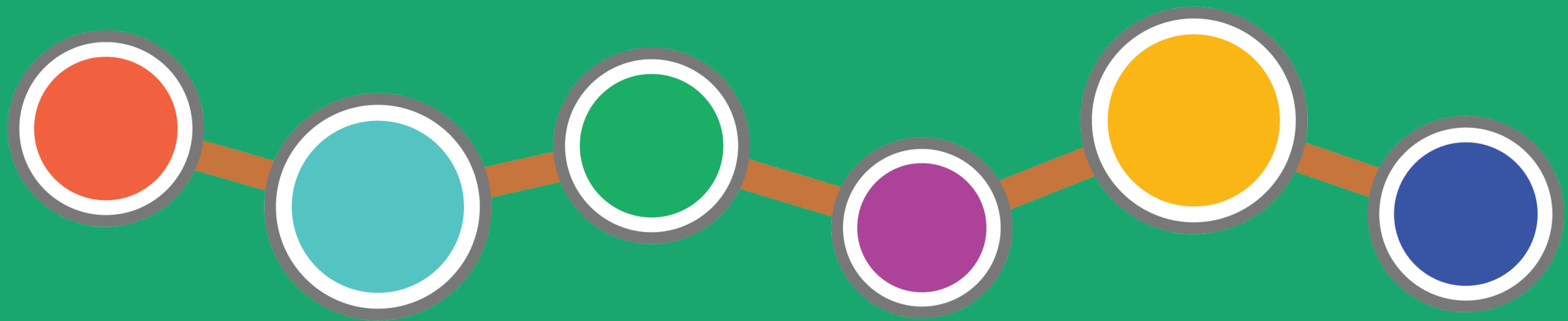


# Duke Street Land Use Plan Background Packet

June 2025 Draft  
Updated: June 11, 2025



Department of  
Planning & Zoning

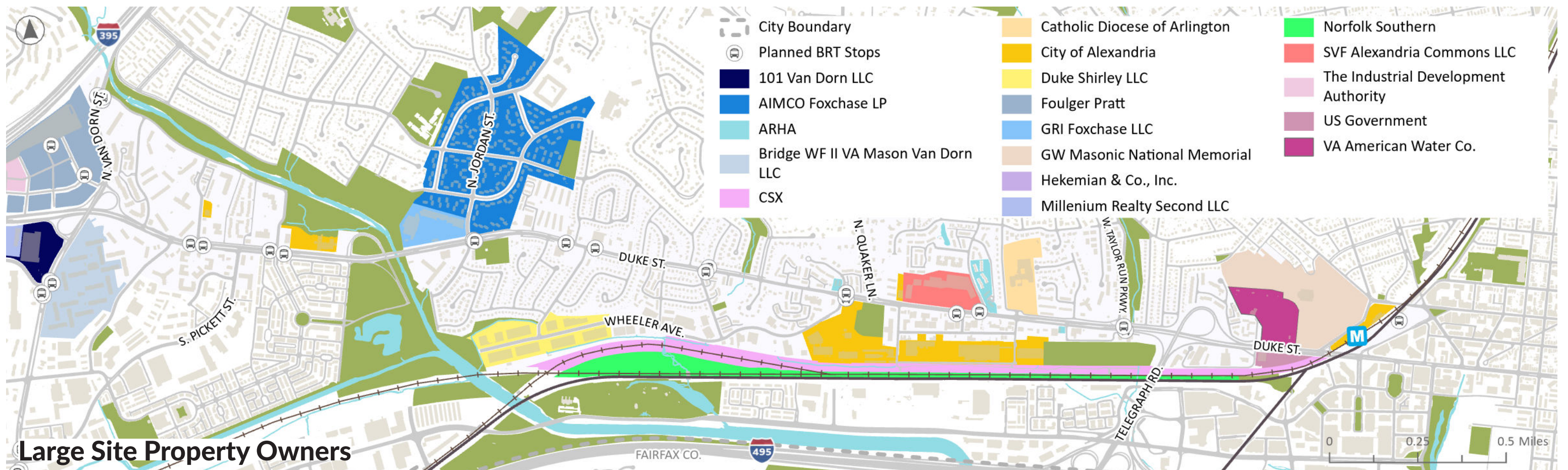
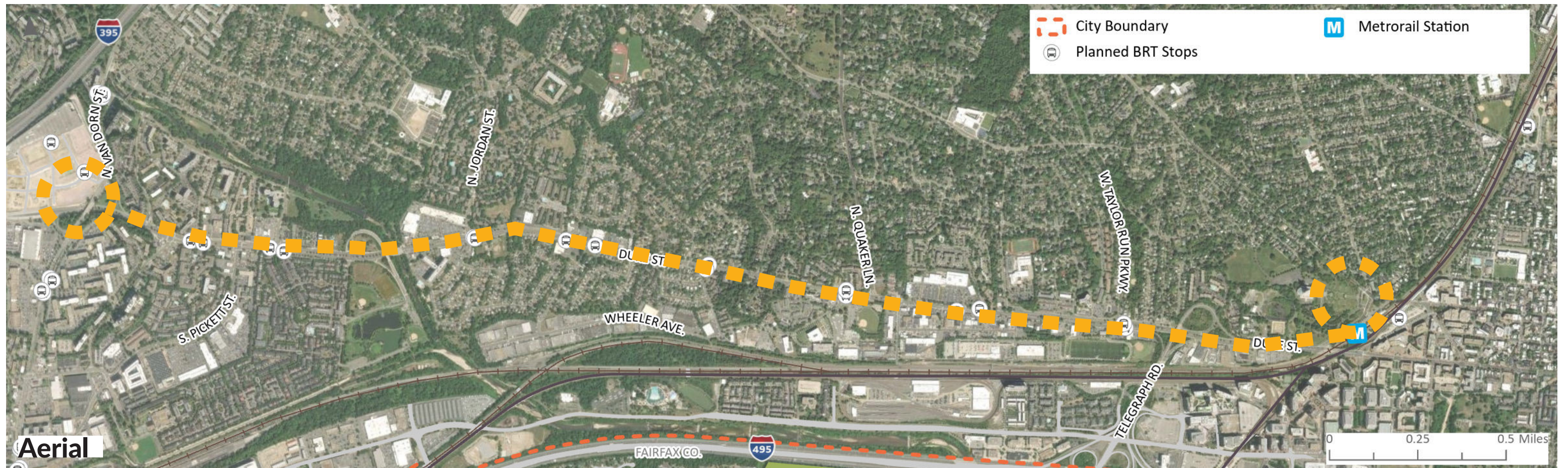
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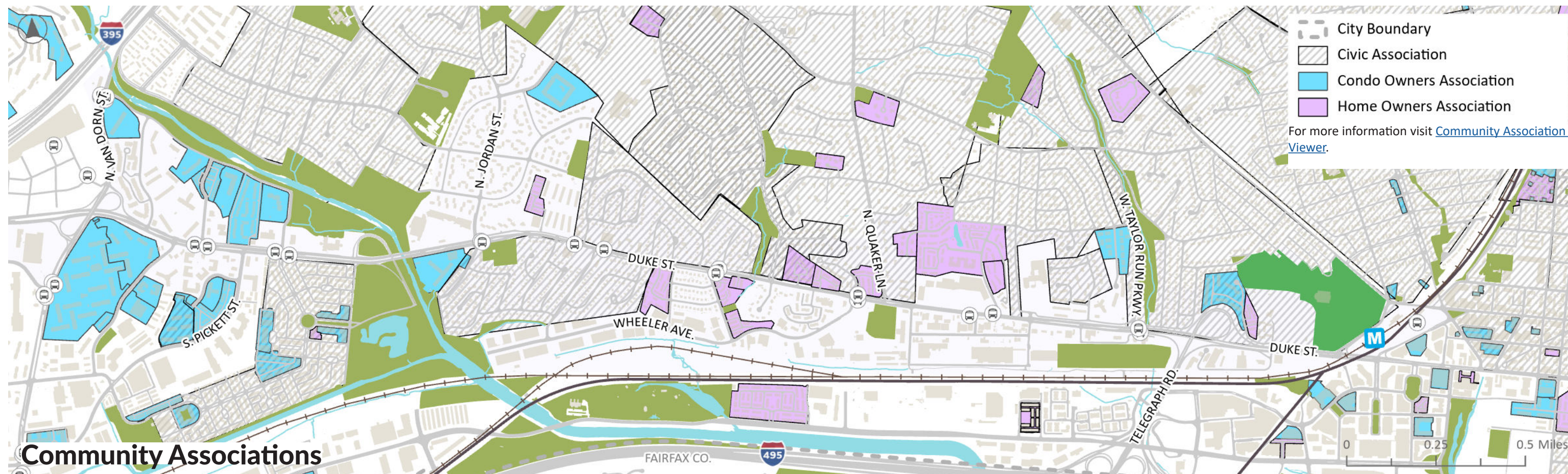
# 01 | General Information





**Large Site Property Owners**





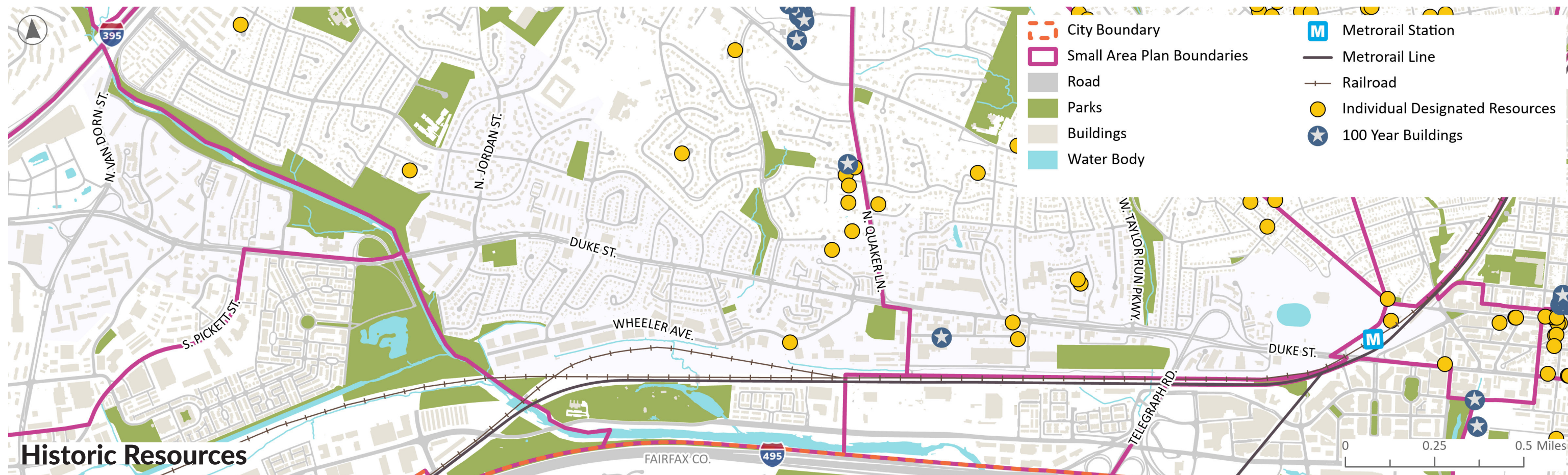
**Community Associations**



**Equity Emphasis Areas**



# 02 | History



## Overview

The prehistoric remains of the Potomac River Valley and the metropolitan Washington, D.C. area have attracted the attention of archaeologists since the late 19th century, so the prehistoric cultural sequence for the region is well documented. Evidence of prehistoric settlements has not been extensively researched for this specific area; however, currently available prehistoric settlement models suggest that the floodplains and terraces adjacent to the nearby streams (Cameron Run, Backlick Run, and Holmes Run) should be considered sensitive for aboriginal resources.

While evidence of Native American settlements has not been found specifically in the area, it is evident that Native Americans lived nearby. The village of Nacotchtank was the largest of the three American Indian villages located in the Washington area and is believed to have been a major trading center. The people of Nacotchtank, or Anacostans,

lived along the southeast side of the Anacostia River in the area between today's Bolling Air Force Base and Anacostia Park. A second town most likely stood on the Potomac's west bank near present-day Rosslyn. Another village existed between today's C&O Canal and MacArthur Boulevard in Washington, DC. In addition to these villages, early burials that were alleged to have been Native American were also reported south of the Capital Beltway and west of Clermont Drive in Fairfax County.

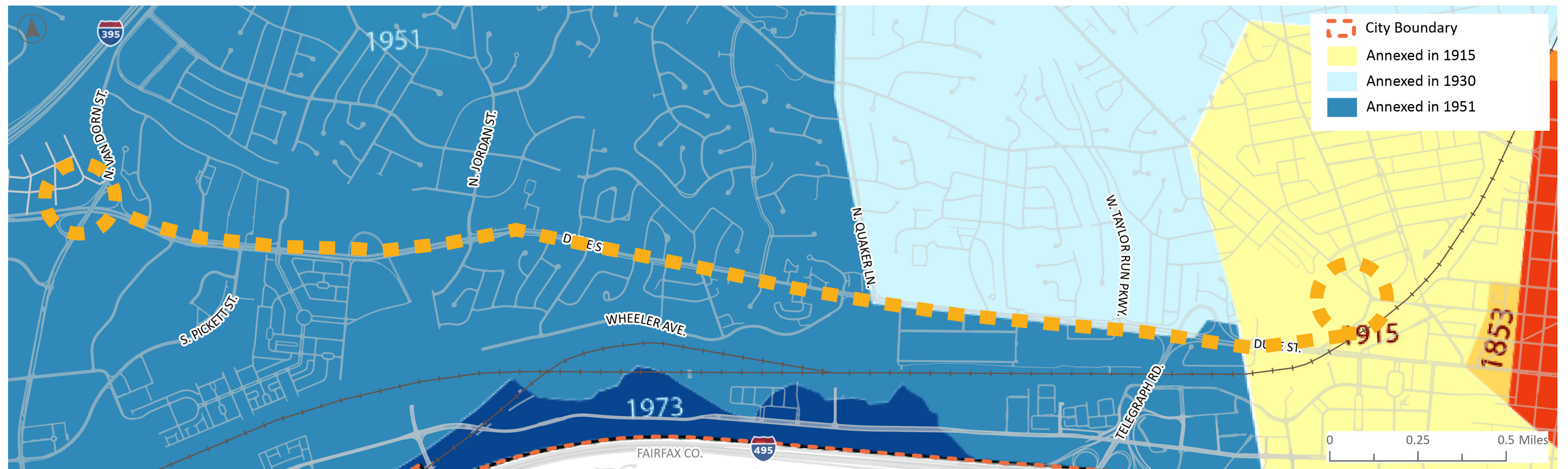
Captain John Smith was the first European documented to have reached this region during his explorations in 1608. These explorations ultimately resulted in European settlement of the land and the virtual displacement of the local Native Americans. After only 40 years of contact with the Europeans, the population of local Native American tribes was only one-quarter of those that lived in the region prior to 1608. Many died from diseases introduced by the Europeans and in wars. Others joined nearby tribes. Until World War II, much of the area was devoted largely to

agriculture. In the Colonial period, this was characterized by a mix of tobacco and wheat, but in the first half of the 19th century, the pattern was transformed into a mix of grain, vegetables, and dairying. The introduction of electrical rail lines in the early 20th century drew farmers from rural areas more closely into the urban market, stimulating the transition to market gardening, dairying, and poultry.

Following World War II, the pace of suburban development accelerated in the area. This development was accompanied by an increase in the number of warehousing and freight transfer functions, which was reinforced by the construction of I-95 in 1965. The area underwent significant changes and will continue to evolve. Beyond its cultural significance, which is further described in this chapter, it serves as a vital hub for numerous functions essential to the City's operations.

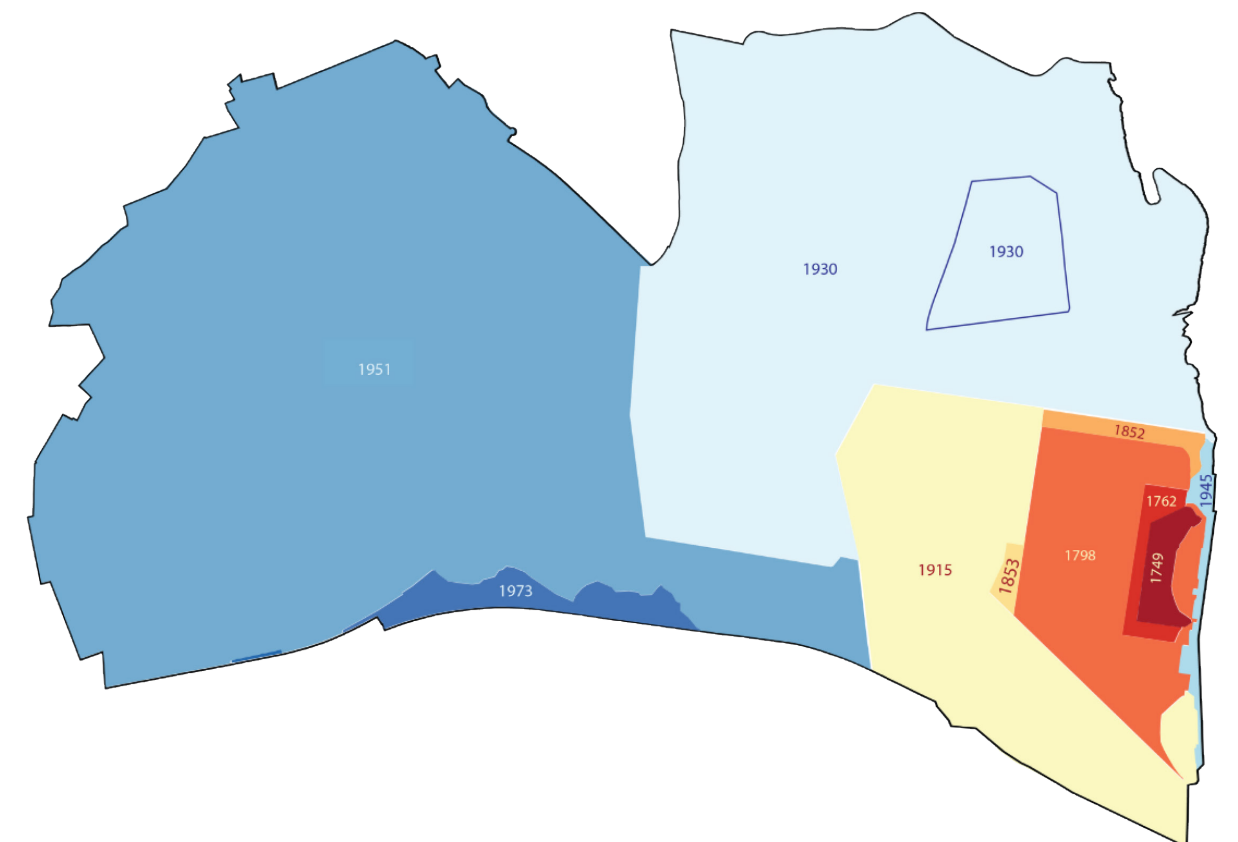
Sources: [Cultural Resources Assessment](#) and [The National Parks Service](#)





## Annexation History

Since its founding in 1749, Alexandria has expanded westward. The majority of the Duke Street corridor being studied was annexed from Fairfax County in 1951, with some of the areas in the eastern portion annexed in 1915 and 1930.



**Citywide Annexation Map**

Source: [Office of Historic Alexandria](#)



# Transportation History

## Little River Turnpike/Duke Street

Before turnpikes were created, local citizens who lived along roads were required to keep them in good condition. They could be fined by the courts if they did not maintain their section. People who lived along the roads began to feel that this method was unfair, so they petitioned the legislature to create toll roads. They wanted the people who benefit from the roads (primarily farmers and people transporting other goods) to pay for their upkeep. As a result, the Virginia General Assembly passed “An Act for Keeping Certain Roads in Repair” in 1785 that levied tolls on two existing roads in northern Virginia – the route of present-day Braddock Road and Route 7. This act created the first American turnpikes.

In 1795, residents in Loudoun County petitioned the legislature for an act to incorporate a company to build a road from Little River to Alexandria. An act was passed that year that formed the Fairfax and Loudoun Turnpike Road Company. They wanted the road to be made of stone and gravel to prevent carriage wheels from cutting into the soil. The company tried selling stocks to subscribers to raise funds for the road, but this was not successful. Ultimately, there were not enough subscribers purchasing stock in the company to begin construction. In 1802, after complaints from citizens about the inadequacies of the existing routes, the Virginia Assembly stepped in and passed an act creating the Little River Turnpike Company.

The Little River Turnpike, now known as Duke Street in the City, was constructed beginning in 1802. It took commissioners some time to decide on a route, but they decided on one that would begin near the present-day intersection of Duke Street and Dangerfield Road in Alexandria, pass by the Fairfax Court House, and then continue in a straight line to the ford of Little River.

The gravel road was constructed to provide farmers in western Virginia counties with better access to the Port of Alexandria where they would ship their goods. The road was constructed using slave labor. Slaves were involved in clearing the proposed route of trees and vegetation, quarrying gravel, and crushing stone. Richard Ratcliffe, construction superintendent beginning in December 1803, hired twenty slaves on a yearly contract as laborers.

By Christmas Eve 1803, about four miles of the road had been built, though only three miles were paved with gravel. The four-mile mark was around the present-day Landmark Mall redevelopment site. The entire length of the Little River Turnpike, just shy of 34 miles, was completed in December 1811.

Construction of the turnpike was funded by subscribers who purchased stocks valued at \$100 each and Commonwealth of Virginia also provided some of the funding for the initial construction. Additionally, tolls helped fund the construction. Toll booths were originally stationed every ten miles; however, they were eventually established every five miles once the most difficult sections of the road were paved. The tolls were based on the quantity of goods taken to market, and tolls were reduced with greater wheel width. Wider wheels didn’t cut up the road as much as narrow wheels.

The first toll gate, known as Padgett’s Toll House, was located at the beginning of the turnpike near the present-day King Street-Old Town Metro Station. Collection of tolls continued until 1896 when the Virginia General Assembly transferred ownership of the road to the Fairfax County Board of Supervisors.

Source: [Northern Virginia History Notes](#)



Little River Turnpike on an 1861 Map



Toll Gate #2 Shown on an 1862 Civil War Field Map



Little River Turnpike in 1919 (after ownership transfer to Fairfax County)



Railroads

In the late 1840s Alexandria became involved in several major railroad construction projects. One of the projects linked Alexandria with Gordonsville, Virginia by way of Orange and Culpeper. The Orange and Alexandria (O&A) Railroad was chartered in 1848 and by 1851 was completed from Alexandria to Manassas. Another project, the Manassas Gap Railroad, opened a line to the Shenandoah Valley. By 1854, this line reached Strasburg, Virginia.

