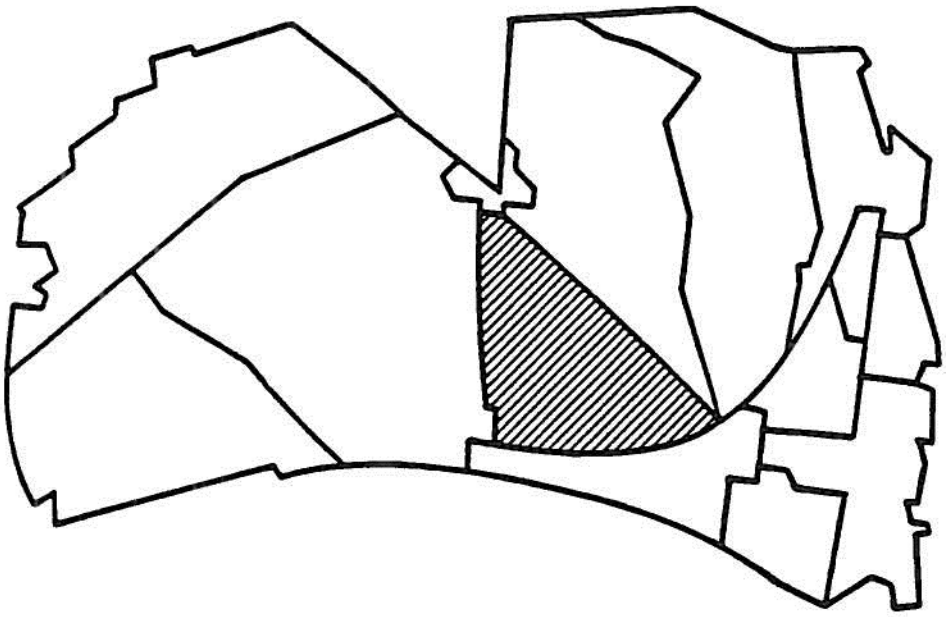
TAYLOR RUN/DUKE STREET

SMALL AREA PLAN



ADOPTED 1992 MASTER PLAN

ALEXANDRIA, VIRGINIA

Amended 9/13/97, Ordinance 3950
Amended 3/13/04, Ordinance 4338
Amended 10/13/07, Ordinance unknown
Amended 6/14/08, Ordinance 4552

AMENDMENTS TO TAYLOR RUN / DUKE STREET SMALL AREA PLAN - as of 2/3/15

Master Plan Amendment #	Ordinance #	Passage Date	Description/Address	Small Area Plan	Land Use Change	
MPA97-0001	3950	9/13/1997	3408 King Street (Remove from Fairlington/Bradlee SAP); 1205 N. Quaker Ln	Taylor Run / Duke St	Change in land use designation from CG and INST to INST (include this property in Taylor Run/Duke St SAP); Change in land use designation from INST to RM	
MPA2003-0010	4338	3/13/2004	3330 King Street; property adjacent to TC Williams	Taylor Run / Duke St	Change in land use designation from P to INST	
MPA2007-0003	Unknown	10/13/2007	2600 Business Center Drive (Witter Fields)	Taylor Run / Duke St	Change in land use designation from I to POS	See Council Minutes
MPA2008-0002	4552	6/14/2008	3000-3001 Business Center Drive (DASH property)	Taylor Run / Duke St	Change in height limit from 35' to 50'	

TAYLOR RUN / DUKE STREET

SMALL AREA PLAN

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PURPOSE OF THE PLAN

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

ORGANIZATION AND CONTENTS

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

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

PLANNING PROCESS

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

BACKGROUND

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

N

Summary -- Demographics

- 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 53.4% 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

Land Use	Sq. Ft.	Acres	% of Total
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.

Map 2

Existing Land Use (1992)

