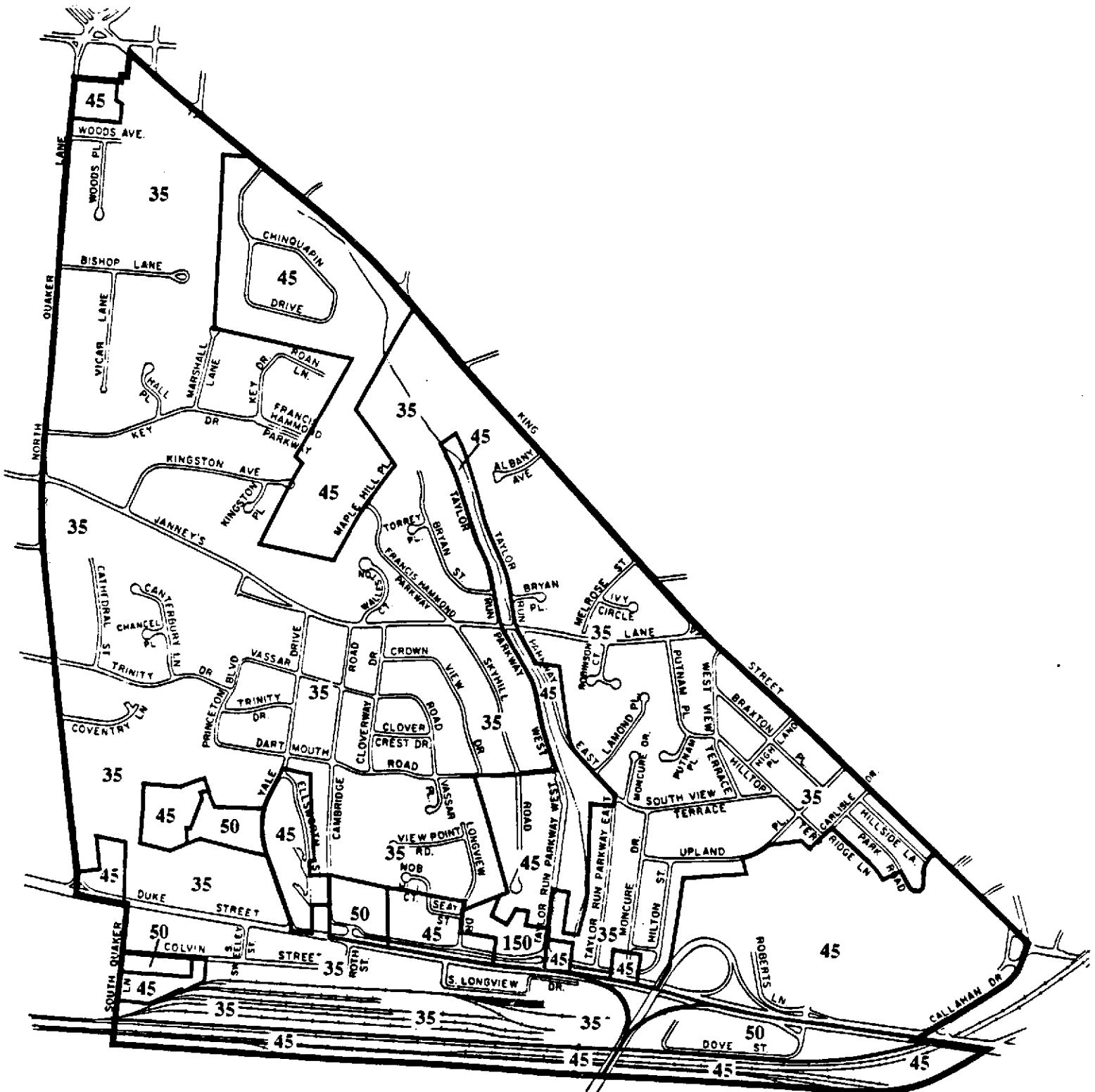
- Up To 77 Feet Allowed With A Special Use Permit
- ** Up To 150 Feet Allowed With A Special Use Permit
- *** Up To 200 Feet With 150 Foot Average Allowed With A Special Use Permit