The O&A Railroad helped to boost Virginia commerce by allowing farmers in Central Virginia to more cheaply ship their products, produce, and goods to the markets of Washington, D.C., and Richmond, and to ocean-going vessels at Alexandria’s port. The railroad was also strategically important during the Civil War. It was repeatedly fought over and wrecked. The O&A Railroad can be seen in the map below from 1861.

At the end of the Civil War, both the O&A and Manassas Gap Railroads required major reconstruction. In 1867, the two lines were merged to form the Orange, Alexandria and Manassas Railroad, which ultimately became the Southern Railway.

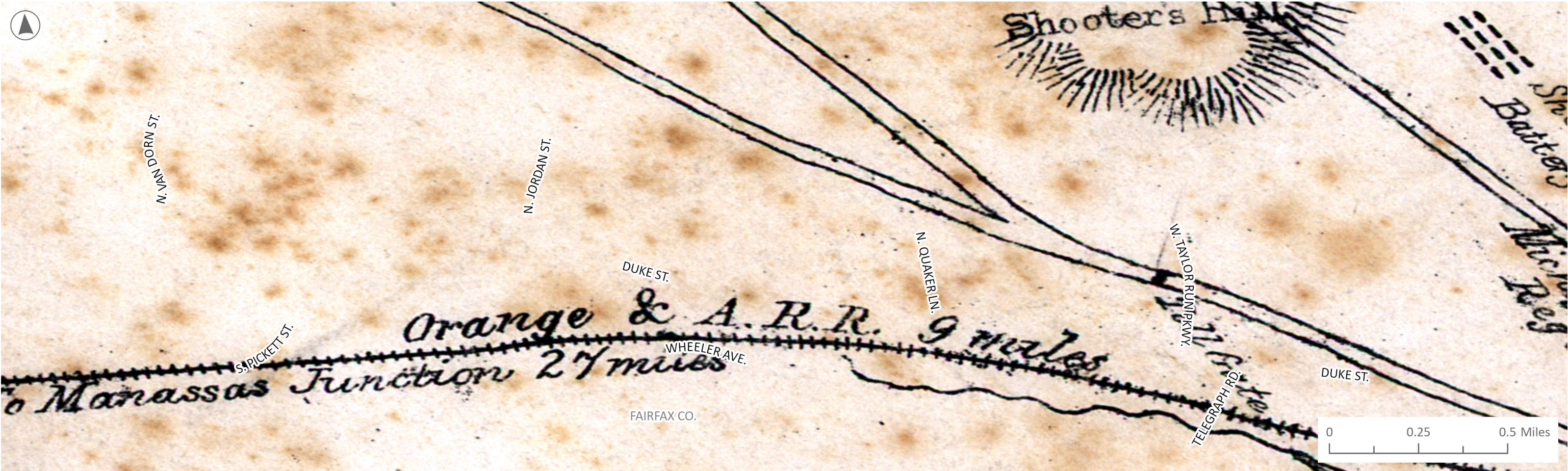
During the mid- to late-19th century, several other railroads were constructed in Alexandria. In 1854, the Alexandria and Washington Railroad Company extended a rail line from Alexandria to Washington, DC. During the Civil War, Union troops reorganized the railroad. In 1872, the Pennsylvania Railroad acquired the tracks and extended them south to Quantico to join with the Richmond, Fredericksburg and Potomac Railroad. There were a couple of passenger and freight stations in the City, but the Richmond-Washington Company’s 1901 plans called for double tracking the Washington Southern Railroad and the construction of a new passenger station just west of Alexandria’s city limits at that time. This

station would eventually become Alexandria Union Station. These changes resulted in a substantial relocation and consolidation of the existing tracks within Alexandria.

Source: [Historic Alexandria Quarterly](#)



Barricades Being Constructed along Duke Street to protect the O&A Railroad from Confederate Cavalry (1861)





# Alexandria Union Station

Alexandra Union Station was built in 1905. The architectural significance of the station stems from the unusual use of the delicate Colonial-Revival style with Federal details. At the time, most depots were instead designed in bolder Victorian or Beaux Arts styles reflecting the nature of grandly scaled industrialized transport systems. The Federal Revival style is an early 20th century mixture of Neoclassical architectural details borrowed from buildings constructed just after the American revolution and is, therefore, particularly appropriate for Alexandria.

The building’s design also drew inspiration from the urban planning movement known as City Beautiful that developed in Washington, DC around the same time. This movement inspired communities to build architecturally significant stations that were planned as municipal gateways, including superior detailing and promoting a sense of

arrival. Prior to this movement, most public buildings and rail stations were designed merely for service and function.

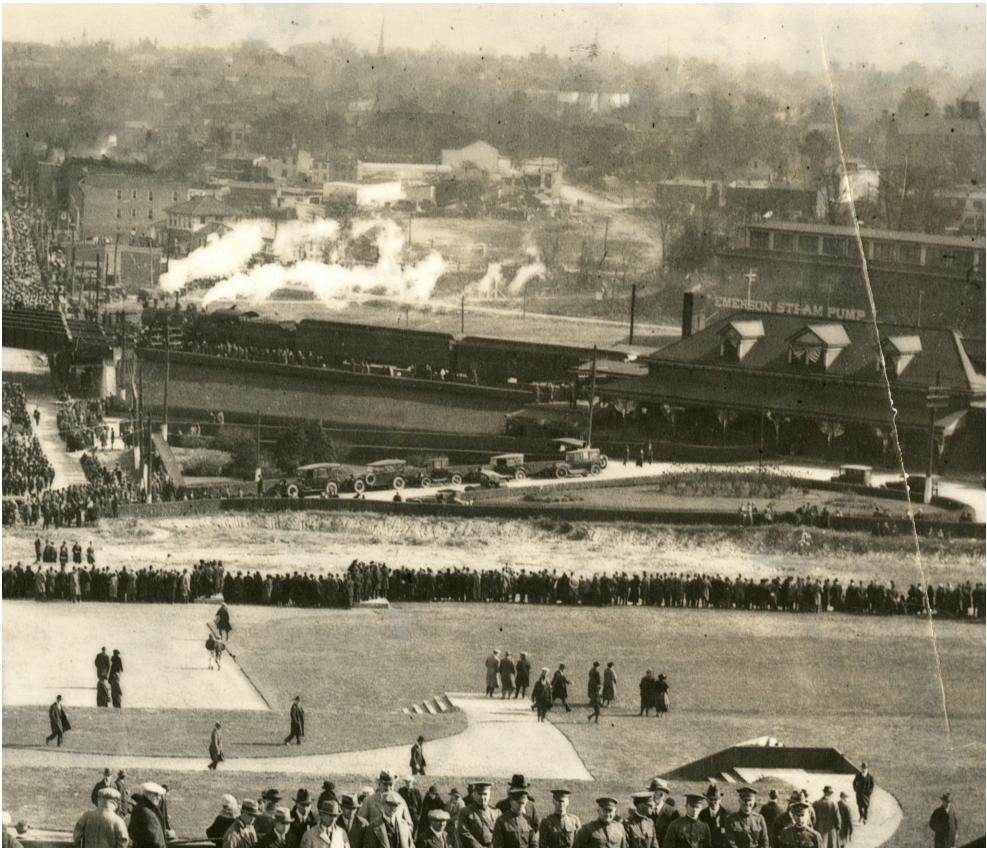
The one-story station includes a passenger depot and a baggage building. In 1997, the City of Alexandria led a restoration which addressed accessibility requirements and added a glass-enclosed breezeway to connect the two original buildings. The restoration also returned the station to its 1905 appearance. The City of Alexandria took ownership of the station in 2000 and it still serves long distance and commuter rail travelers with Amtrak and Virginia Railway Express (VRE) trains.



Undated Photo of Alexandria Union Station



Alexandria Union Station during the GW Masonic National Memorial Construction, 1923



Alexandria Union Station during the GW Masonic National Memorial Dedication, 1932



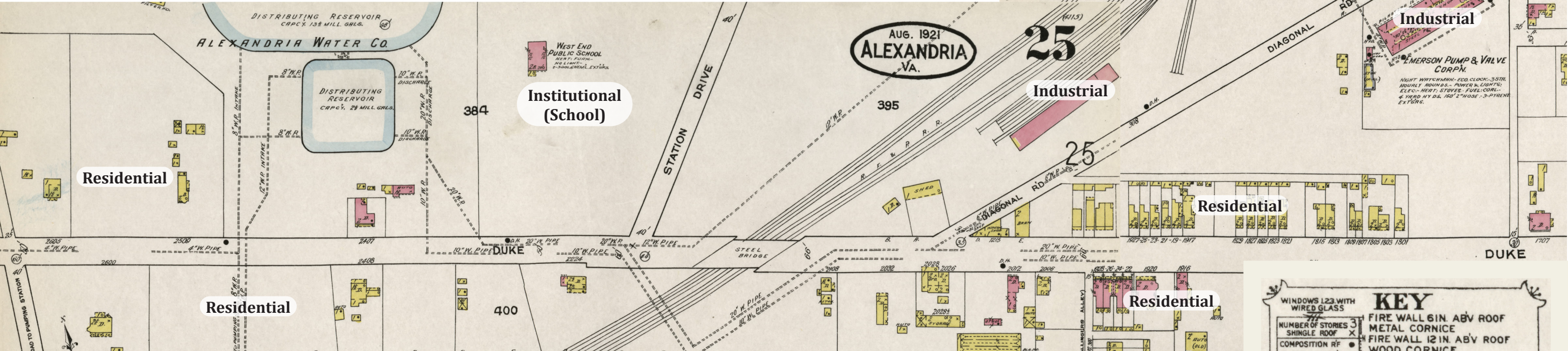
Alexandria Union Station Today

Source: [Office of Historic Alexandria](#) and the [City of Alexandria Department of Transportation and Environmental Services](#)



# Alexandria Union Station Context - 1921 Sanborn Map

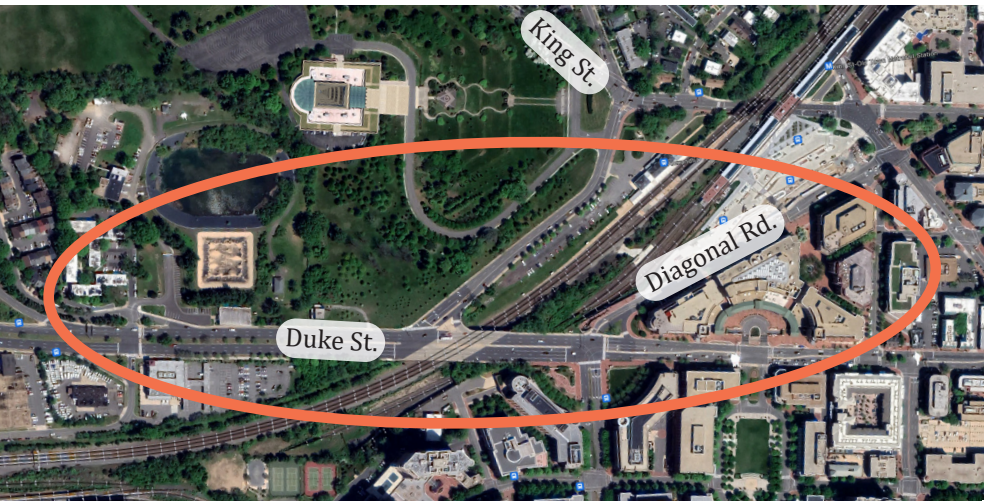
- The area south of Union Station was primarily Residential. Since then, Office/Commercial uses have expanded in the area.
- A public school called West End School was once located on the site to the east of Alexandria Water Company. The school was constructed around 1908 and became a City school when Alexandria annexed a large swath of land from Fairfax County in 1915. The school property was sold to the George Washington Masonic National Memorial Association in 1923 and the school was closed and demolished in the 1930s.



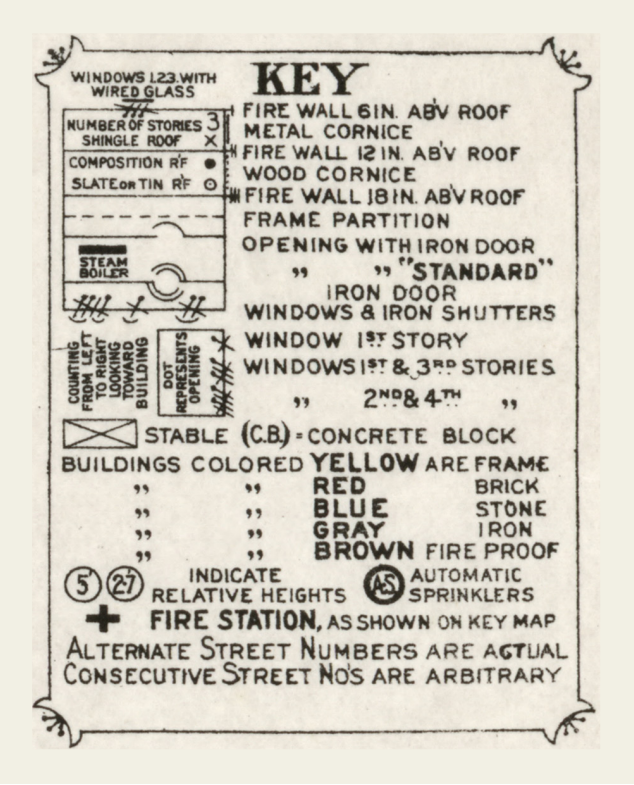
West End School, c. 1925



George Washington Masonic National Memorial (GWMNM) Construction, Late 1920s, Looking SW

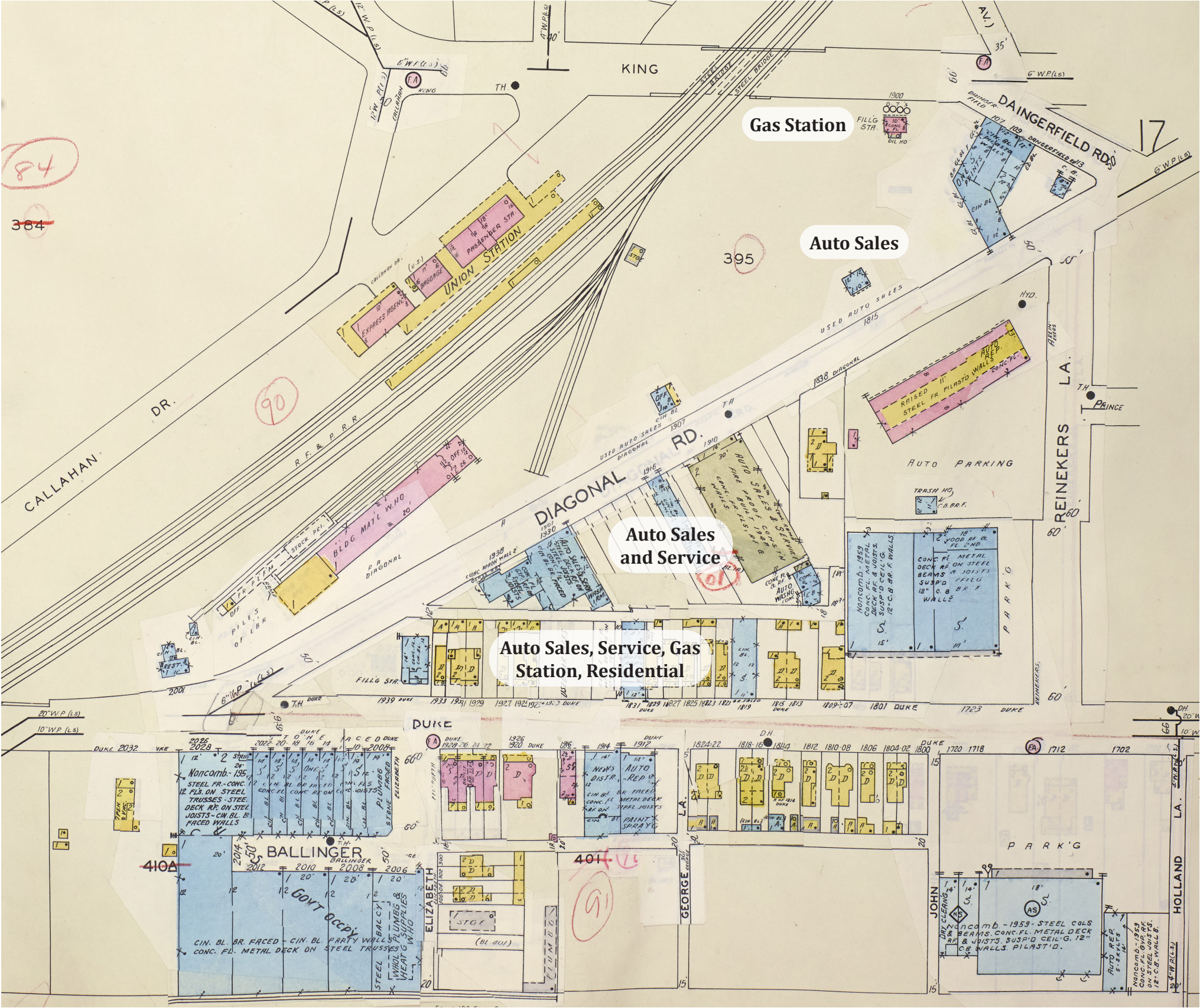


Recent Aerial Photo





Alexandria Union Station Context - 1950s Sanborn Map



Source: [Library of Congress](#)



Recent Aerial Photo

1950s Sanborn Map

- As time went on, several automobile-oriented businesses (auto sales, auto service, and gas stations) opened in the area south of Alexandria Union Station.



# Mill History

## Phoenix Mill

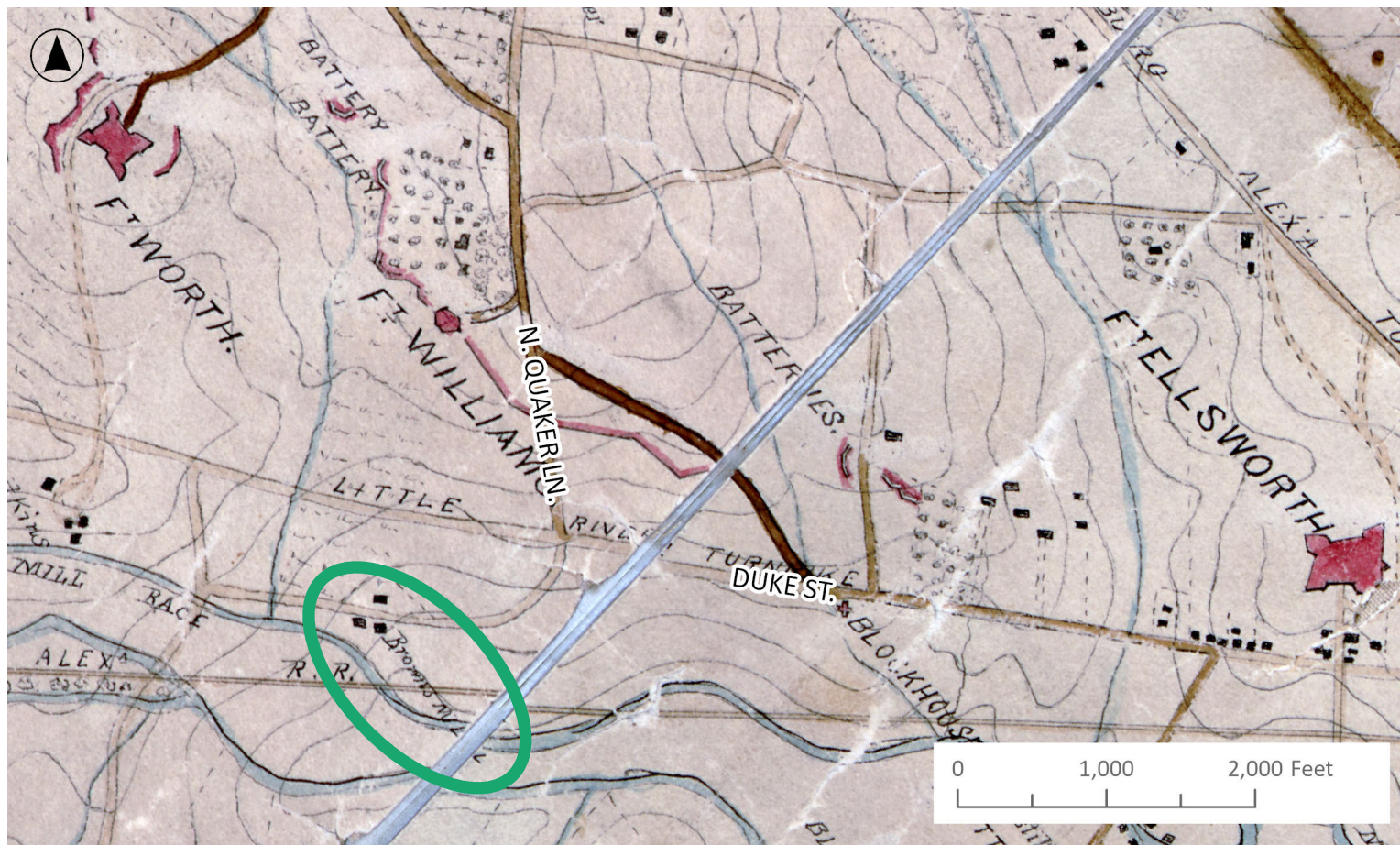
Phoenix Mill, built in 1801 by William Hartshorne and George Gilpin, is the last standing grist mill in the City of Alexandria. It was built at a time when Northern Virginia's economy shifted from tobacco to grain production, and flour and wheat were the principal export products of Alexandria's ports. The mill produced flour and feed and it also ground lime for plaster. It sat a short distance from the Orange & Alexandria Railroad. Water diverted from Holmes Run powered the mill's overshot water wheel.

The mill has had over ten different owners since it was built and has changed names several times. Some owners purchased additional property surrounding the mill and many owners rented the property to local millers who ran the day-to-day operations. In the mid-19th century, David Watkins purchased the mill and renamed it Dominion Mill. He replaced the original water wheel and later added a second wheel made of metal that more than doubled the mill's power. By this time, the mill produced flour, rye, and mixed feed, as well as ground coffee.