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

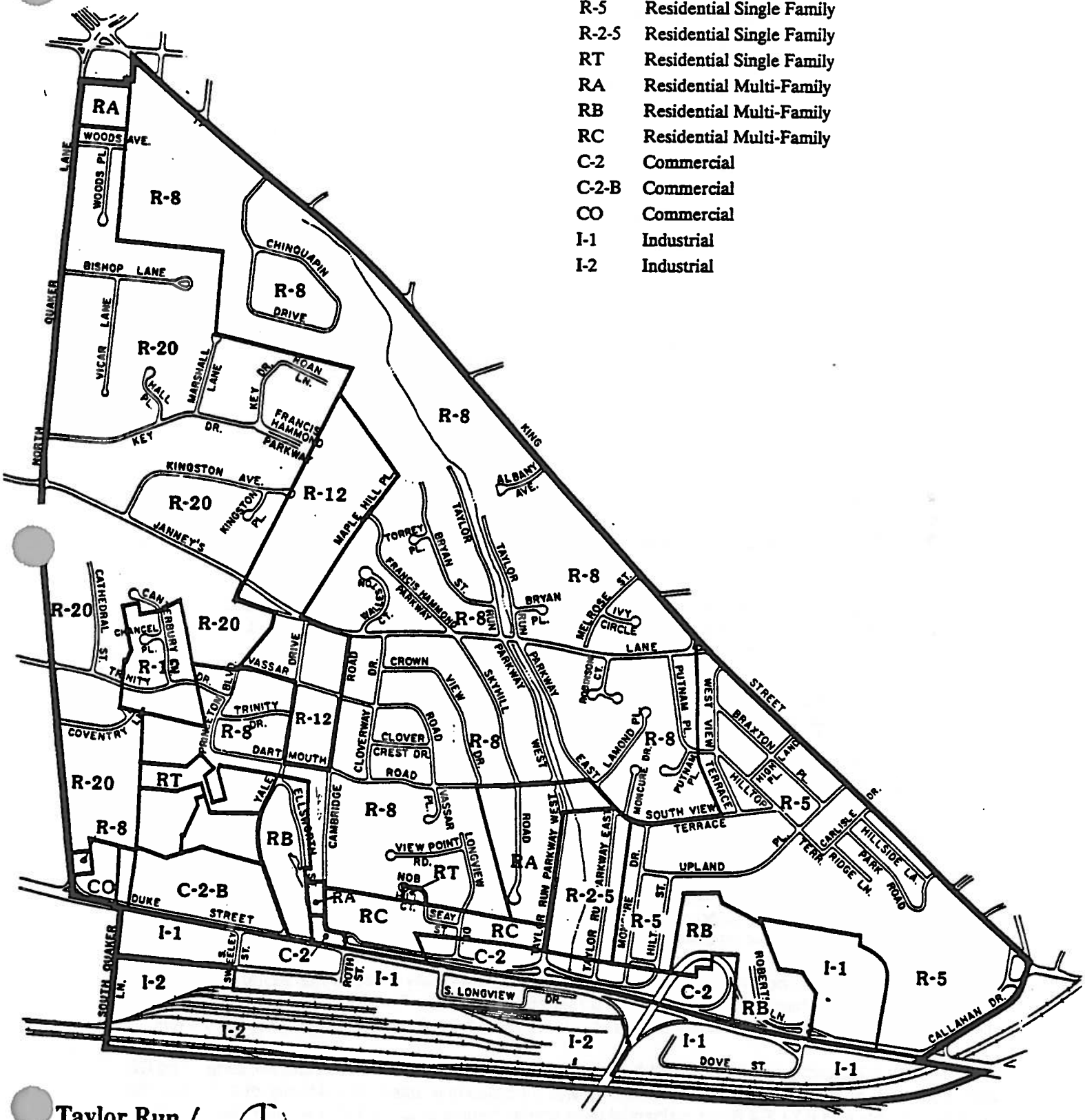
- Land use within the Taylor Run/Duke Street area is predominantly residential, with commercial uses focused on Duke Street and industrial uses focused on Colvin and Dove Streets, to the south of Duke Street.

- There are no large parcels of vacant land in the study area; there is a large site (Fruit Growers Express) which could be redeveloped.

Map 3

Existing Zoning (1992)

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

	Acres	% of Total
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

- Zoning in the Taylor Run/Duke Street area is predominantly low density residential.
- 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.
- Almost all commercially and industrially zoned land allows high density office development although current land uses are predominantly low-scale commercial uses.