Taylor Run /
Duke Street



Proposed Height Limits



Taylor Run /
Duke Street



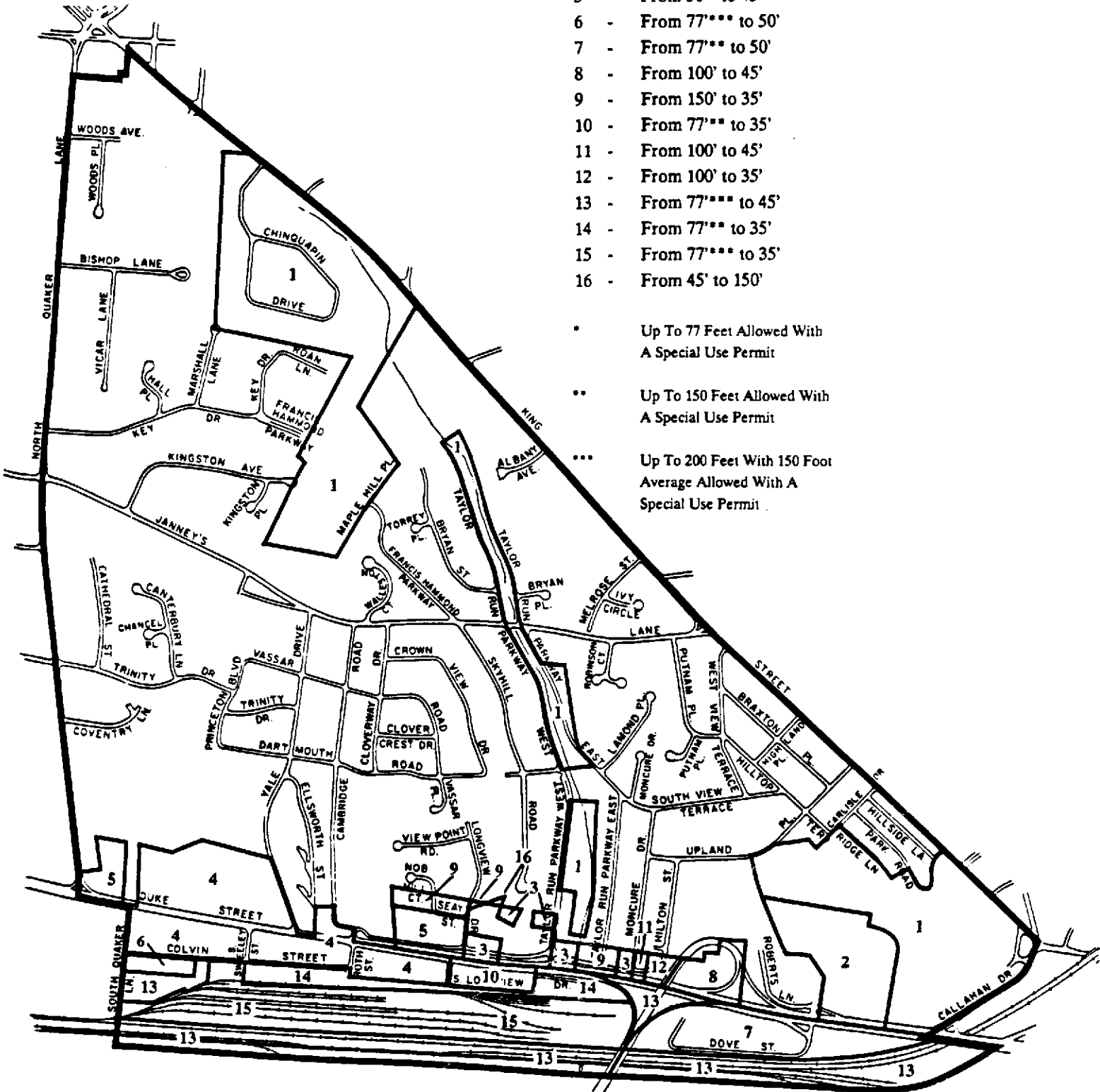
Proposed Height Changes

- 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



Taylor Run /
Duke Street