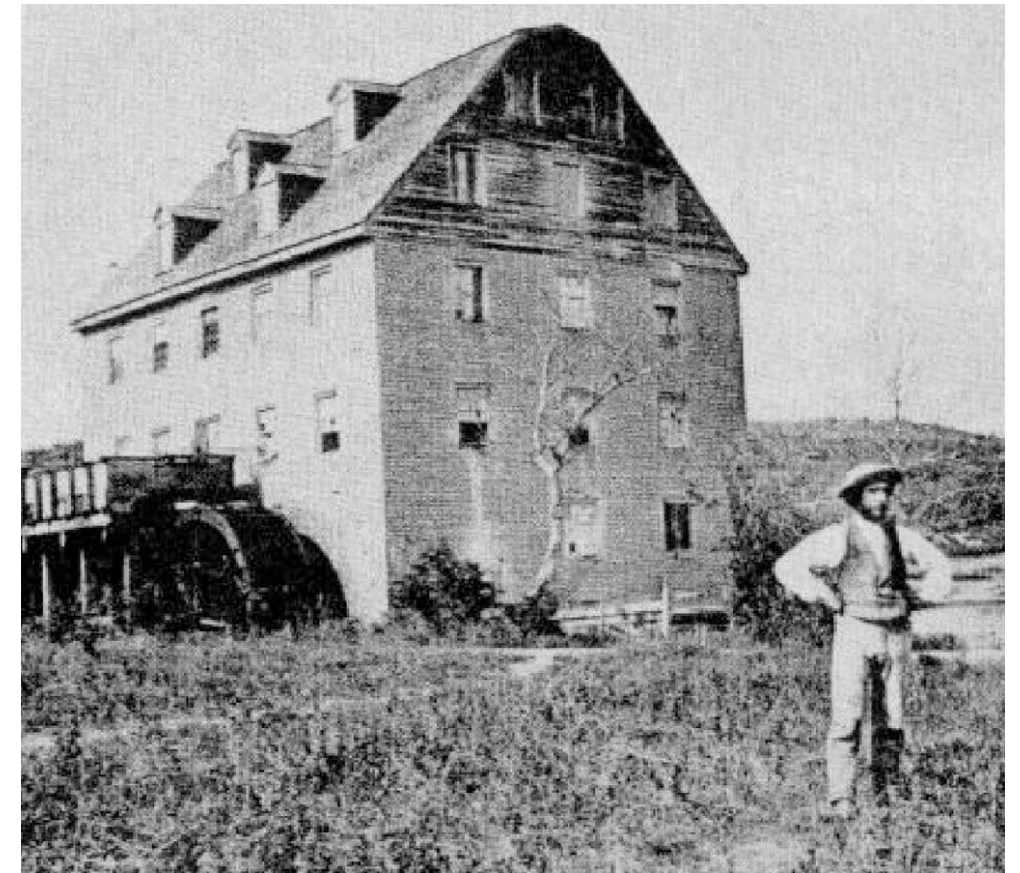
Operations at the mill ceased in 1921. It was sold to a corporation that added a large wing to the building for commercial office space and made many other changes to the property. Around this time, the mill's head and tail races were filled and the property was paved.

In the mid-2010s, Siena Corporation purchased the Phoenix Mill building. Their long term plan is to adaptively reuse the mill building, removing the non-historic additions and adding landscape elements that will echo the building's historic past as a grist mill.

The mill will again be a reminder of the milling industry that flourished along the banks of Cameron Run less than a century ago.



Phoenix Mill on an 1865 Map (known as "Brown's Mill" at the time)



Civil War Era Photo of Phoenix Mill



Phoenix Mill Today

Source: [Documentary Study and Archaeological Evaluation for 3640 Wheeler Avenue](#) and [The Historical Marker Database](#)



# Cloud’s Mill

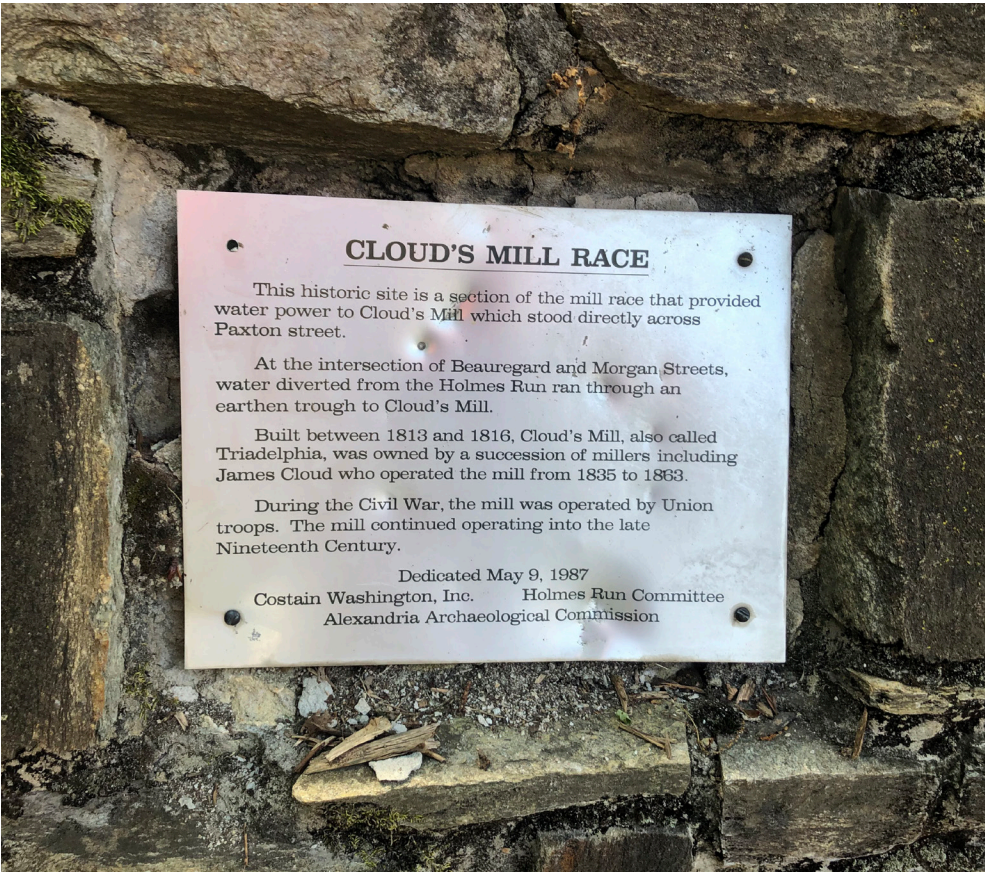
In 1813, Abijah Janney, David Lupton and Peter Saunders bought tracts of land near what is now Paxton Street and just south of Holmes Run. Around this time, they built a mill on the land and named it Triadelphia Mill. The mill changed hands a couple of times and then James Cloud purchased it in 1835. He operated the mill until 1863 when it was sold to Edward H. Delahay. Some maps continued to refer to the mill as Triadelphia Mill, but Cloud’s Mill is the most commonly used name.

The Civil War’s disruption of flour sales hit Delahay and the next owner hard, and the mill was foreclosed on in 1873. As time went on, the area began to rely more on midwestern states for flour so the mill was no longer needed. It was destroyed in 1935.

In the 1970s, the mill race was rediscovered during a survey of Holmes Run. The Office of Historic Alexandria approached a developer who was building townhomes in the area and shared information about the mill race. The developer was fascinated by the history and embraced the opportunity to memorialize the mill. He named the new community Mill Streams and named one of the streets “Cloudes Mill Drive”.



Cloud’s Mill Marker



Cloud’s Mill Marker Plaque

Source: [Office of Historic Alexandria](#)



# War History

## Civil War

At the beginning of the Civil War, Virginians voted to secede from the United States. About a month into the war, however, Federal regiments crossed the Potomac River, entered Virginia, and occupied Alexandria with little resistance. The Confederate forces retreated and quickly abandoned their posts. Over the seven weeks that followed the occupation of northern Virginia, forts were constructed along the banks of the Potomac River and at the approaches to each of the major bridges connecting Virginia to Washington, DC.

While the Potomac River forts were being built, planning and surveying was ordered for an enormous new ring of forts to protect Washington. In mid-July 1861, this work was interrupted by the First Battle of Bull Run. In the days that followed the Union defeat at Bull Run, efforts were made to defend Washington from what was perceived as an imminent Confederate attack. On July 26, 1861, five days after the battle, Maj. Gen. George B. McClellan was named commander of the military district of Washington. McClellan was appalled by the condition of the city’s defenses. To remedy the situation, he expanded the defenses of Washington. In all directions, forts and entrenchments would be constructed to defeat any attack. Alexandria, which contained the southern terminus of the C&O Canal and one of the largest ports in the Chesapeake Bay, was an object of “anxious study”.

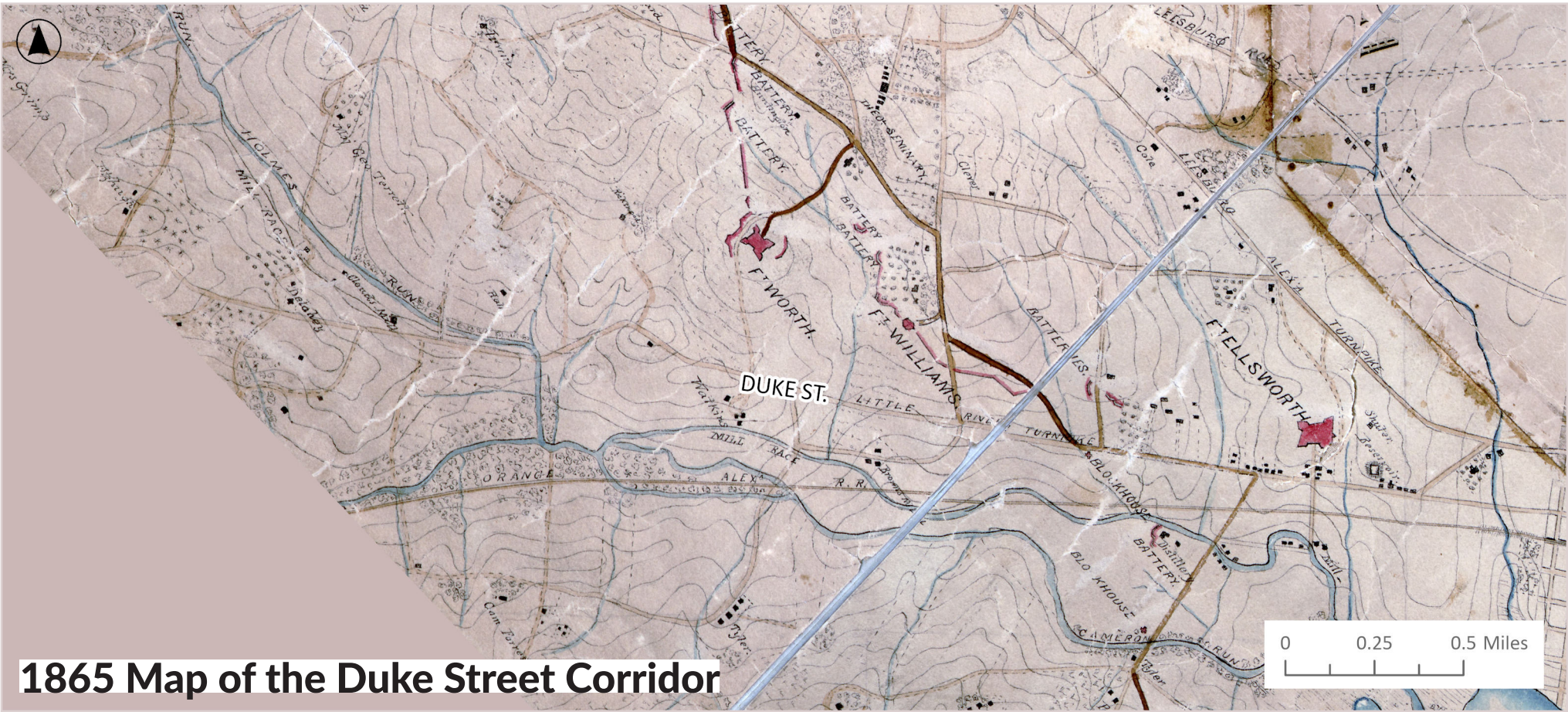


Fort Ellsworth, photo c. 1861-1865

To secure the southwestern approaches to Washington, several forts, including Fort Worth, Fort Ward, Fort Ellsworth, were constructed on the outskirts of the City of Alexandria between Cameron and Four Mile Runs. The purpose of these fortifications was to protect the Cameron Run Stream valley where several strategic transportation routes (Little River Turnpike and the O&A Railroad) were located.

Fort Ellsworth and Fort Worth were located in the area. Fort Ellsworth, named for Col. Elmer Ellsworth, the first officer killed in Alexandria during the conflict, was constructed on Shuter’s Hill just to the west of the City of Alexandria boundary at the time. From its position on one of the highest points west of Alexandria, the fort overlooked the O&R Railroad and the Little River Turnpike. Fort Worth had a similar vantage point from it’s position situated on a hill north of Hunting Creek and Cameron Run.

Source: [Office of Historic Alexandria](#)



1865 Map of the Duke Street Corridor

## Crimean Ovens

Two discoveries were made by archaeologists in Alexandria in 2003 and 2004 on properties northwest of the intersection of Duke Street and N. Quaker Lane in the area. Archaeologists found underground heating structures, known as Crimean Ovens, built by Union troops during the Civil War to heat hospital tents. These ovens may have been somewhat experimental in nature. It is believed that these are the first features of this exact type to be excavated.

Archaeologists also found a typical scatter of Civil War-period dropped bullets, buttons, ceramics, and other military accouterments in this area. The high proportion of refined versus utilitarian ceramics indicated higher status personnel. Archaeologists believe that the 38th New York infantry regiment camped here as they were stationed in the area in the winter of 1861.



## Cameron Station

In September 1941, two years into World War II, the War Department announced plans to build an Army quartermaster depot and other military facilities along the Southern Railway tracks near Cameron Run. Another location north of Alexandria and closer to Washington, DC had been considered, but the site along the tracks was ultimately selected. At the time, the 164-acre site was located outside of Alexandria's city limits in a largely rural area along Duke Street.

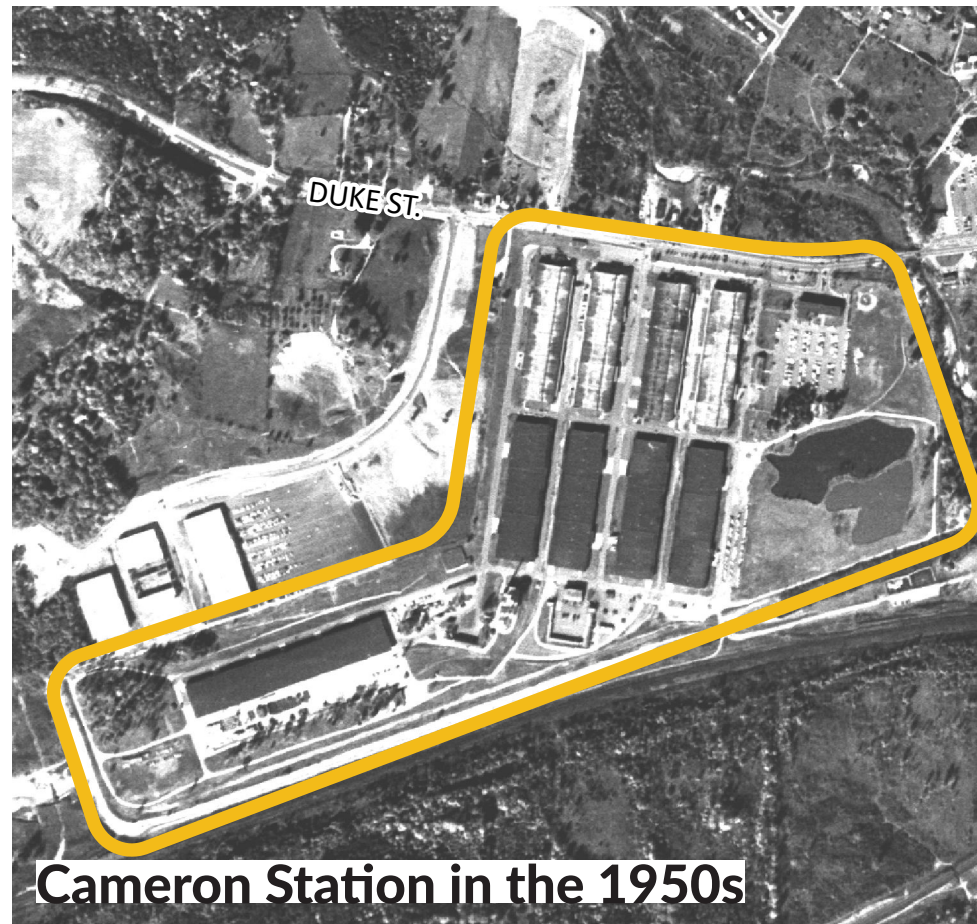
The quartermaster depot, which was staffed by military personnel and civilians, opened in 1942 as part of the Military District of Washington. The depot provided supply, administrative support, and vehicle maintenance support.

After World War II, the quartermaster depot became known as Cameron Station. During the Korean War, Cameron Station served as the War Dog Receiving and Holding Station where dogs were processed and prepared for training before being sent to Fort Carson, Colorado. Cameron Station later became headquarters of the Defense Logistics Agency and the Army Institute of Heraldry.

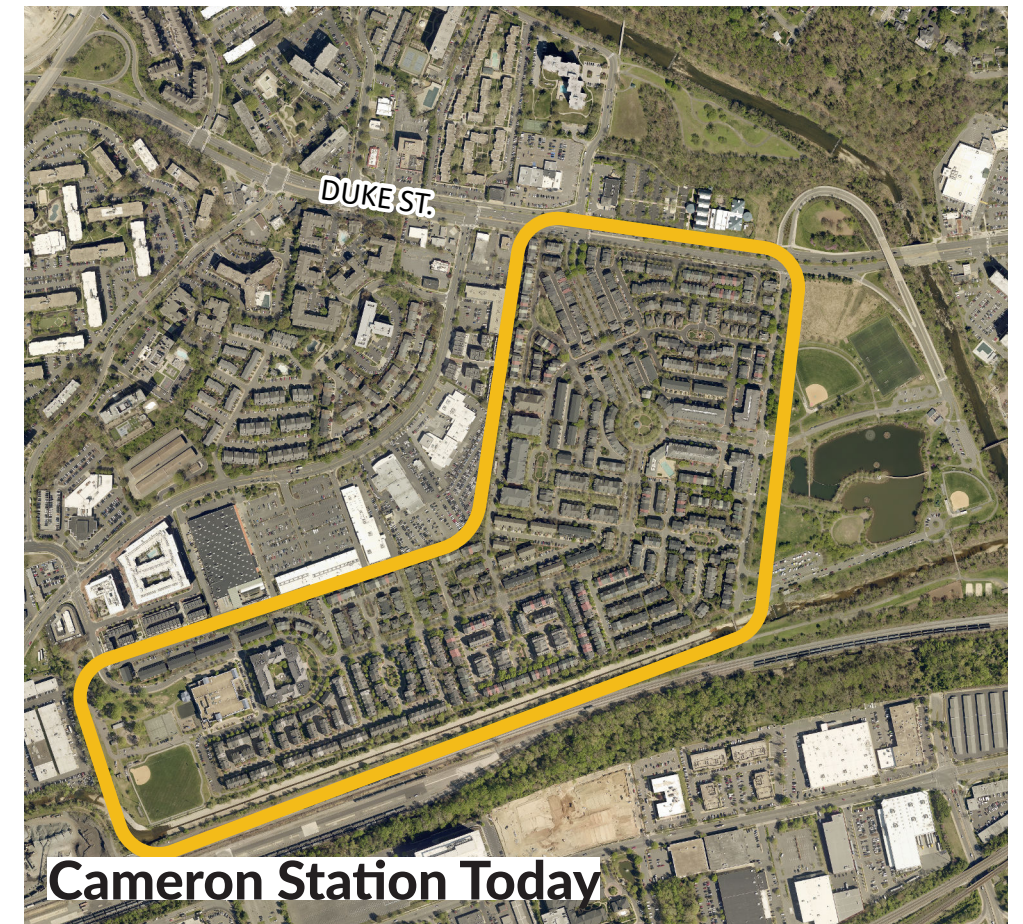
In 1988 the Base Realignment and Closure Commission selected Cameron Station for closure, citing the inadequacies of warehouses converted to offices and facilities with a variety of security, maintenance, electrical, health, and safety problems.

Cameron Station's mission ended in September 1995. The majority of the property was sold for commercial development and the City of Alexandria received more than 60 acres for use as parkland, which eventually became Ben Brenman Park. The new development kept the name Cameron Station and many of the new street names honored people associated with the quartermaster depot.