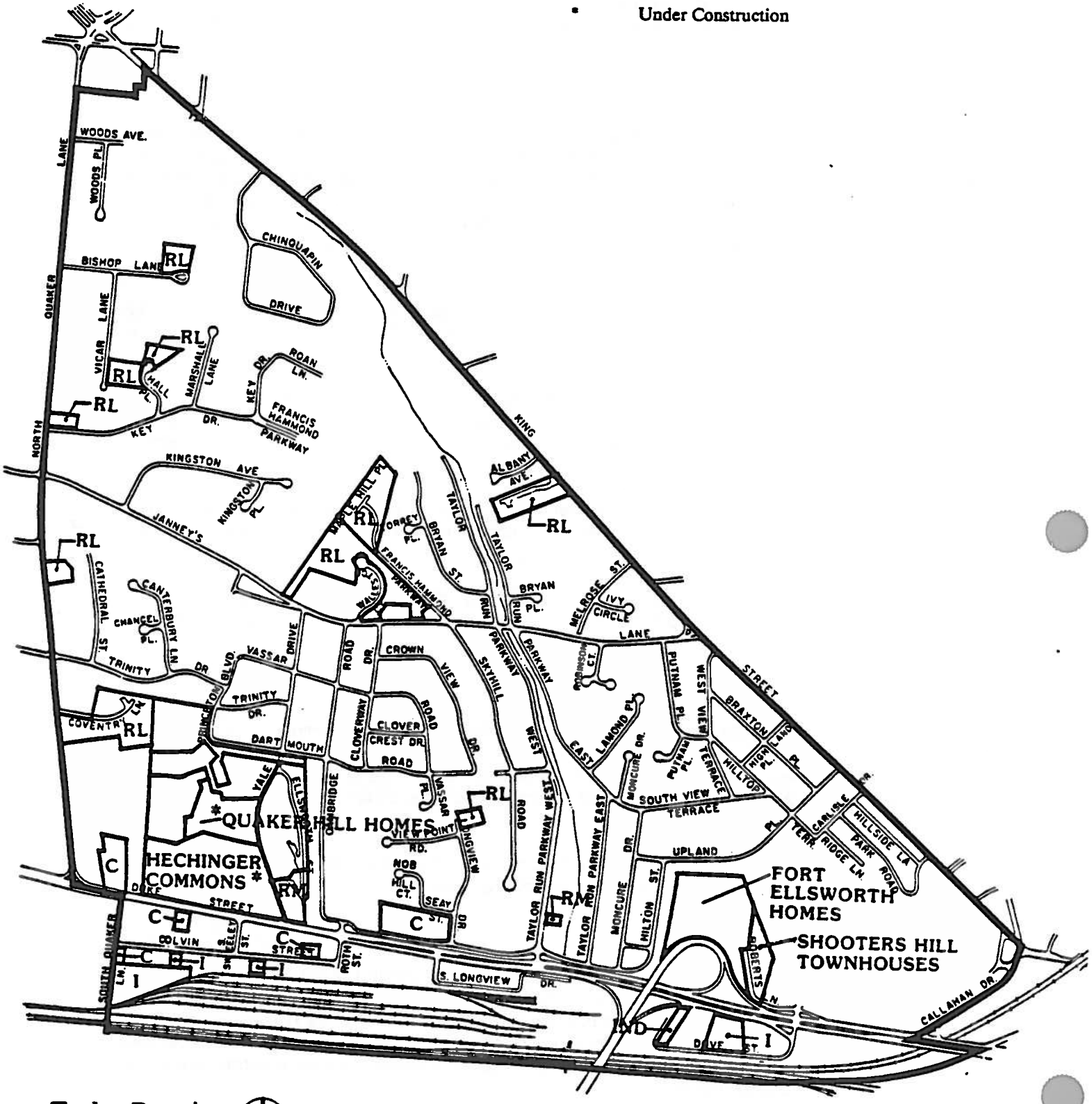
ECONOMIC ACTIVITY AND TRENDS

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.

Map 4 (1992)

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

- 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.

- The area has a diverse mix of manufacturing, light industrial and heavy commercial uses which are active and viable.

- 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.

- 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

Map 5

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

- The City has viewed the Taylor Run/Duke Street area as a mostly built up non- growth area, predominantly residential in character.

- 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.

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

GOALS AND RECOMMENDATIONS

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.