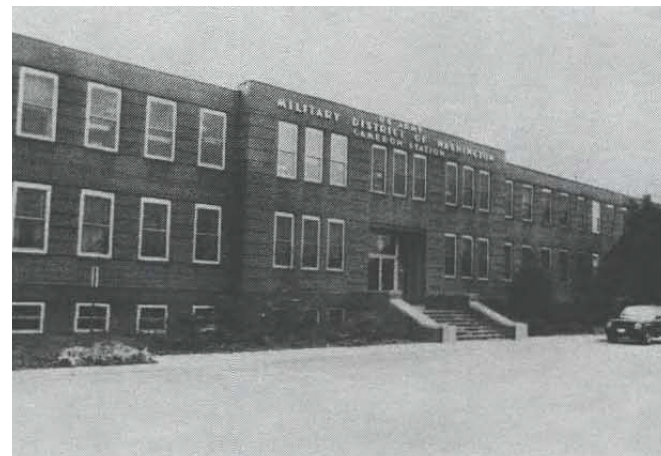
Source: [Office of Historic Alexandria](#)



**Cameron Station in the 1950s**



**Cameron Station Today**

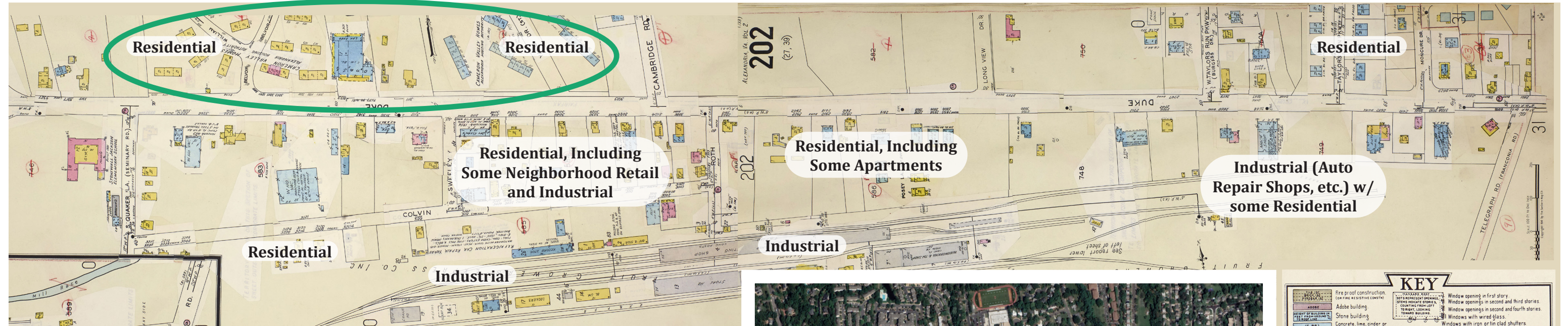


**Photos of Cameron Station in 1992**



# Housing History

## 1941 Sanborn Map

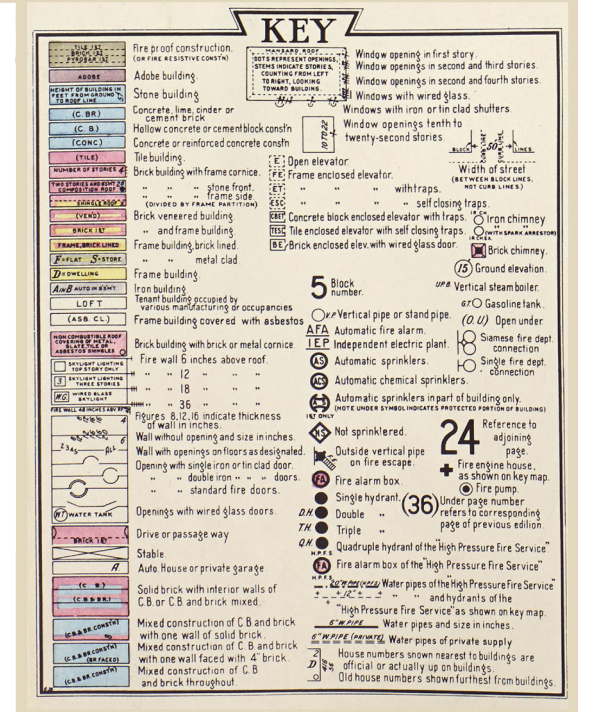


- Uses north of Duke Street were primarily Residential. This has shifted over time to include some Commercial and Institutional uses.
- There used to be Residential uses south of Duke Street along this corridor. Since the mid-20th century, Industrial and Commercial uses have expanded. The Witter Place project, which will replace a car dealership at 2712 Duke Street, will create 94 affordable units and may be a catalyst for additional new residential projects in the area.
- The Cameron Valley homes are circled in green in the map above. A Washington Post article from 1988 says, “Cameron Valley was the site of Alexandria’s largest public housing project until the housing authority sold the property last year. Built as temporary housing during World War II, the poorly constructed frame and mud-brick buildings were never intended to last more than 10 years.” Cameron Valley originally included 264 affordable units; however, only 40 affordable units were rebuilt on-site when the property redeveloped.



Recent Aerial Photo

Source: [Library of Congress](#) and [The Washington Post](#)



Cameron Valley Homes (undated)



# Shirley-Duke/Foxchase

The Shirley-Duke apartments, advertised as being the largest low-rent apartment development in the United States, opened in 1950. The community, which was funded in part by Federal Housing Administration loans, was built to house returning World War II veterans. It included 2,100 units and featured a shopping center which was home to a drugstore and grocery store.

By the late 1970s, the community deteriorated to the point that burglaries, robberies, and assaults were common. The property became overgrown and neglected. The apartments, which represented almost 30% of the City’s low-cost housing, closed in 1977. This caused hardship for many families who lived there.

Leaving Shirley-Duke was a bitter experience for many residents. The management set some people’s belongings on the sidewalks and bolted their doors shut if they were behind on rent, and many families lost everything. In some cases, former residents were refused housing when they mentioned to prospective new landlords that they once lived at Shirley-Duke. When they eventually did find housing and their mail caught up with them, some tenants received notices threatening court action if they did not repay hundreds of dollars in back rent.

The Alexandria Citizen’s Assistance Office tried to help families find new housing within the City, but about 50% of them ended up having to move outside of the City to find affordable housing. The low-cost housing market was especially tight during this time because many apartments in Alexandria were being converted to condominiums and new construction was mostly for middle- and upper-income families.

Mortin Sarubin, a Baltimore developer, purchased the apartment community and shopping center in 1980 and renamed it “Foxchase”. Sarubin secured a \$77 million



The Shirley Duke Theater Opened in 1964



Shirley-Duke Apartments Sign in 1970

loan guarantee by the Department of Housing and Urban Development (HUD) and was able to renovate the apartments and landscape the property’s large courtyards. As part of the loan deal, Sarubin agreed to set aside 20% of the units for scattered subsidized housing. This was one of the largest HUD rehabilitation loans ever.

The renovations also included adding several pools and tennis courts. The new management staff held parties, seminars, exercise classes, and other events almost daily. Most of the 4,000 or so residents were 24-35 years old. Today, Foxchase still has over 2,100 units.



1950 Sanborn Map of Shirley-Duke Apartments



Foxchase Apartments Today

Source: [Office of Historic Alexandria](#) and [The Washington Post](#)



# The George Washington National Masonic Memorial

The George Washington Masonic National Memorial (GWMNM) is one of the most expensive private efforts to memorialize George Washington and represents a rare nationwide cooperation of Freemason lodges. The memorial was originally intended as a museum to house important artifacts commemorating the life of George Washington. Construction began in 1922 but the memorial was not officially completed and open to the public until 1970. The site was selected because it followed the ancient tradition for the location of temples on hilltops or mountains. It was also located on land with which General Washington was familiar, as he spent a great deal of time in Alexandria.

Freemasonry is a political and social organization that originates in Medieval British labor collectives of skilled craftsmen called trade guilds. Freemasonry expanded over time, and during the late 1700s, Freemasonry societies became popular among the political and military leaders of the Revolutionary forces in the American colonies. George Washington became a freemason in 1752 when he was 20 and was admitted into a small Lodge in Fredericksburg, Virginia. For the rest of his career, he was an active member of Freemason social circles and established Alexandria's Lodge No. 22 in 1788. Upon his death, Lodge No. 22 was granted many of his personal belongings.

In the mid-19th century, Washington's personal life and career became topics of renewed public interest. In 1910, Freemason leaders from across the nation convened in Washington D.C. to discuss financing a grand monument and museum dedicated to George Washington. The George Washington Masonic National Memorial Association was formed at the conference, and it began raising money for the construction of the monument and a park on Shooter's Hill in Alexandria.

The Association hired famed New York skyscraper architect Harvey Wiley Corbett to design the Memorial. The design is a modern-day reimagining of an ancient Mediterranean lighthouse featuring both Neoclassical and modern skyscraper architectural elements. The design also includes a raised columnated portico of New Hampshire granite at the base of the structure and a four-tiered stone and steel tower rising from its center. The final skyscraper design was enthusiastically approved by the Freemason Grandmasters of the Memorial Association and ground was officially broken on June 5, 1922 during a ceremony attended by President Calvin Coolidge.

Costs for construction mounted in the next decade and the Freemasons refused to borrow money for construction. Instead, they adopted a slow but fiscally responsible approach to financing based on Lodge donations. The exterior of the Memorial was finally completed in February of 1931, but over the next four decades, various architectural firms and artists would work to complete the Memorial's interior museum space and Freemason meeting chambers. The interior includes several iconic art pieces, including a 17-foot-tall bronze statue of Washington designed by Bryant Baker and artist Allyn Cox's murals depicting episodes from Washington's life.

The GWMNM uniquely highlights George Washington's moralistic principles and personal beliefs. It also serves as a visual metaphor for Freemasonry's role in shaping the life and career of George Washington and the United States.



**Dedication of the Memorial, 1932**



**George Washington Statue Inside of the Memorial**

Source: [The National Parks Service](#) and [The George Washington National Masonic Memorial](#)



**Construction Progress, 1920s**



# 03 | Demographics

Race and Ethnicity

- The proportion of the population that identifies as Hispanic or Latino is comparable to the percentage citywide, approximately **18% to 19%**.
- The Black or African American population accounts for **34%** of the area population versus **21%** citywide.
- Non-Hispanic whites make up just under **40%** of the area population, compared to **54%** citywide.

Country of Origin and Language

- Roughly **1/3** of area residents originate from another country, compared to only **1/4** of the city’s population.
- Approximately **40%** of the area’s foreign-born residents originate from Africa.
- Nearly **35%** of the area population (5-years or older) speaks a language other than English at home, similar to the city’s overall population.

Housing

- A larger proportion of the housing units in the area (**70%**) were built in the post-war era (1960-2000) compared to the entire city (**51%**).
- Proportionately, the area has fewer units constructed since 2000, 10% versus the city’s **21%**.
- Renter occupy **67%** of the area households are occupied by renters, which is higher than citywide (**58%**).
- A majority of the area’s households are in residential buildings containing 20 or more units.
- Fewer households in the area reside in single-unit, detached homes than citywide (**5%** of the area’s households compared to the city’s **14%**).

Educational Attainment

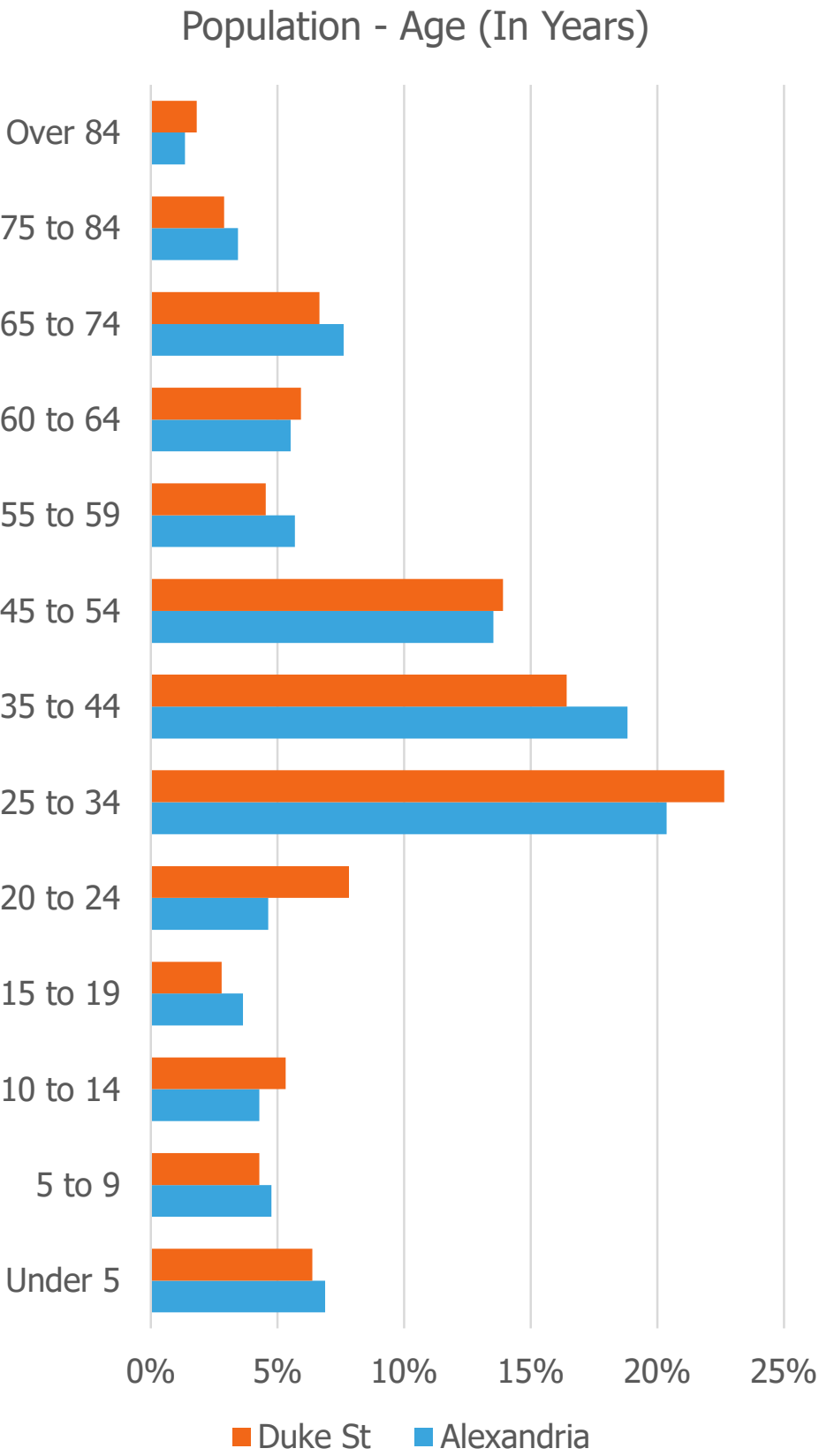
- The area has fewer people (**40%**) with completed college degrees (graduate or bachelor) when compared to the entire city population (**50%**).

Medical Care

- Duke Street area residents rely on public insurance or have no insurance at rates higher than the city average.

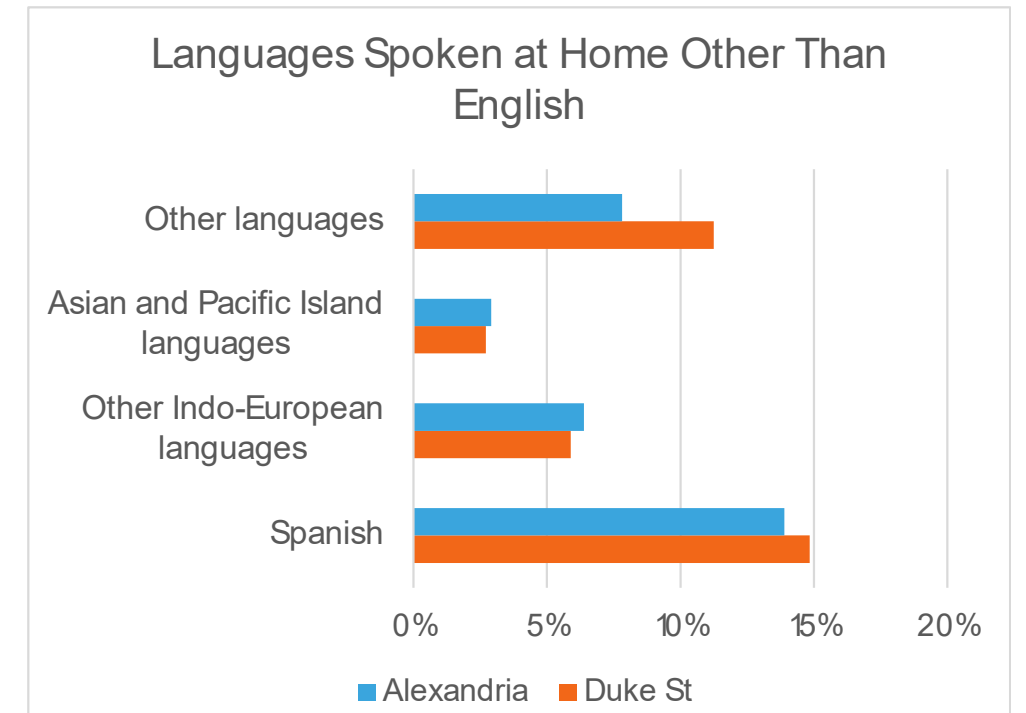
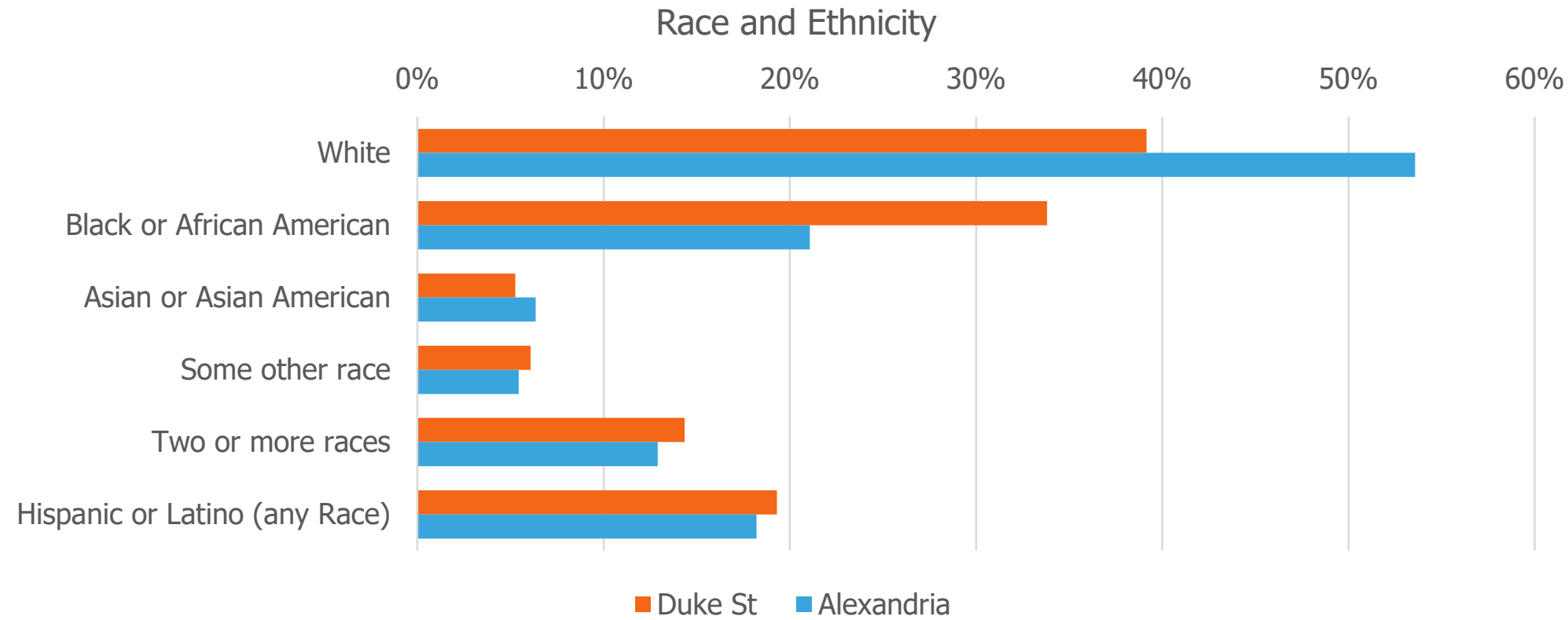
Transportation

- A majority of area residents have access to a vehicle, a rate relatively comparable to the city as a whole.
- Residents within the area rely on their personal vehicle for commuting to work at a slightly higher rate (**58%**), than residents citywide (**50%**).

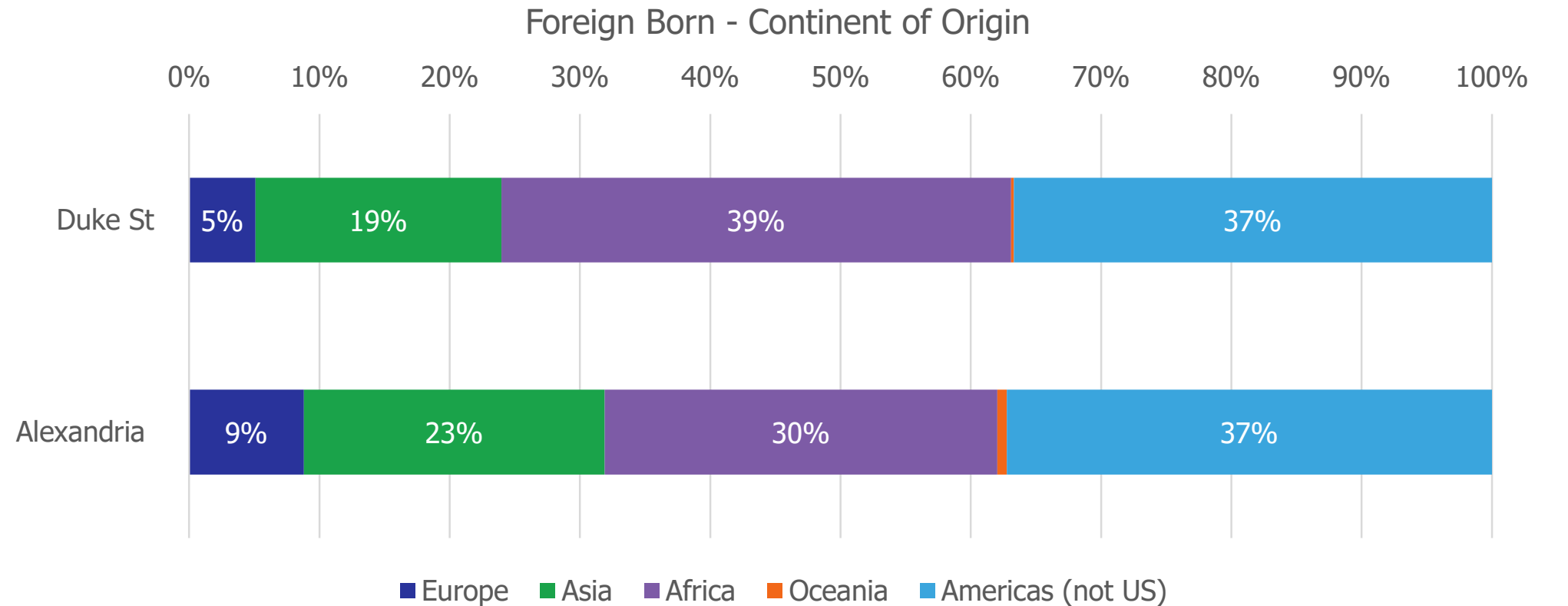
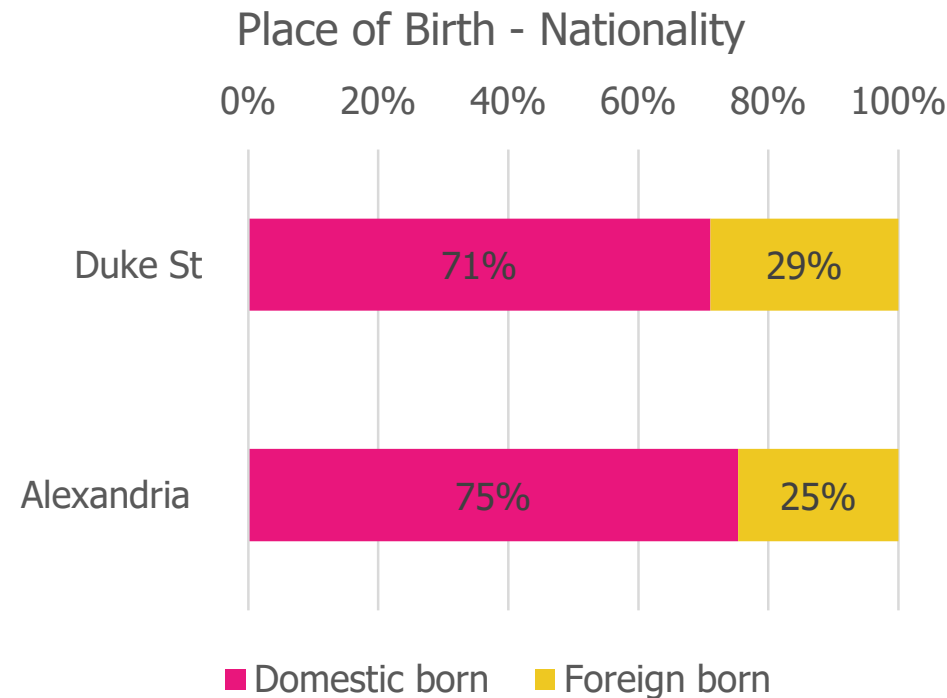


2023 American Community Survey 5-year Estimates, US Census Bureau

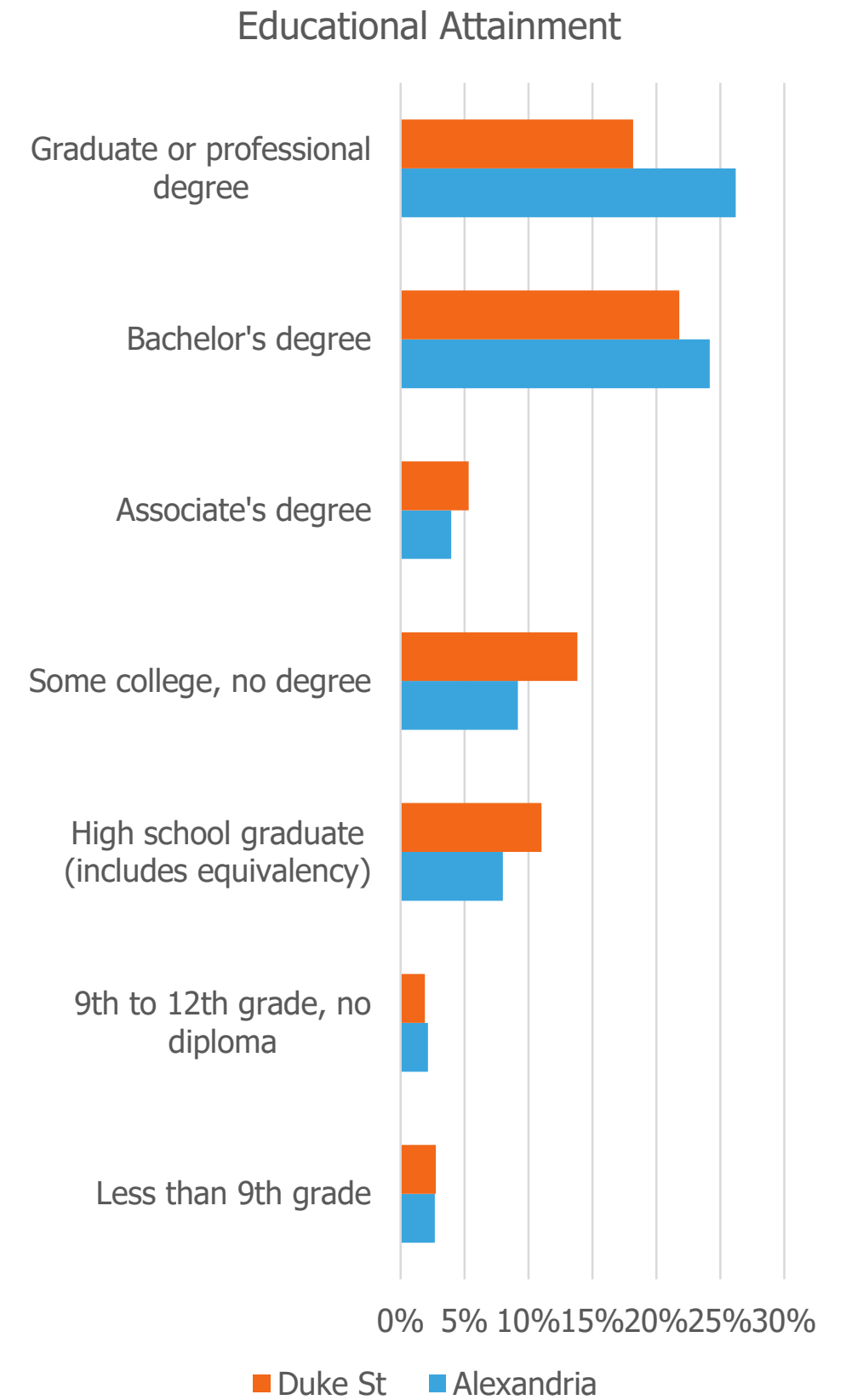
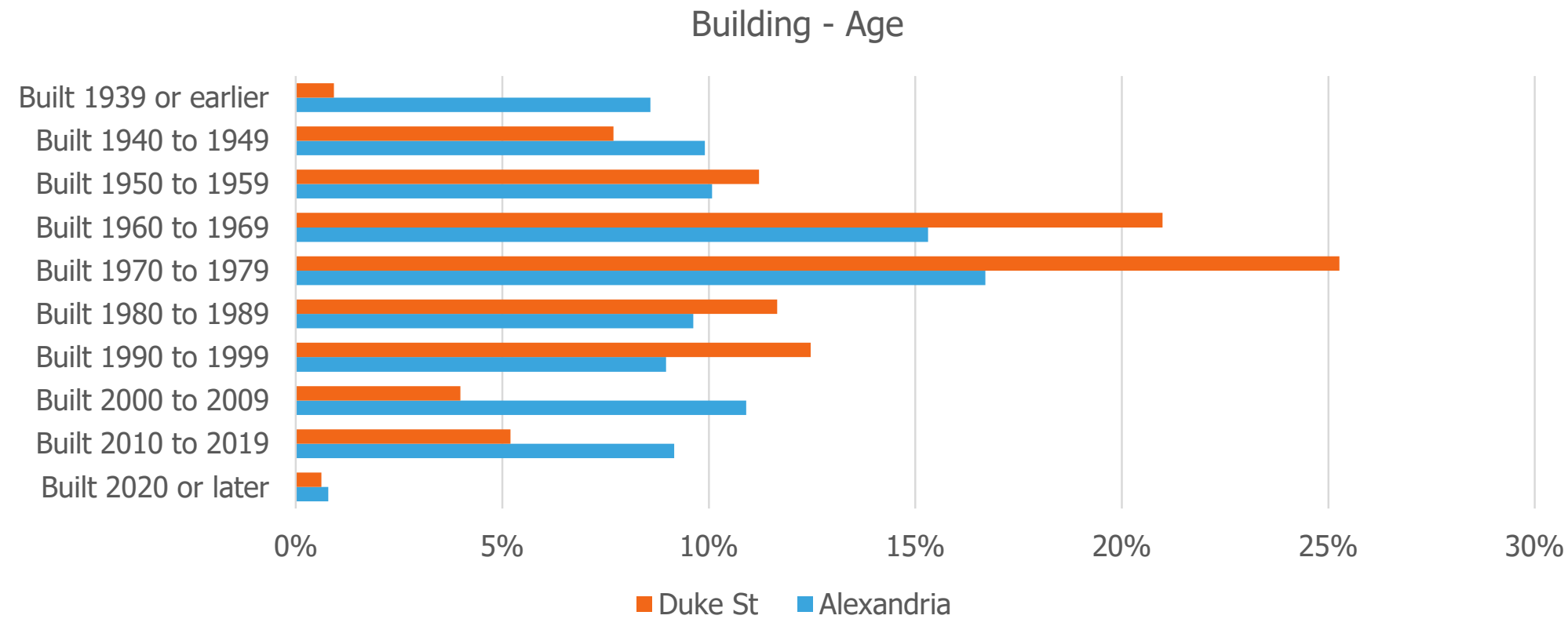
NOTE: *The Duke Street Land Use Plan area/boundaries have not been established yet; the Census analysis is based on the tracts representing the areas of influence. For more detailed demographics information by Census tract, please visit [alexandriava.gov/demographics](https://alexandriava.gov/demographics).*



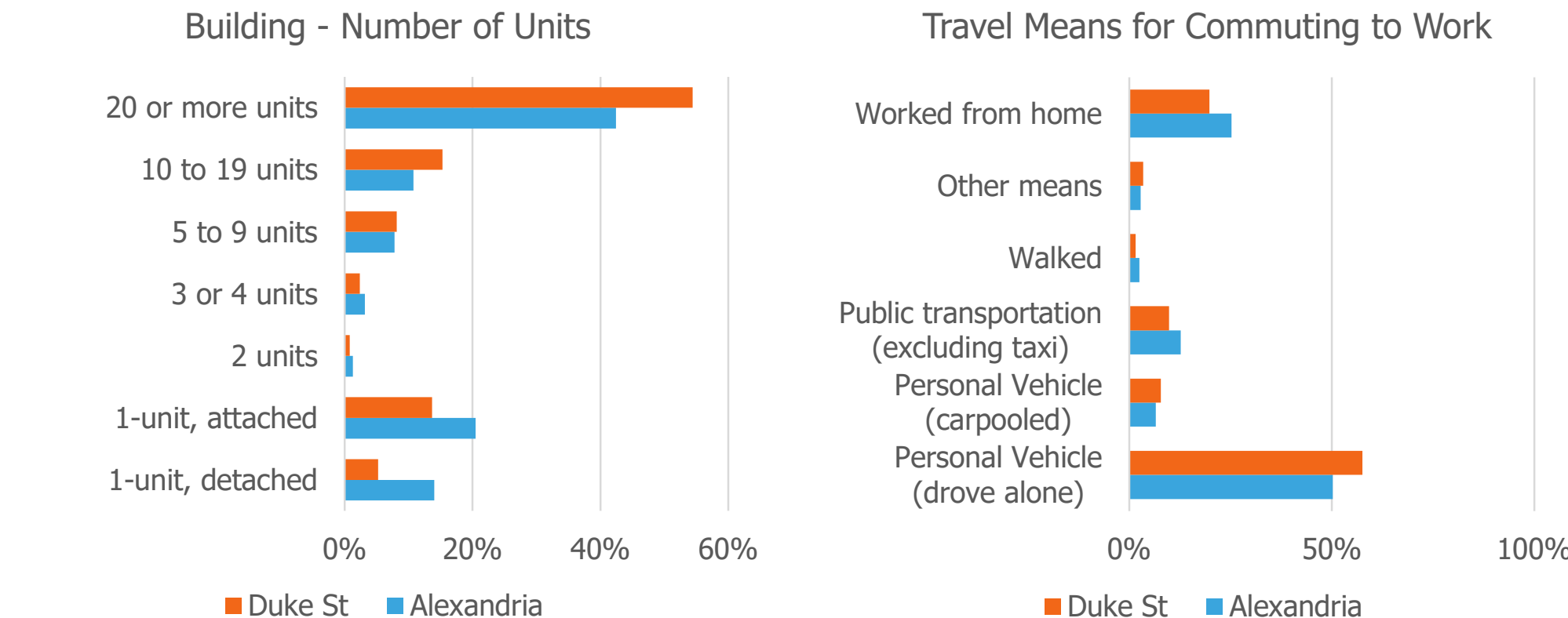
2023 American Community Survey 5-year Estimates, US Census Bureau



2023 American Community Survey 5-year Estimates, US Census Bureau

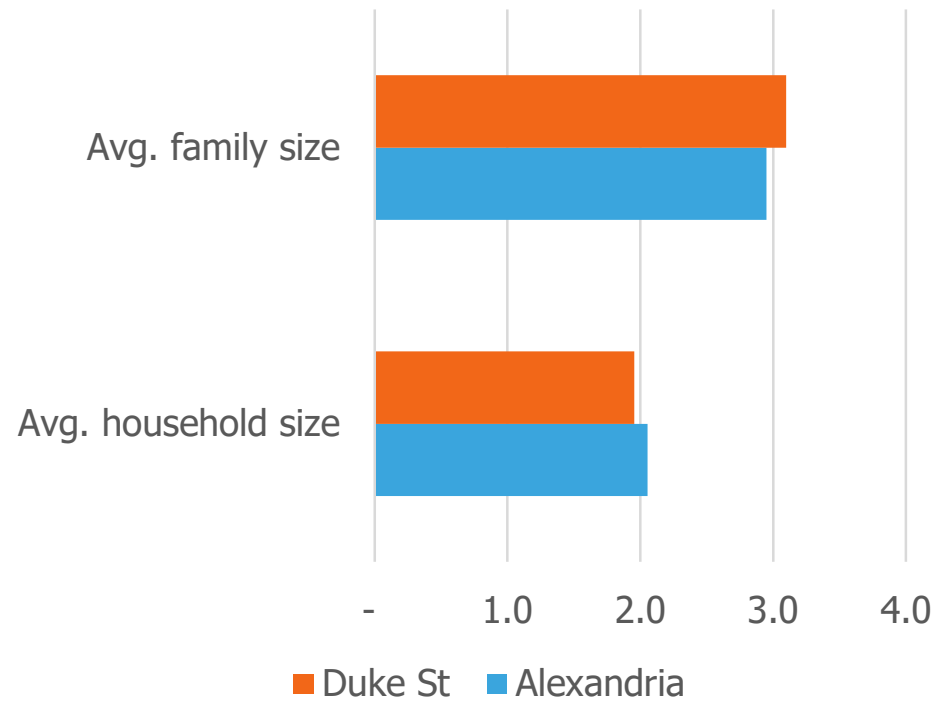


2023 American Community Survey 5-year Estimates, US Census Bureau



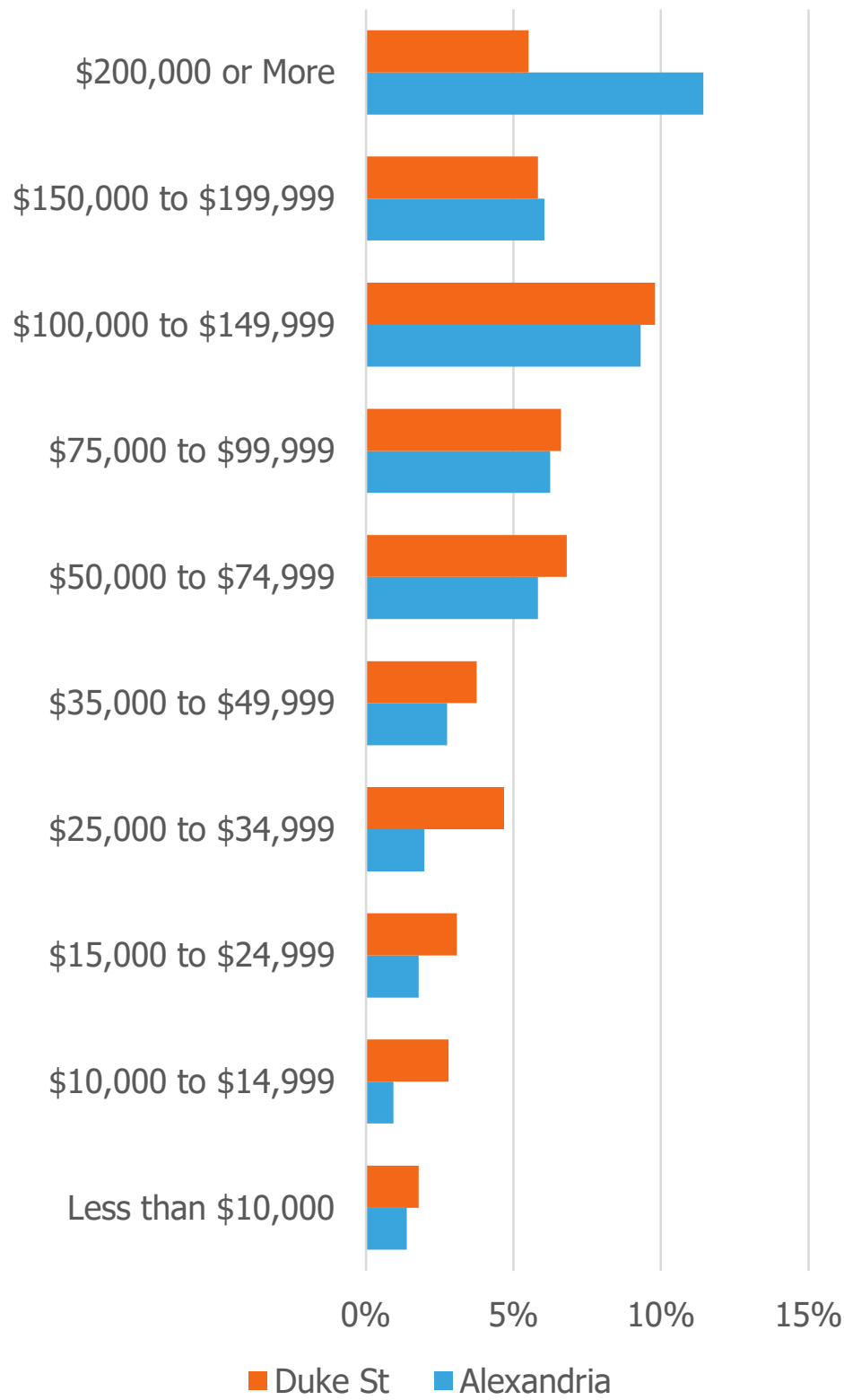
2023 American Community Survey 5-year Estimates, US Census Bureau

Household Characteristics

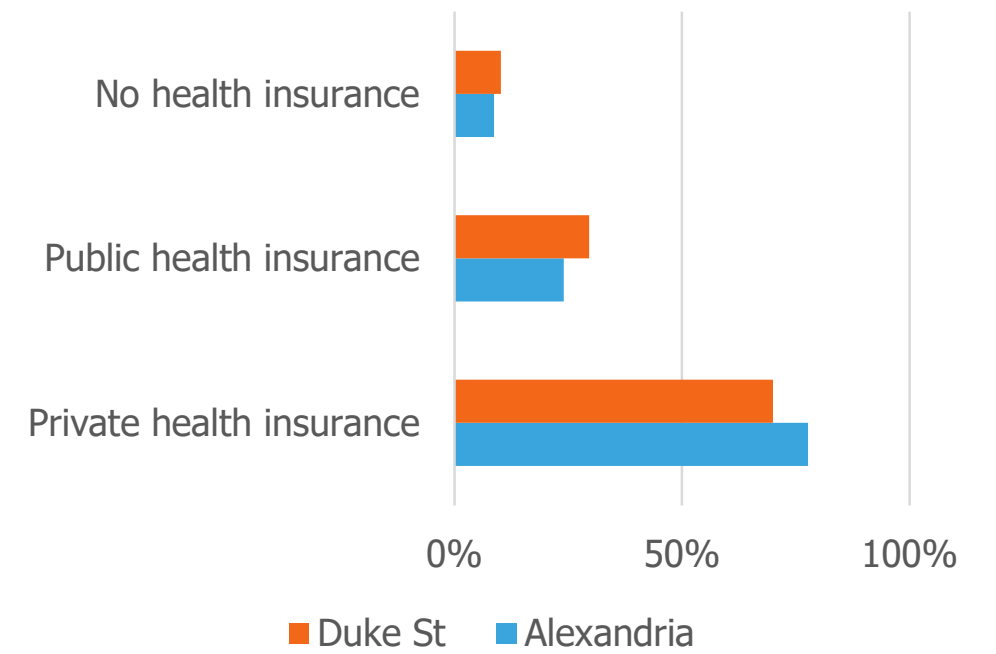


2023 American Community Survey 5-year Estimates, US Census Bureau

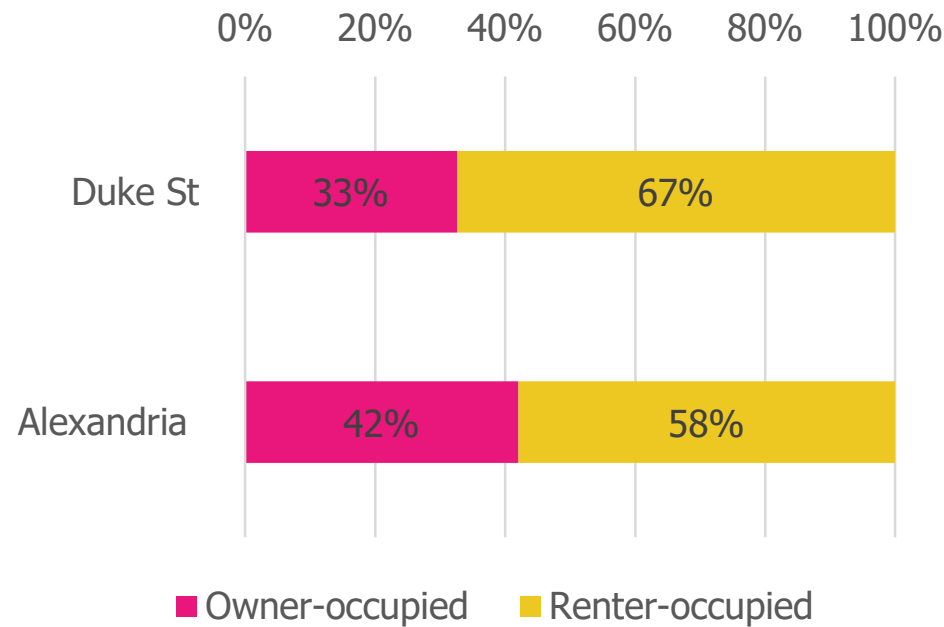
Household - Income



Household - Health Insurance Coverage

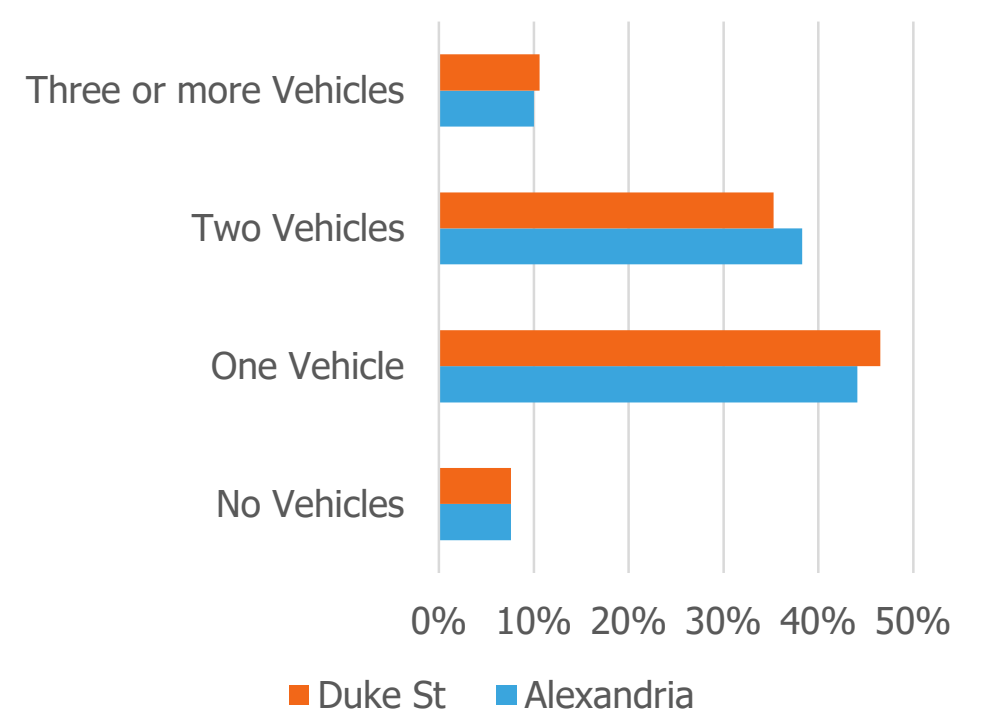


Household - Occupancy Type



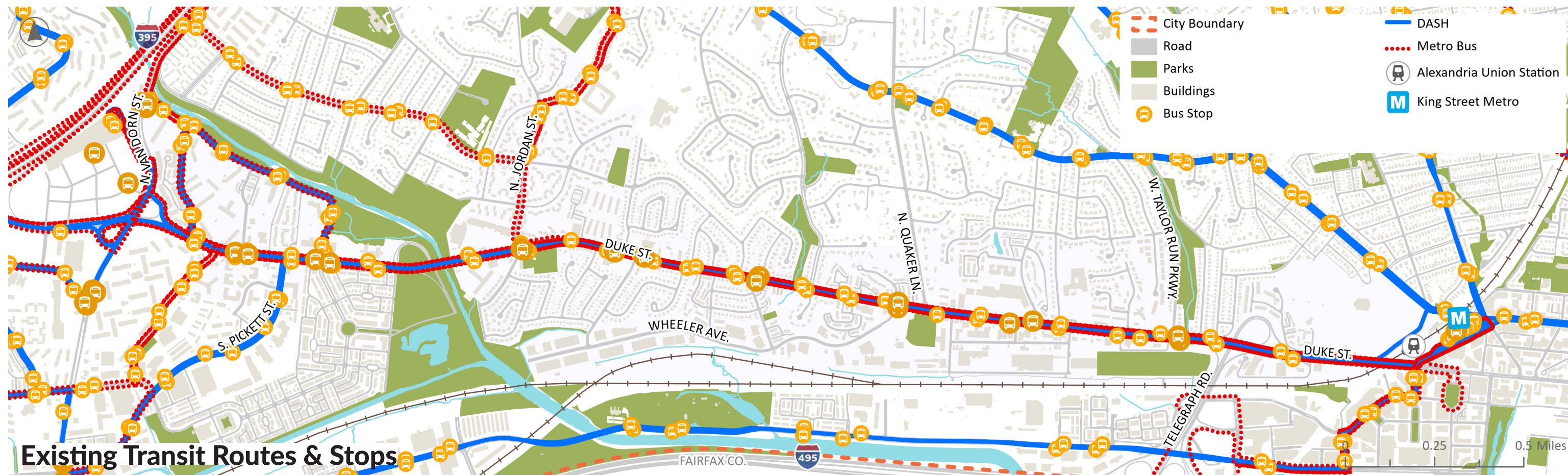
2023 American Community Survey 5-year Estimates, US Census Bureau