Map 6

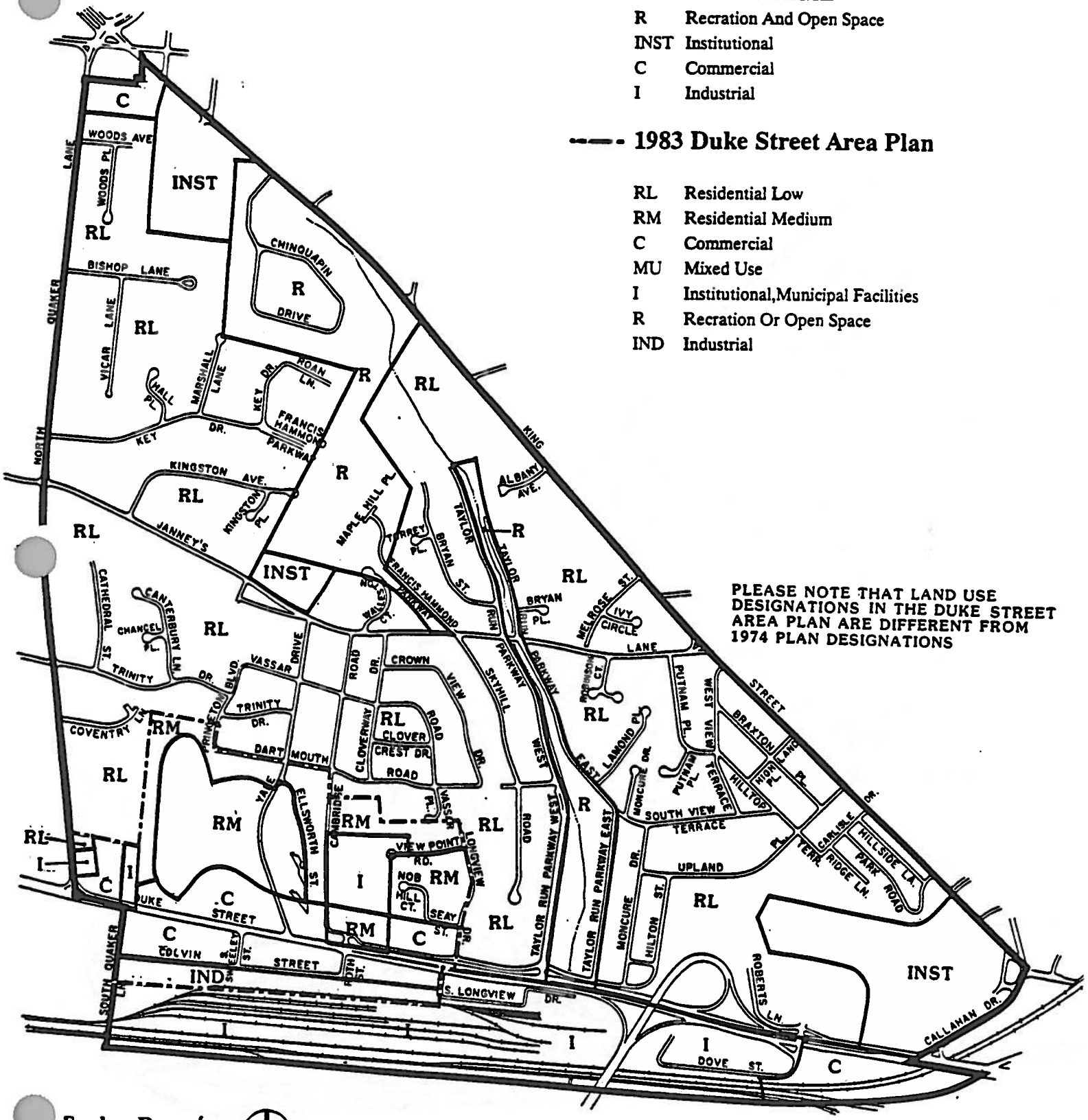
Current Area Plan (1992)

1974 Area Plan

- RL Residential Low
- RM Residential Medium
- R Recration 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 Recration 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

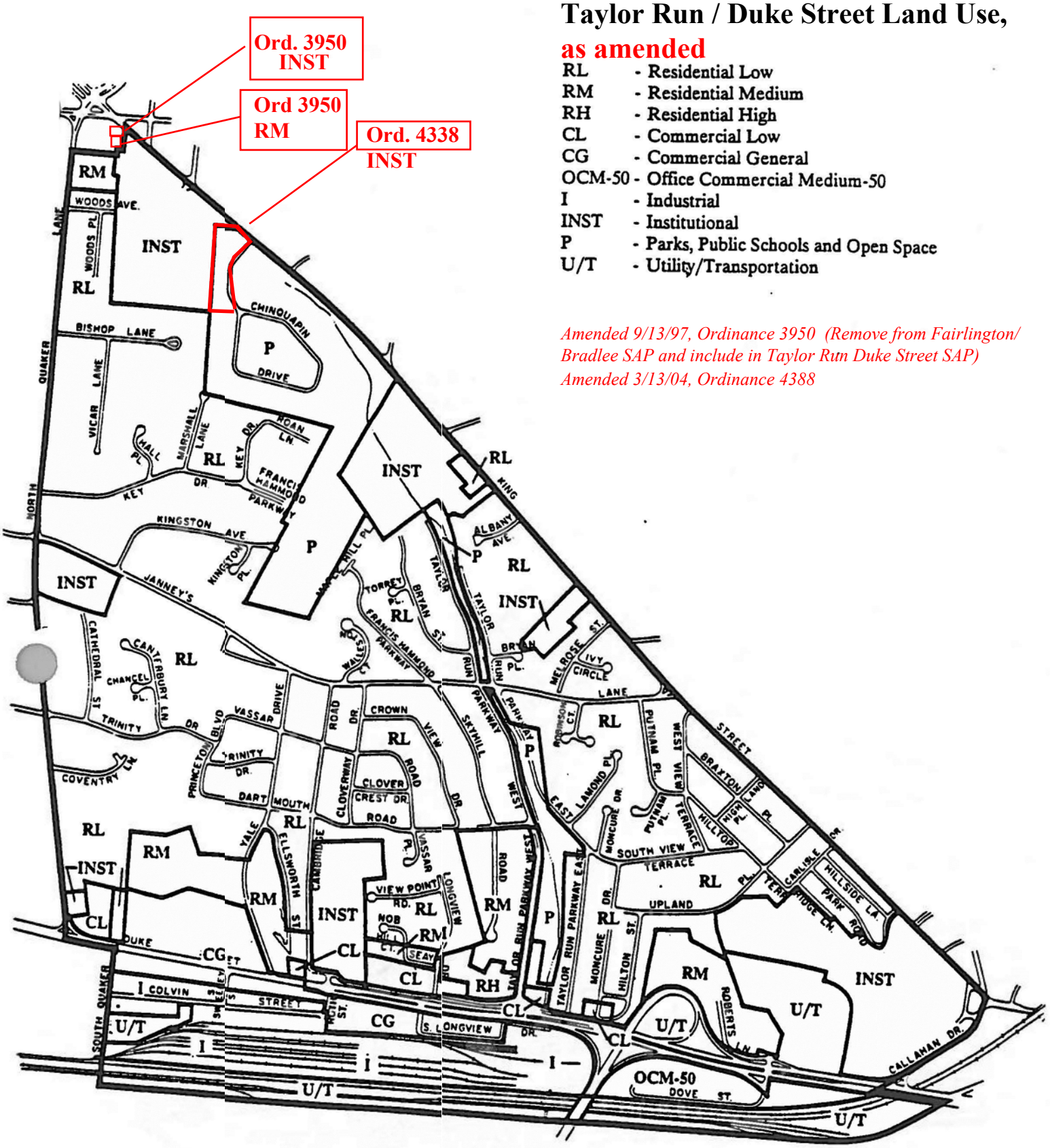
Land Use Concept (1992)