Vehicles Available for Workers

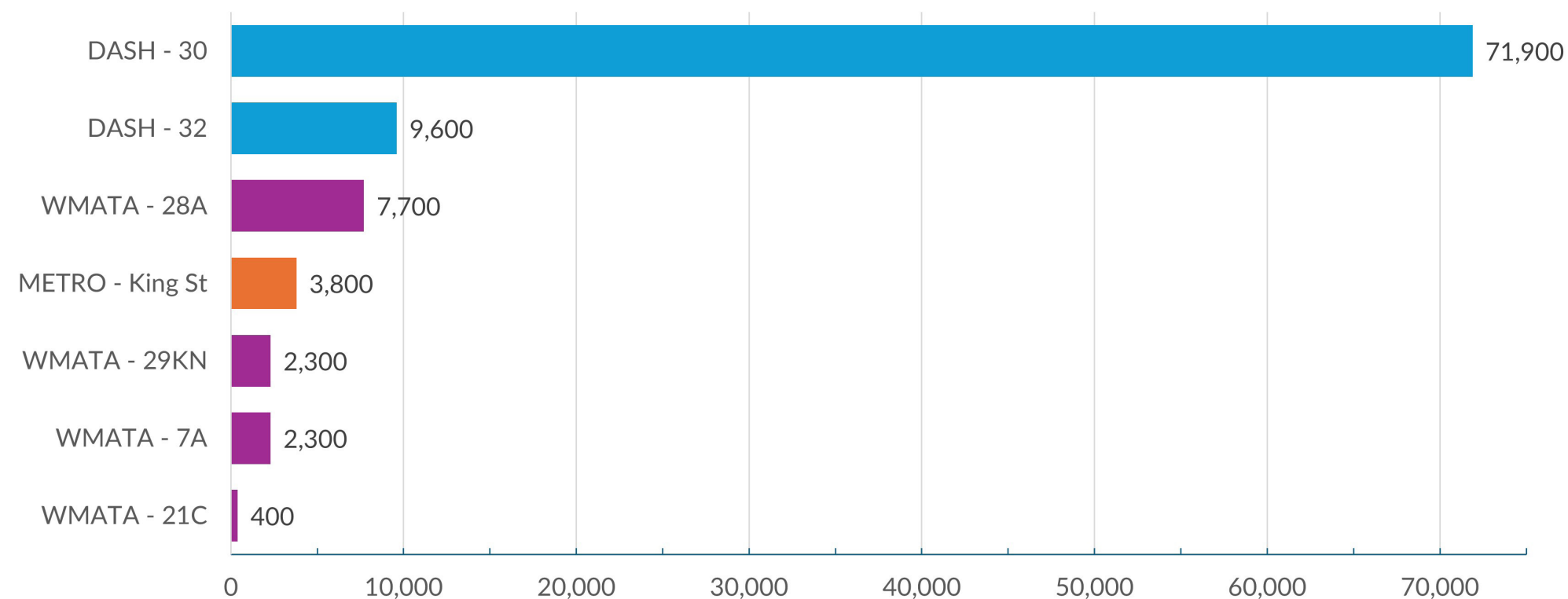


# 04 | Mobility





**Avg. Monthly Ridership**



Data from DASHBUS.com and WMATA.com



# Duke Street Transitway

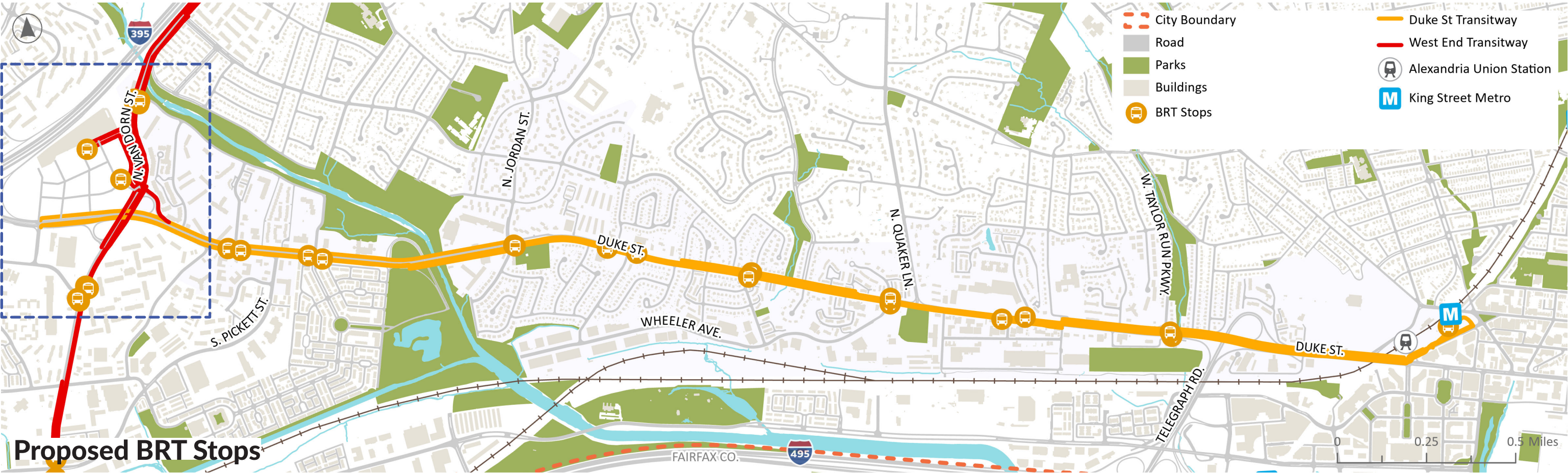
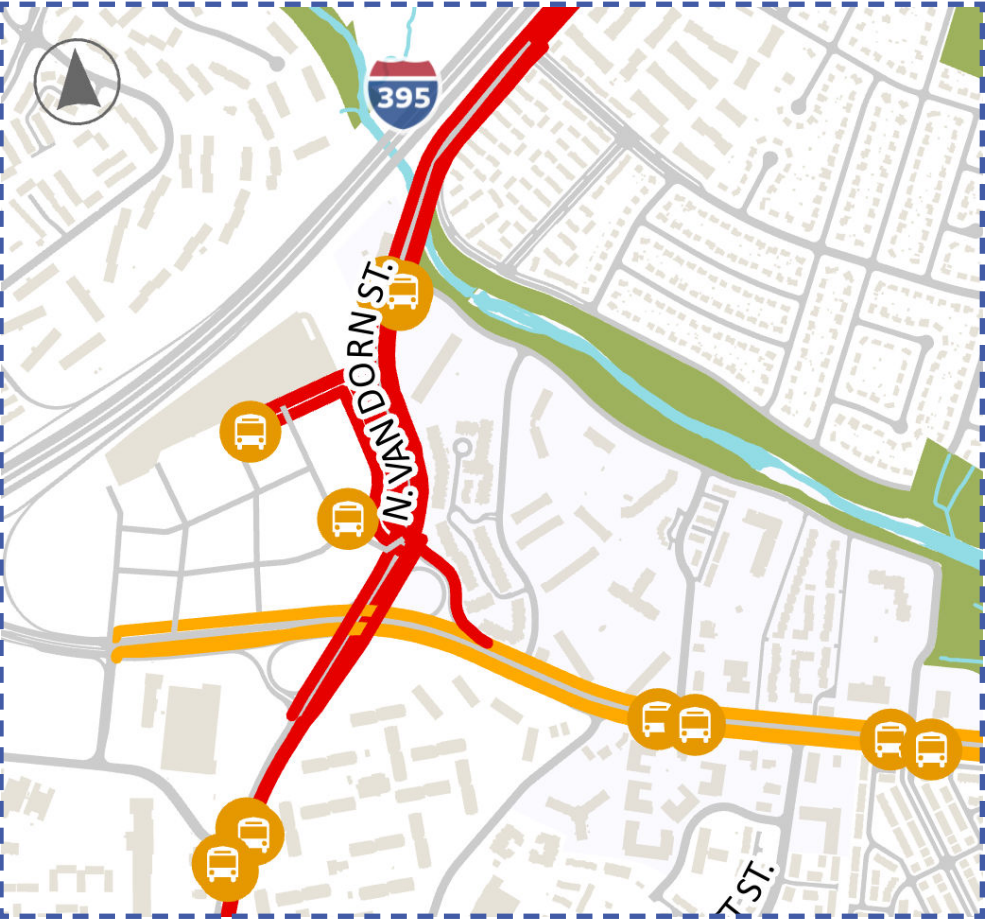
The Duke Street Corridor was first identified as one of the City’s three high-capacity transit corridors, along with the Metroway on U.S. Route 1 and the West End Transitway, in the 2008 Transportation Master Plan and then reaffirmed in the 2012 Transit Corridors Feasibility Study and the 2021 Alexandria Mobility Plan. In 2016 and in 2020, the Northern Virginia Transportation Authority (NVTa) awarded the City a total of \$87 million dollars for the planning, design, and construction of a transitway along the Duke Street Corridor from Landmark Mall to King Street Metro Station. From the summer of 2021 to the summer of 2023, the City worked with the community and the Duke Street in Motion Advisory Group to identify a holistic vision for the corridor and develop multiple concept plans for implementation with the awarded NVTa funds.

The future Duke Street Transitway is a collaborative infrastructure project between the City of Alexandria and

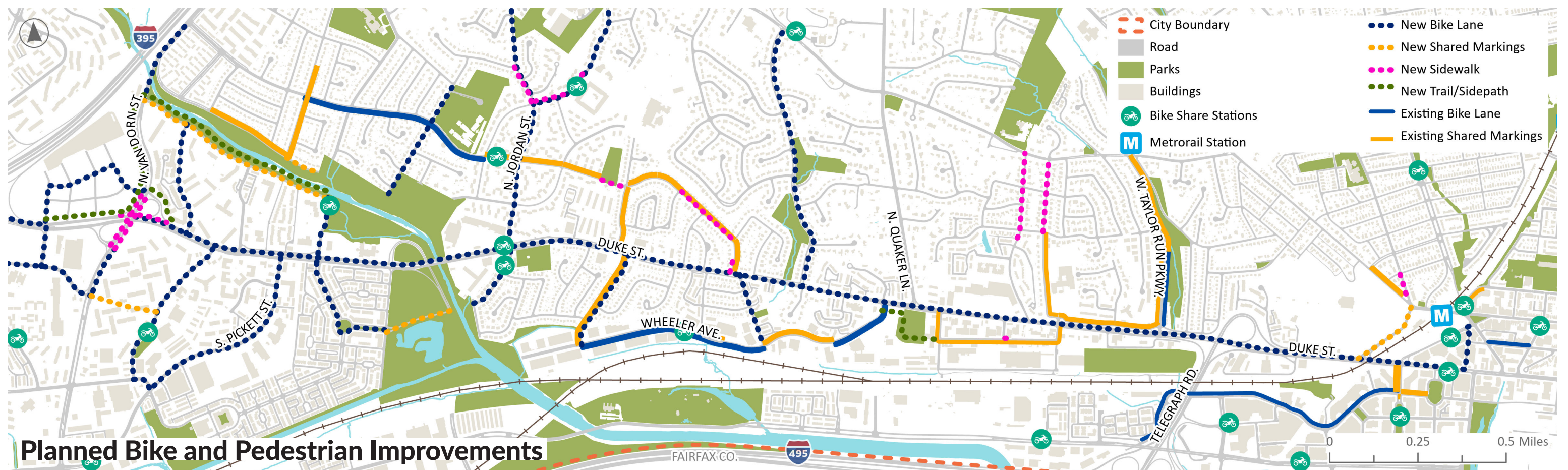
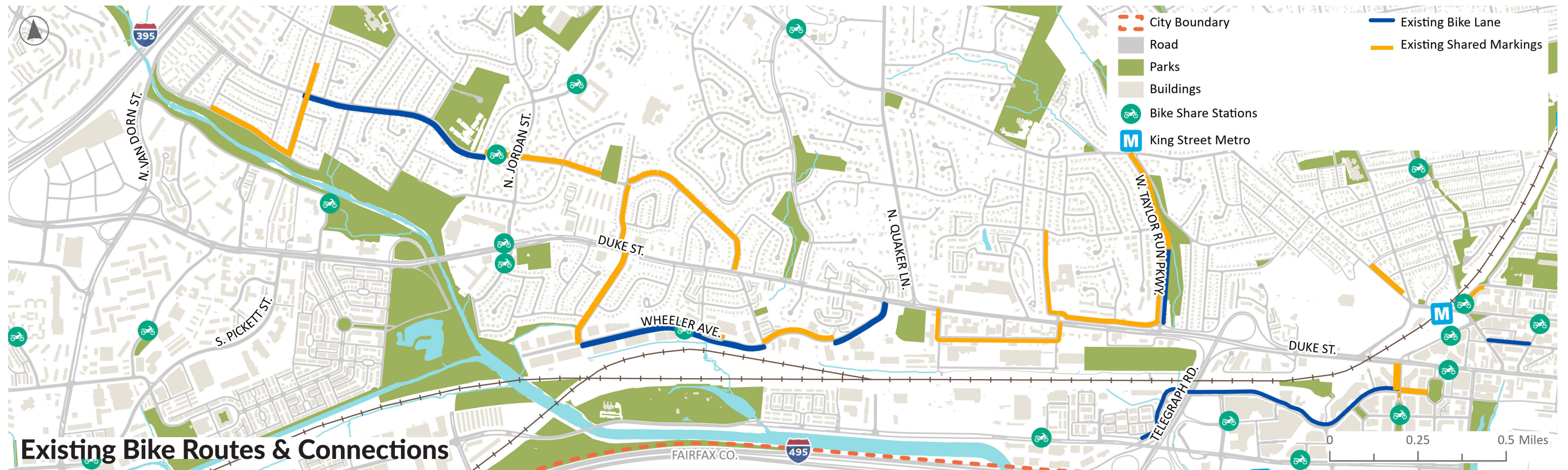
the regional Northern Virginia Transportation Authority (NVTa), with NVTa supporting the anticipated guideway’s concept development, design, and construction through dedicated grant funds.

With the recent June 2023 City Council approval of the concept for the Duke Street bus rapid transit (BRT) corridor (also referred to as the Duke Street Transitway), the City is now prepared to embark on the corridor’s land use plan.

# Proposed Landmark BRT









# Railroad Projects

## Fourth Track Project

In order to add capacity and separate freight and passenger trains, VPRA will design and construct 6.0 miles of railroad track (approximately 1.25 miles of which is in the area) and related infrastructure between the southern end of the Long Bridge to west of Alexandria Union Station and will add one additional track to the existing three-track segment within the existing right-of-way. Existing tracks will be shifted for the new fourth track. The design accommodates station and platform improvements planned by VRE for the Alexandria Union Station.

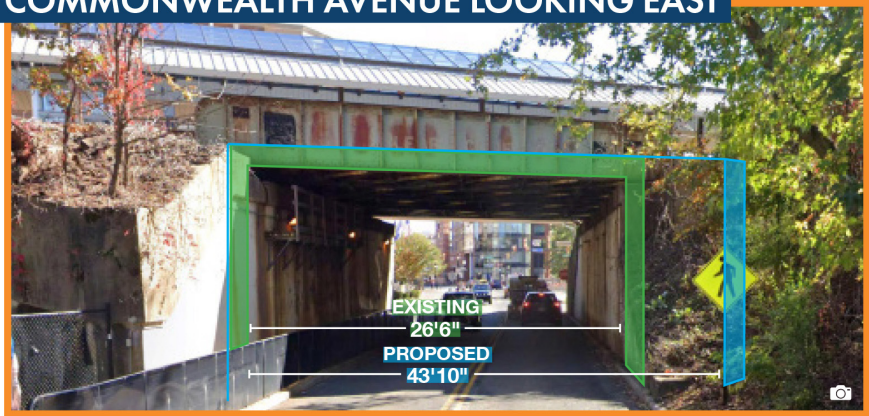
As part of the implementation of this project, one of the impacts will be the need to eliminate the non-ADA accessible tunnel underneath the tracks connecting Mill Road to the Duke Street Area. T&ES staff is working with VPRA to improve the pedestrian and bicycle connection

from the Eisenhower East area on Telegraph Road to the Duke Street Area, and to add a more direct connection to Witter Field.

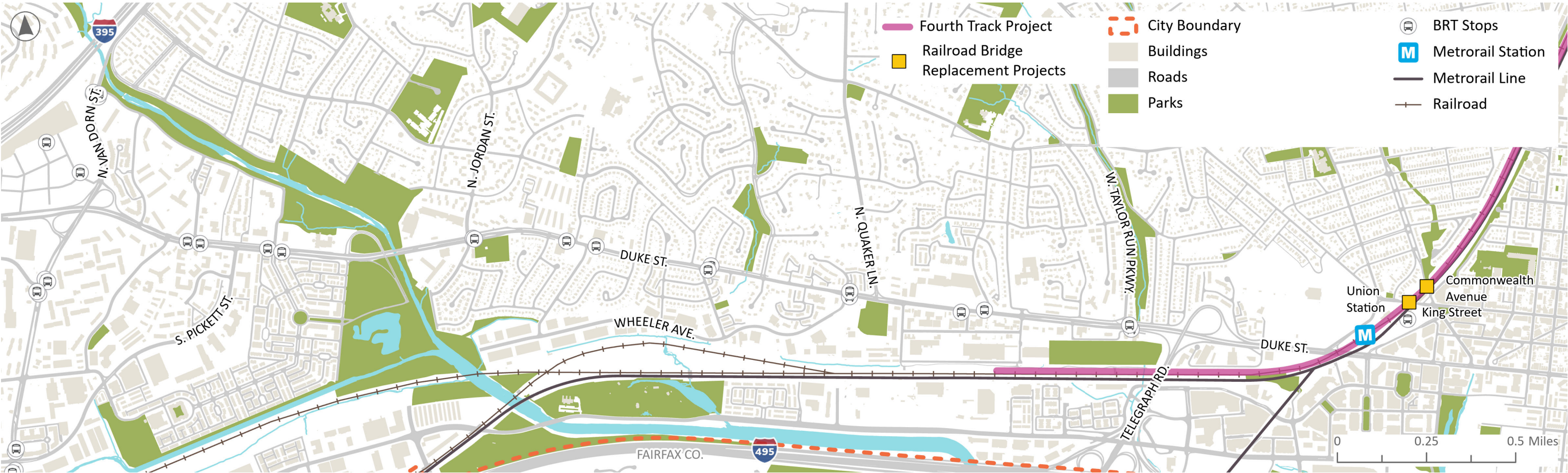
## King and Commonwealth Railroad Bridge Replacement

The Virginia Passenger Rail Authority (VPRA), working with CSXT, will design and construct replacement rail bridges over King Street and Commonwealth Avenue to reduce maintenance and minimize rail service interruptions and modernize the bridges to current standards. Safety for pedestrians and motorists under the bridges will also be improved. A feasibility study for this project was completed in 2022.

COMMONWEALTH AVENUE LOOKING EAST



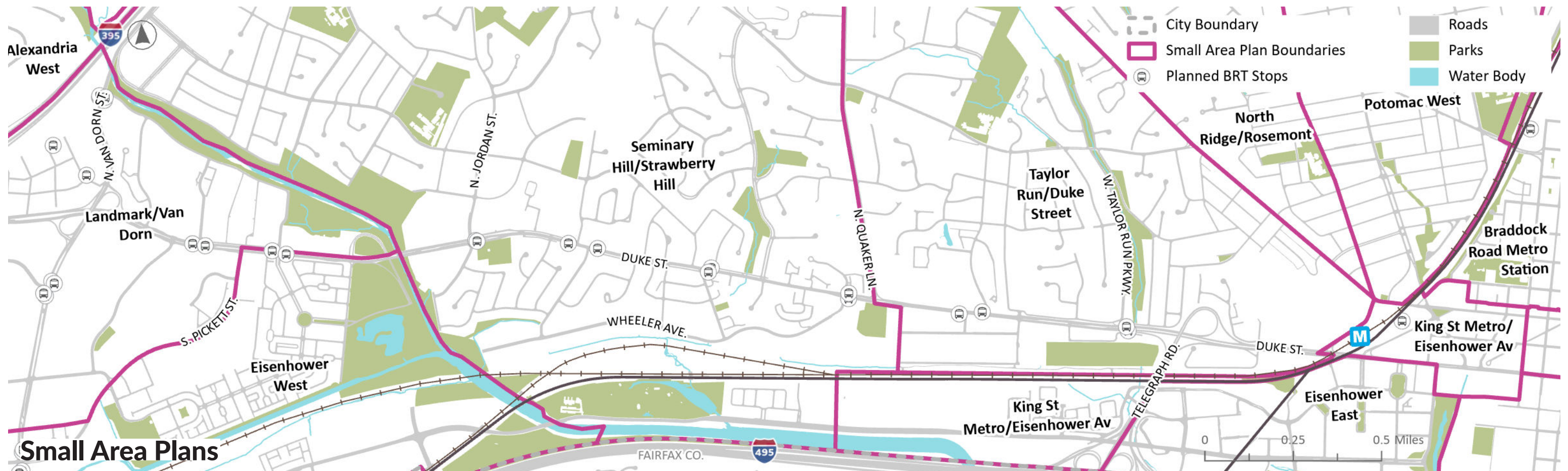
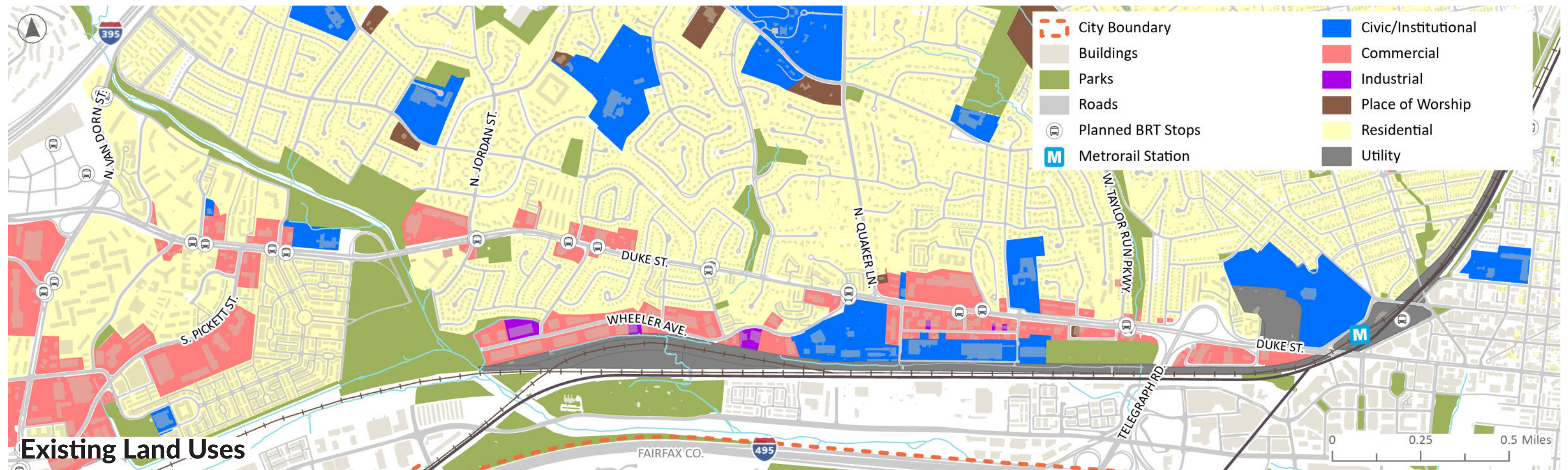
KING STREET LOOKING EAST



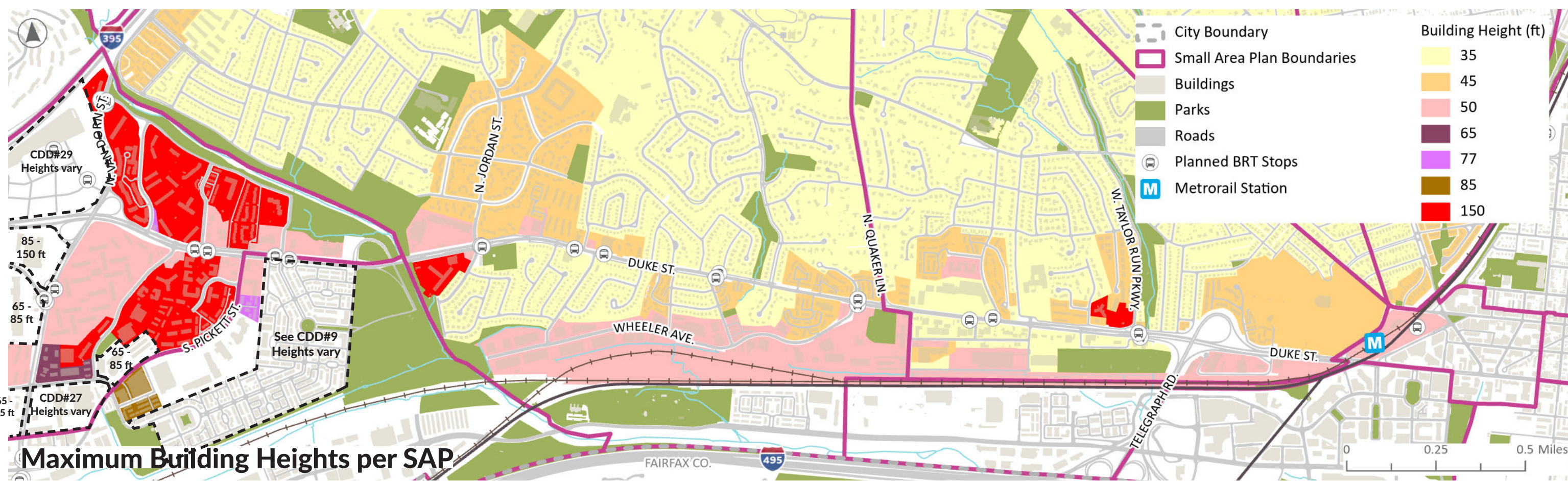
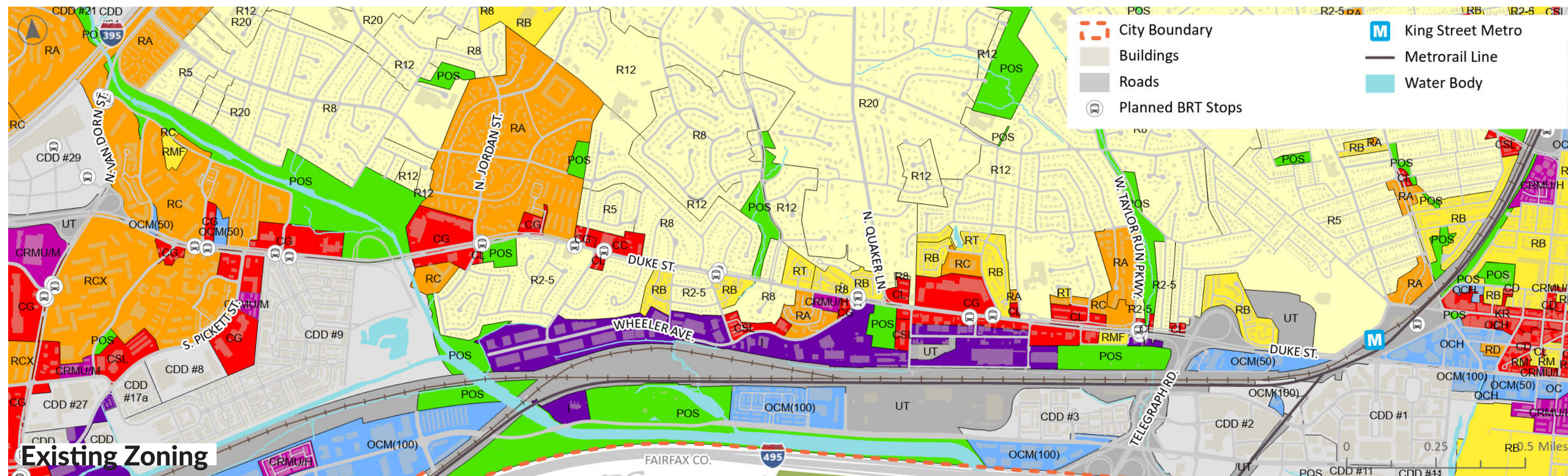


# 05 | Land Use











# Existing Uses

The Duke Street area is predominantly residential with higher density buildings closer to the former Landmark Mall. There is a mix of single-unit, two-unit, townhouse, and condominium units throughout.

Commercial uses, including retail, office, shopping centers, and light industrial/warehouse, can be found along Duke St, S Pickett St, Wheeler Av, Colvin St, and Dove Street.

There are approximately 6.2 million square feet of residential uses and 2.4 million square feet of commercial uses in the area. Commercial includes retail, office, shopping centers, and hotels. There are approximately 74 Class B and 107 Class C properties. Below is a breakdown on average rents.

- Class B: \$26.63 / square foot
- Class C: \$26.87 / square foot



Commercial Businesses Along Colvin St

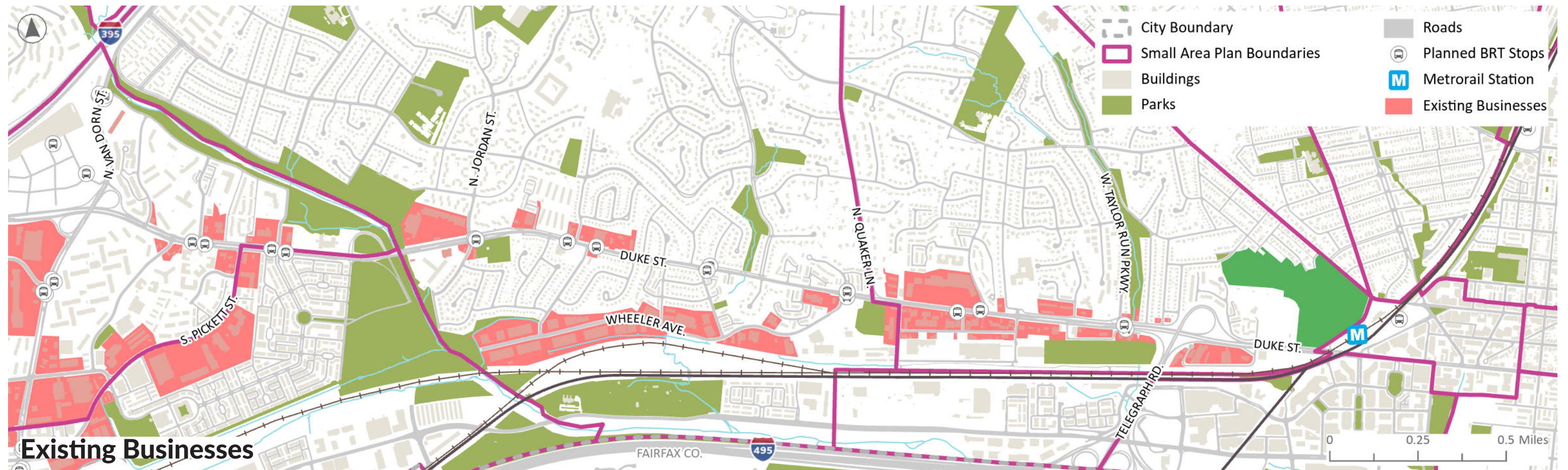


5249 Duke St - Class C Office Building



3233 Duke St - Alexandria Commons Shopping Center





Most businesses can be found along Duke Street, Wheeler Avenue, and Colvin Street as well as some along Dove Street near the USPS facility. There are three (3) shopping centers along Duke Street. Below is a breakdown of businesses at each shopping center:

- Pickett Center (condo ownership)- 60 units that includes ground floor retail
- Shoppes at Foxchase - 31 businesses
- Alexandria Commons - 30 businesses

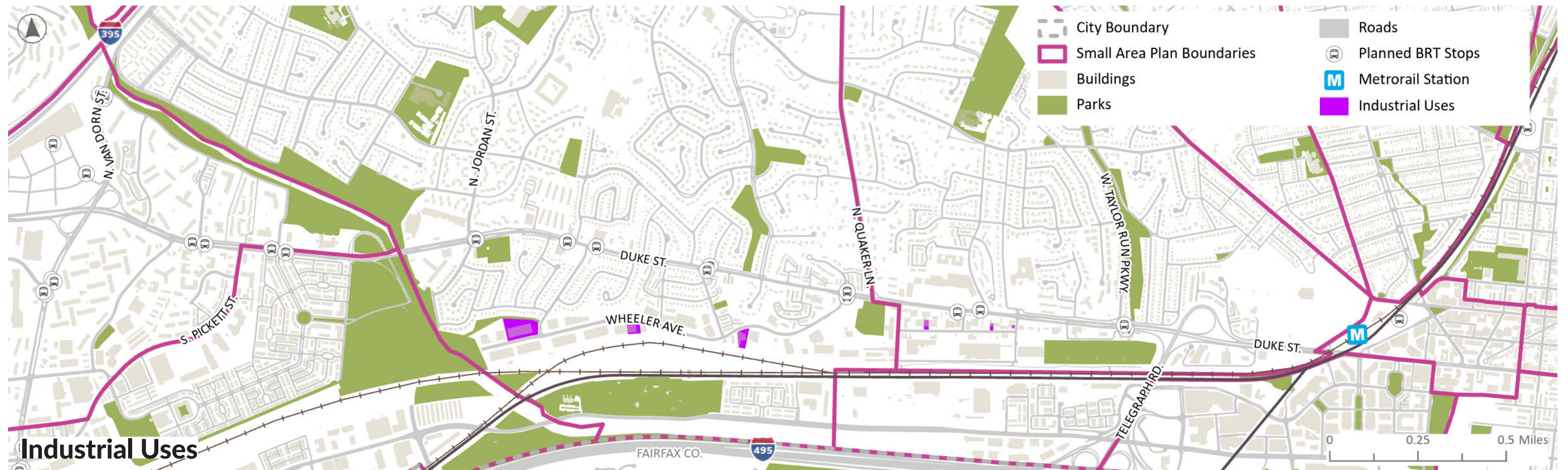


3800 Wheeler Av - Handy Bikes



50 S Pickett St - Pickett Center





Industrial Uses can be found within the Taylor Run/Duke St and Seminary Hill/Strawberry Hill Small Area Plans.

- Approximately 54 acres is I-zone land.
- Vacancy rates are very low in I-zone parcels (+/- 1%)
- Only 7% of the businesses located on I-zone land are uses that are industrial in the traditional sense.



3131 Colvin Street - Colvin Business Center



Port City Brewing Company



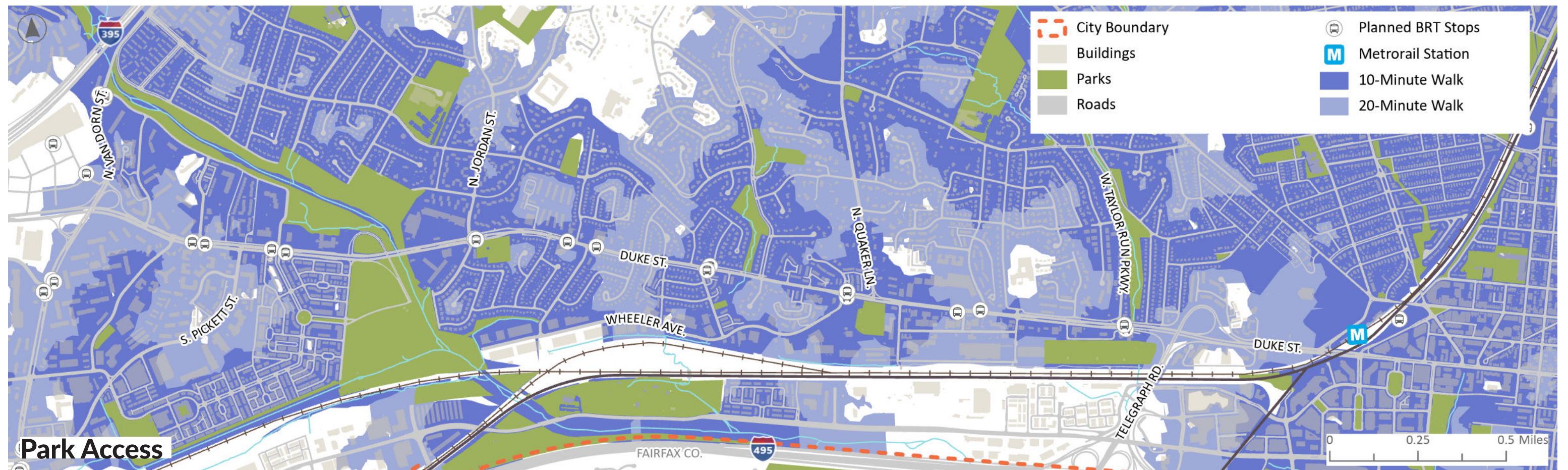
# 06 | Open Space + Parks





#	Public Park/Open Space	Size (in Acres)	Amenities
1	Holmes Run Park + James Marx All Veterans Park	18.49	Shade Structure, Dog Park, Natural Area
2	Duke St Dog Park (shown as ROW)	1.41	Dog Park
3	Ben Brenman Park	46.29	Benches, Playground, Dog Park, Restrooms, Farmers Market, Shade Structure
4	Holmes Run Park + Tarleton Park	12.98	Benches, Playground, Dog Park, Natural Area
5	Ewald Park	3.85	Rectangular Fields, Shade Structure
6	Taney Av Park	2.88	Playground, Playing Field, Natural Area
7	48 S Early St Park	0.43	Natural Area
8	Ft. Williams Park	8.55	Natural Area
9	James T. Lockett Memorial Field + Schuyler Skateboard Park	4.42	Benches, Playing Field, Skateboard Area, Restrooms
10	Witter Fields	12.6	Rectangular Fields, Shade Structure
11	Angel Park	10.0	Natural Area, Shade Structure, Playground, Basketball Court, Playing Fields
12	George Washington Masonic National Memorial	40.0	Public Access Easement
		115	TOTAL





The area is served well by existing parks compared to citywide. The walkshed map shows access to existing parks within a 10-minute and 20-minute walk. The areas shown in white represent gaps in access to a park. The majority of the area is within a 20-minute walk to an existing park, however, there are more substantial gaps for 10-minute walks to an existing park.

During the planning process, staff will examine opportunities to improve access to existing and any proposed parks.



Bridge over Holmes Run



Connection from Taft Avenue to Fort Williams Park



# Open Space Master Plan

The following goals of the 2002 Open Space Master Plan particularly apply to the area:

Goal 5: Create an open space network in new development areas

- The Open Space Master Plan recommends a Green Connector that connects from Potomac Yard to Ben Brenman Park following train tracks right-of-way (ROW).

Goal 6: Protect and preserve institutional open space

- The Open Space Master Plan highlights protecting open space for the following sites:
  - Virginia American Water Company (VAWC),
  - George Washington Masonic National Memorial, and
  - Bishop Ireton High School.

Goal 8: Preserve and protect cemeteries

- The Open Space Master Plan identifies 3 cemeteries in the area:
  - Trisler Cemetery,
  - Auld Family Cemetery, and
  - Bloxham Cemetery

Goal 9: Create public open space from vacant land

- The Open Space Master Plan recommends creating new public parks under private and public ownership. This includes the Chesapeake and Potomac Co. building at 4214 Duke St and the Old DASH Building off S Quaker Ln and Colvin St.