Taylor Run / Duke Street

Map 8
Taylor Run / Duke Street Land Use, as amended

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

Amended 9/13/97, Ordinance 3950 (Remove from Fairlington/ Bradlee SAP and include in Taylor Run Duke Street SAP)
Amended 3/13/04, Ordinance 4388

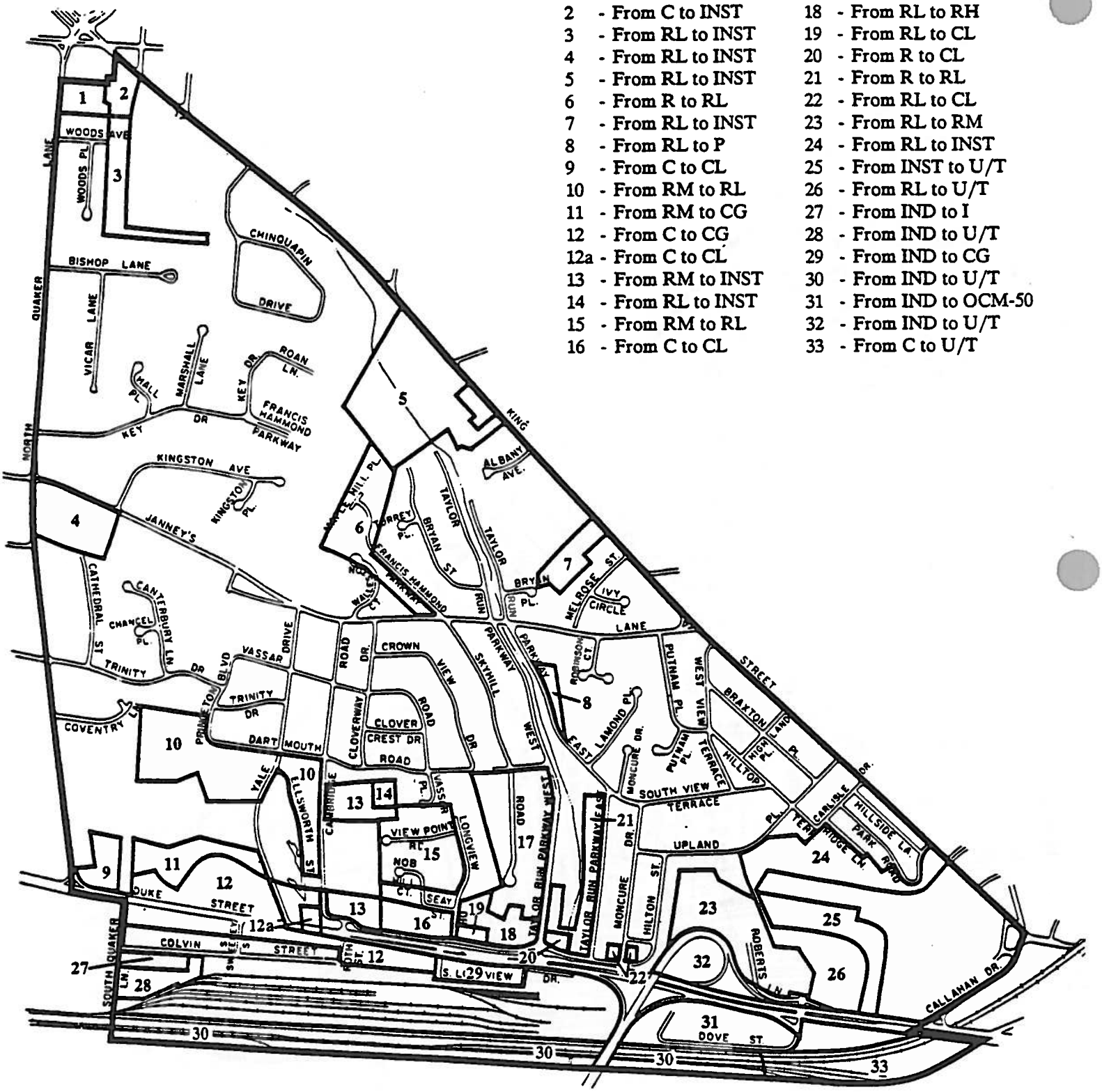


Taylor Run / Duke Street

Map 9

Proposed Land Use Changes (1992)

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

For currently approved land use, please refer to Map 8.

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 forseeable 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.

This map is no longer being updated. For current zoning, please refer to the citywide zoning map on the GIS Standard Maps page, www.alexandriava.gov/gis.

MMap 10 - Proposed Zoning

This map is no longer being updated. For current zoning, please refer to the citywide zoning map on the GIS Standard maps page, www.alexandriava.gov/gis.

MMap 11 - Proposed Zoning Changes

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.

For current zoning, please refer to the citywide zoning map on the GIS Standard maps page, www.alexandriva.gov/gis.

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.

Map 12

Existing Height Limits (1992)

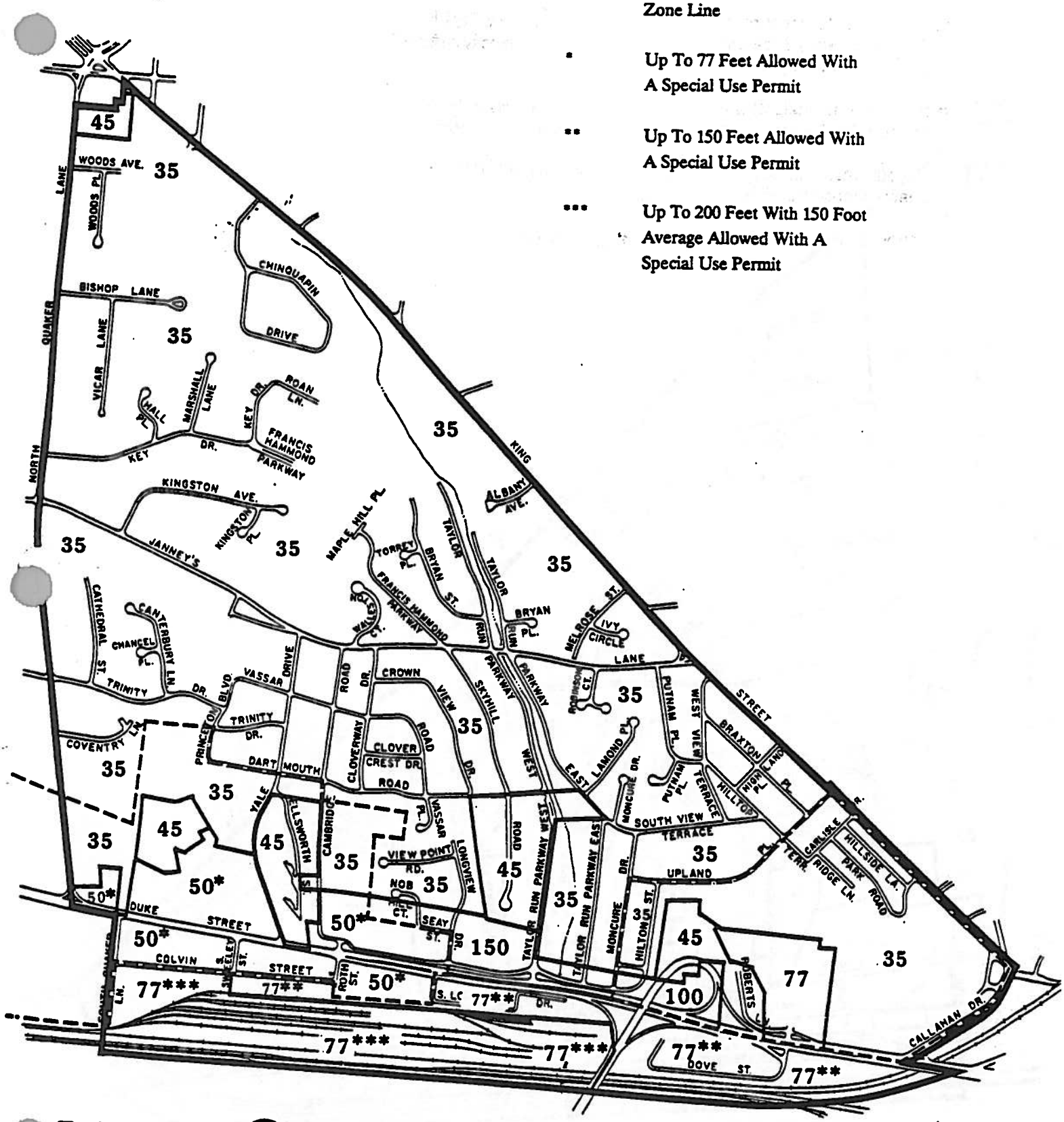
Height District Line

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

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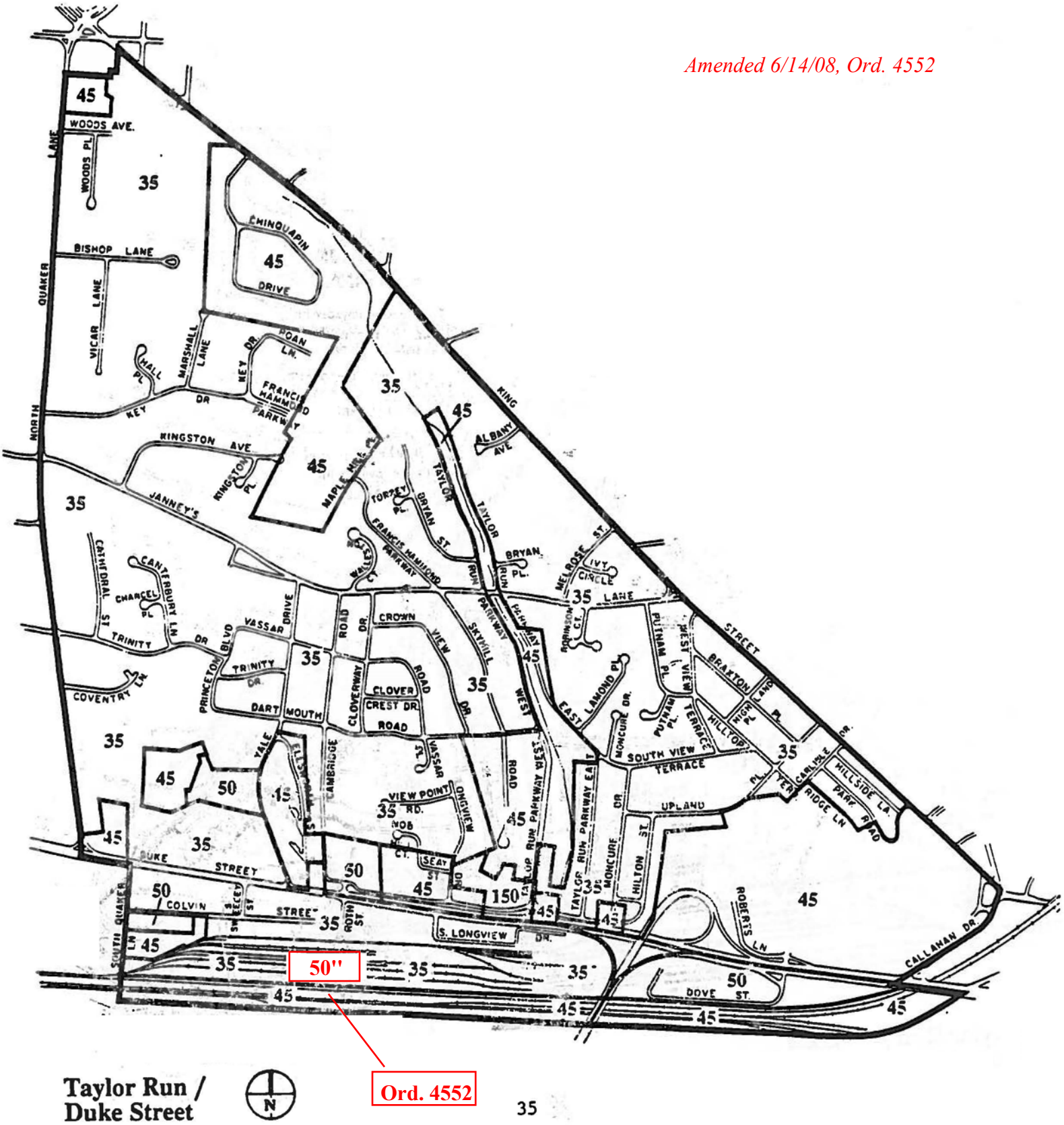
Map 13
Taylor Run / Duke Street
Height Limits, as amended

Amended 6/14/08, Ord. 4552



Map 14

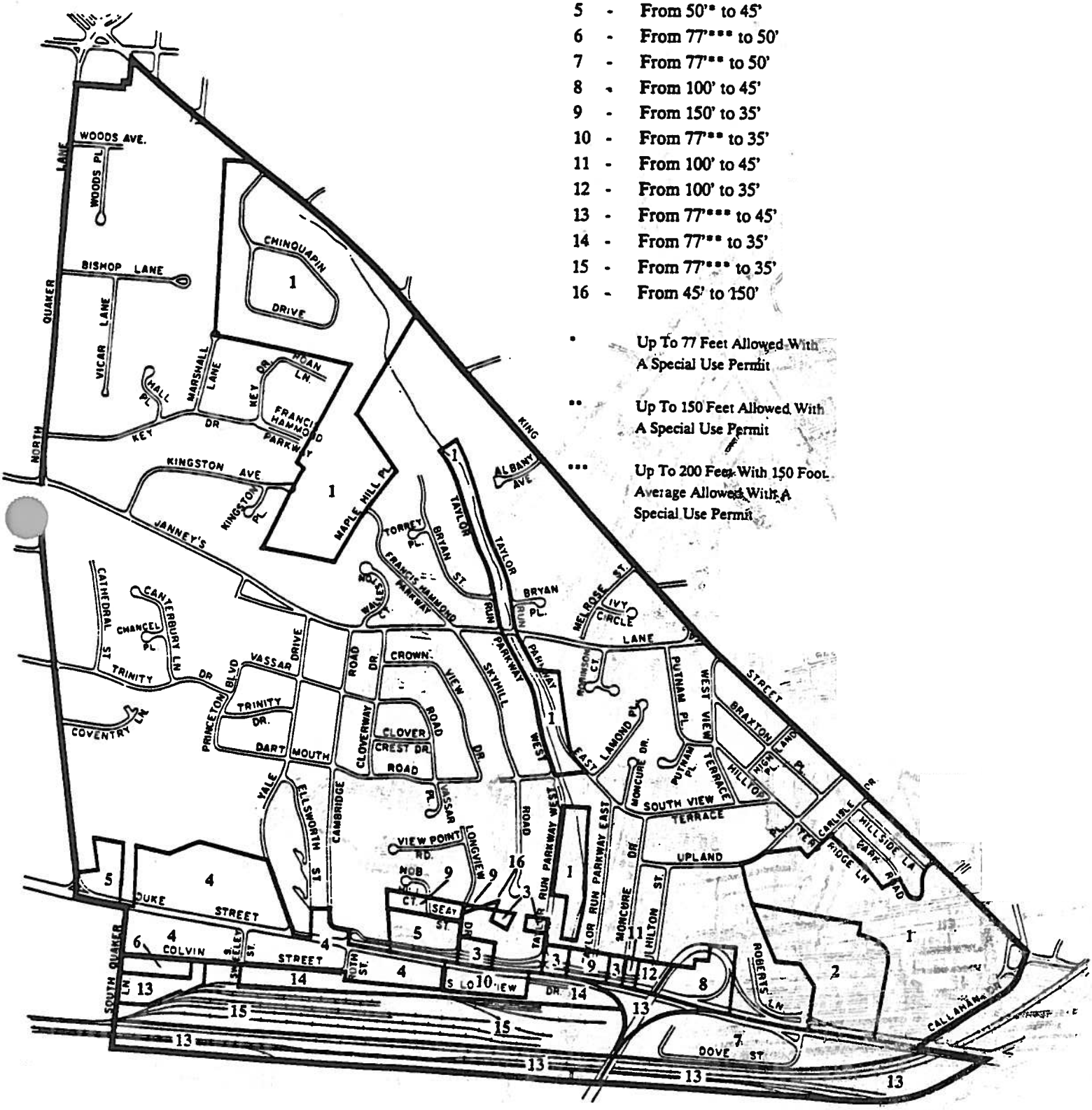
Proposed Height Changes (1992)

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