Goal 6: Protect and Preserve Institutional Open Space at VAWC and George Washington Masonic National Memorial sites

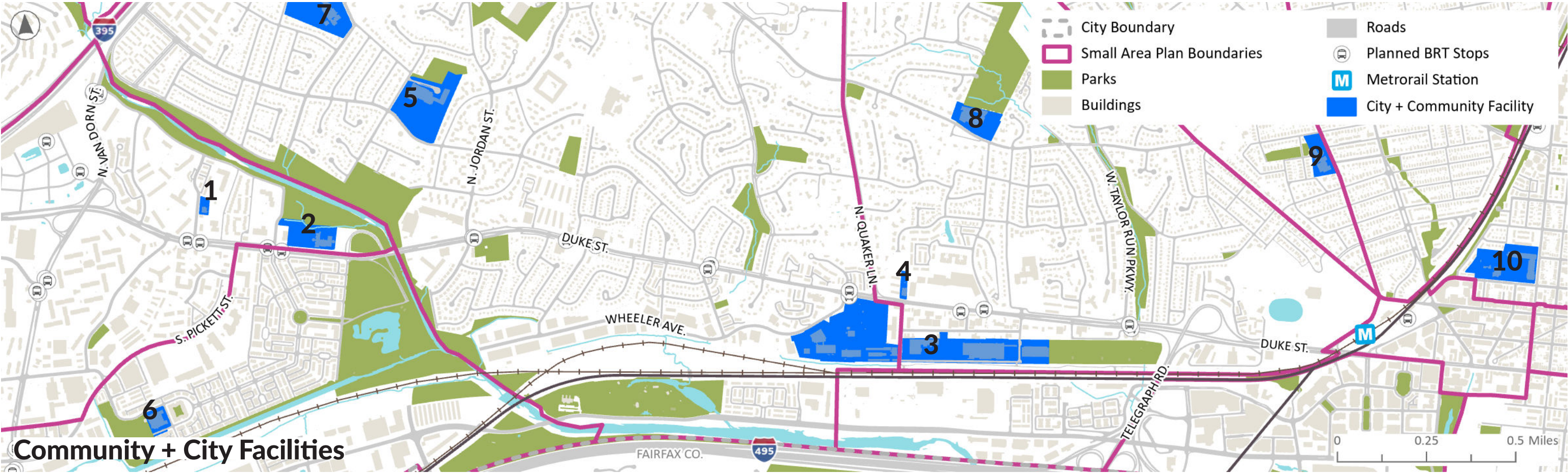


Goal 8: Protect and Preserve Bloxham Cemetery



Goal 9: Create public open space at Old DASH Facility





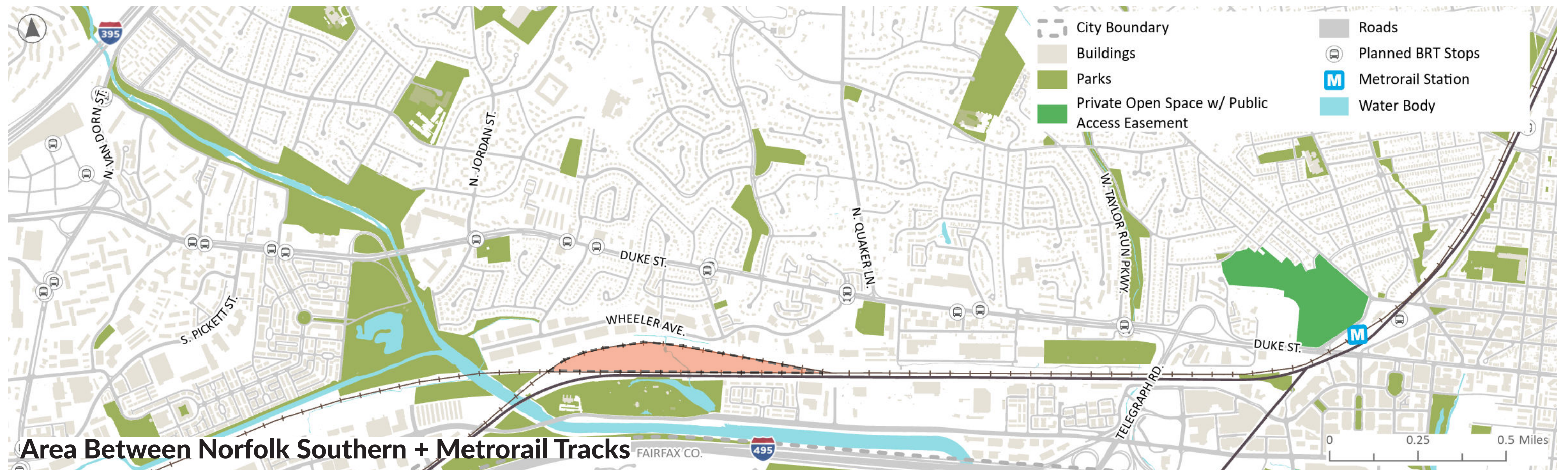
**Community + City Facilities**

#	Facility	Address
1	Fire Station #207	175 N Paxton St
2	Charles E. Beatley Jr. Central Library	5005 Duke St
3	Witter Wheeler City Campus	Business Center Dr
4	Fire Station #208	3301 Duke St
5	Patrick Henry Elementary School + Rec Center	4643 Taney Av
6	Samuel Tucker Elementary School	435 Ferdinand Day Dr
7	Polk Elementary School	5000 Polk Av
8	Douglas MacArthur Elementary School	1101 Janney's Ln
9	Naomi L. Brooks Elementary School	600 Russell Rd
10	Jefferson-Houston PreK-8 IB School	1501 Cameron St



3301 Duke Street - Fire Station 207





This area is owned by Norfolk Southern Railway Co. and is comprised of two parcels both zoned UT (Utility and Transportation). The area is roughly 24 acres with approximately 3 acres in the Resource Protection Area (RPA).



**Aerial of Area Between Norfolk Southern + Metro Tracks**





## Witter Wheeler City Campus

The City Campus is home to a variety of City uses, with the large majority being operations and maintenance type uses such as the DASH bus facility, ACPS Transportation Shop, and TES/AFD/DGS Maintenance Facilities.

Witter Fields was approved by City Council in October 2007 and opened in April 2013. The site is zoned POS and is subject to the Federal Highway Administration (FHWA) agreement with the Wilson Bridge replacement project. The agreement enabled the City to acquire the site from CSX in 2006.

The agreement calls for -

*“...a recreational facility on the site that will include a diamond ball field, two rectangular multi-purpose playing fields, a maintenance building with public restrooms and a maximum 145-space paved parking lot.”*



Witter Fields (The George Washington Masonic National Memorial in background)



# 07 | Housing



# Introduction

The two predominant housing typologies along Duke Street include:

- Single-unit homes (Detached, Duplex, or Townhouse)
- Multi-unit homes (Garden-style and Mid-rise and High-rise Apartments and Condominiums)

There are over **9,500 dwelling units** of varying sizes and affordability levels that currently exist in the area. This further includes:

- 5,389 multi-unit rentals (56% of all units)
- 2,310 multi-unit condos
- 1,764 single-unit homes
- 76 senior living units

The top three largest multi-unit communities include:

Community	Land Area (SF)	# of Units
Foxchase Apts	3,288,475	2,113
Elme Alexandria	442,291	532
London Park Towers	441,590	458

Multi-unit residential parcels total to approximately **202 acres**.

Notably, single-unit residential parcels total to approximately **212 acres**.

The Alexandria Redevelopment and Housing Authority (ARHA) owns and manages 80 townhomes, with over half of these townhomes serving as public housing for income-restricted families in Cameron Valley and Arell Court.



Historic Cameron Valley Public Housing off Duke Street (via Library of Congress)

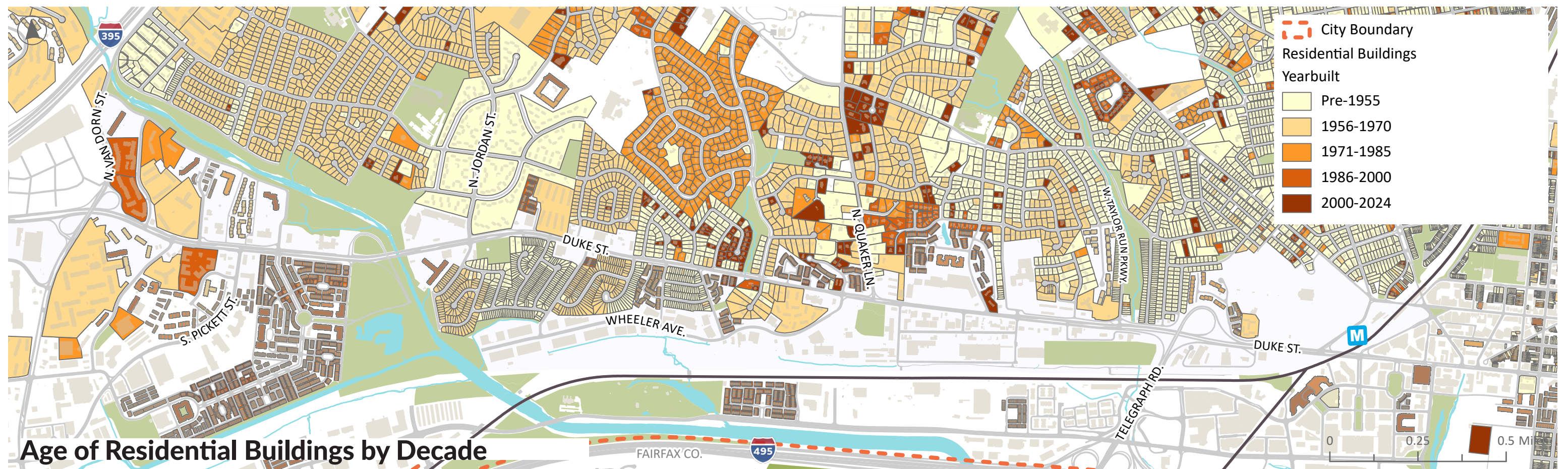
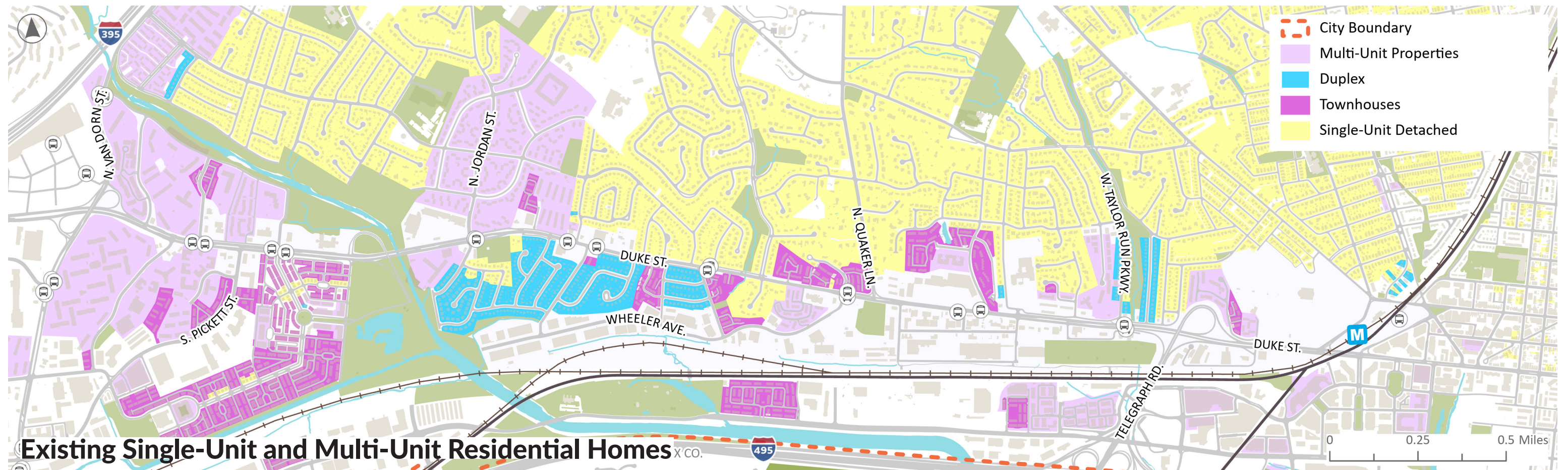


Foxchase Apartments



Existing Arell Court Public Housing









Existing Public Housing

Alexandria Redevelopment and Housing Authority

Alexandria Redevelopment and Housing Authority (ARHA), the City’s public agency responsible for managing public housing and creating and overseeing affordable housing opportunities, owns two residential properties along Duke Street.

ARHA’s Cameron Valley property consists of 40 total units constructed in two phases in the 1980s. This complex is on the site of the former Cameron Valley public housing complex that housed defense workers in the early 1940s and had deteriorated over time.

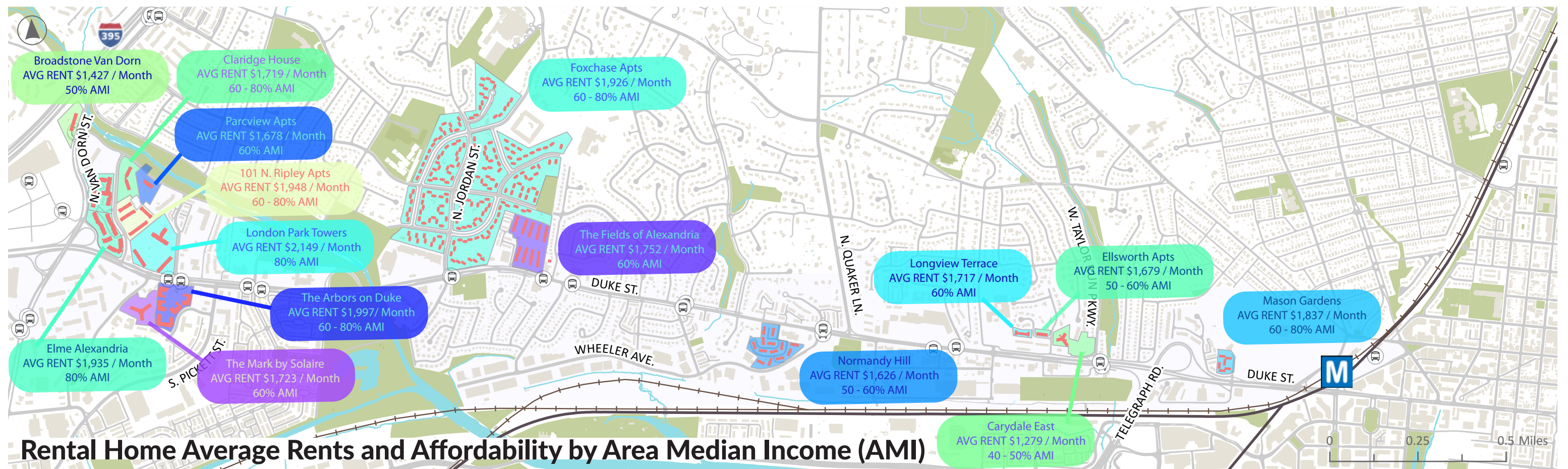
The Arell Court clustered townhomes was approved and built in the early 1990s.

Property	Cameron Valley	Arell Court
Units	40 units	10 units
Lot Size	95,477 SF	23,268 SF
FAR + Height (ft)	0.75 FAR   20.5 to 22.1ft	0.62 FAR   21 feet
Zoning	RB	RB

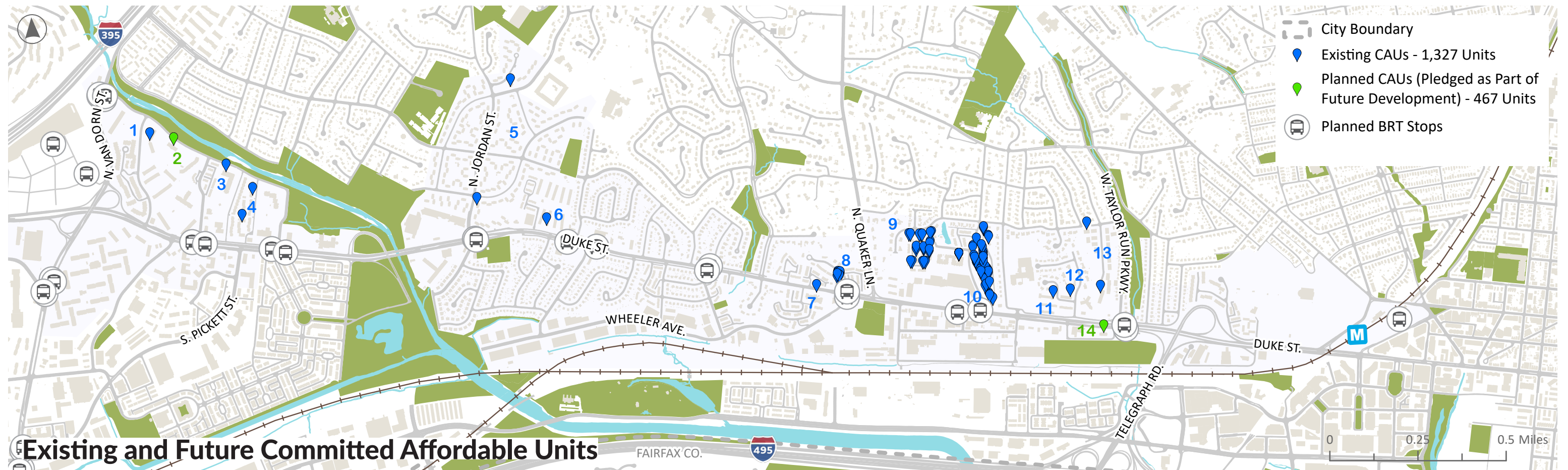


Existing Cameron Valley Public Housing









#	Property	# of CAUs	Area Median Income	#	Property	# of CAUs	Area Median Income
<b>1</b>	Claridge House	300 CAUs	Up to 80% AMI	<b>8</b>	Arell Court	10 CAUs	30% AMI
<b>2</b>	Parcview and Parcview II	120 CAUs (373 CAUs planned)	60% AMI	<b>9</b>	Quaker Hill Condos	60 CAUs	30% AMI
<b>3</b>	Greenhouse Condos	1 CAU	30% AMI	<b>10</b>	Cameron Valley	40 CAUs	30% AMI
<b>4</b>	Canterbury Sq Condos	2 CAUs	30% AMI	<b>11</b>	Longview Terrace	41 CAUs	60% AMI
<b>5</b>	Foxchase	423 CAUs	Up to 80% AMI	<b>12</b>	Ellsworth Apartments	20 CAUs	50-60% AMI
<b>6</b>	Fields of Alexandria	306 CAUs	60% AMI	<b>13</b>	Seminary Walk Condos	2 CAUs	30% AMI
<b>7</b>	Sunrise Senior Living	2 CAUs (Set Aside)	20% AMI	<b>14</b>	Witter Place	94 CAUs (Planned)	40-60% AMI



# 08 | Environment + Infrastructure



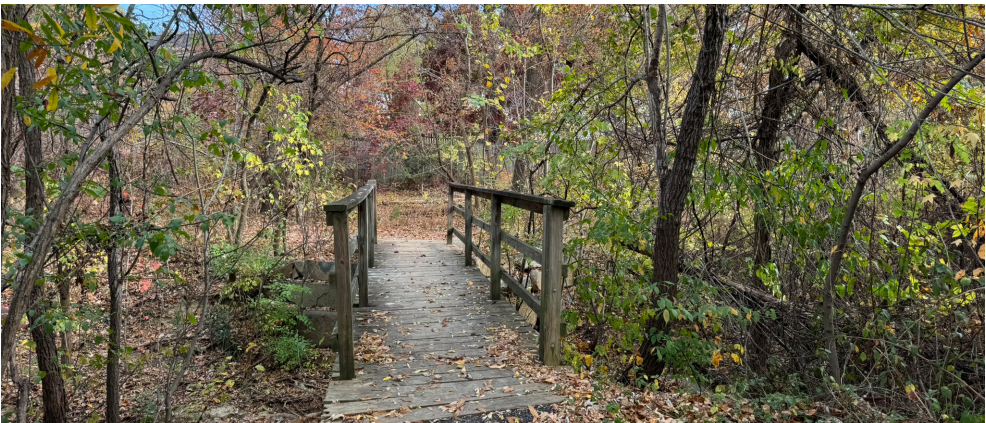
# Existing Natural Environmental Conditions

The natural environment includes open spaces, landscapes, water bodies, streams, topography, and trees and vegetation (not including fauna).

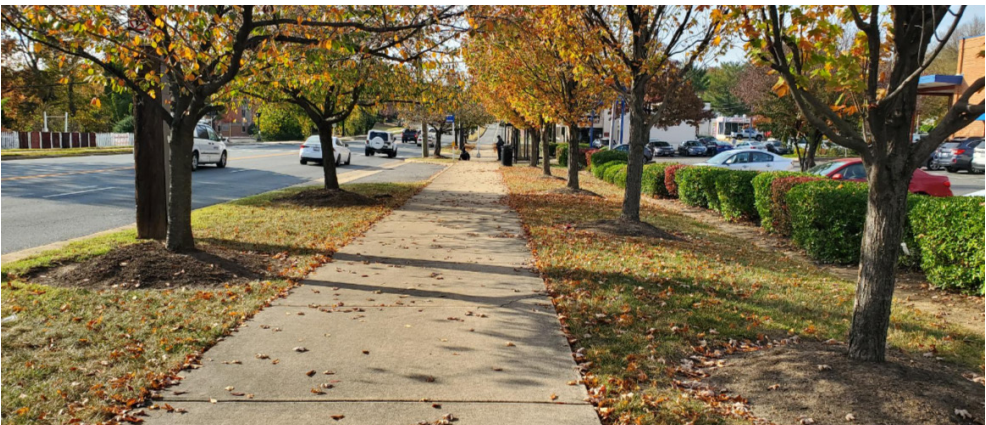
Natural accessible areas include Fort Williams Park and stream, Early Street Park, Angel Park and stream, Holmes Run trails, Tarleton Park, and All Veterans Park.

Other existing conditions include:

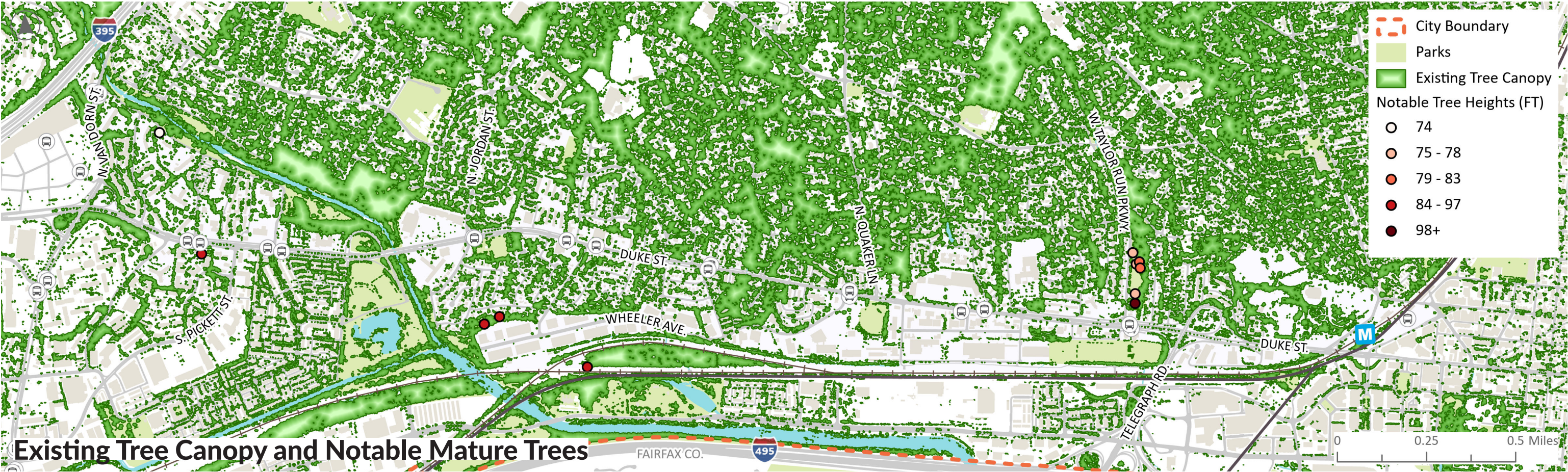
- Over **250 acres** of tree canopy coverage
- Over **11 notable historic trees** with heights up to 90 feet or more, a majority of which are located in Angel Park
- **Two** major Resource Protection Areas (RPAs) known as Strawberry Run to the west and Taylor Run to the east
- No federally-designated superfund sites exist in the area
- Made up of **7 watersheds**, which includes Holmes Run, Backlick Run, Cameron Run (North and Center), Strawberry Run, Taylor Run, and Hooffs Run, all of which drain into the Chesapeake Bay through the Potomac River



Existing Trail Bridge over Strawberry Run RPA in Fort Williams Park



Tree Canopy Along Duke Street (Near N Gordon Street)



Existing Tree Canopy and Notable Mature Trees



Existing Floodplain

Approximately 35 acres are in the AE-designated floodplain, also known as the 100-Year Floodplain, meaning that these high-risk areas have a 1% chance of flooding each year.

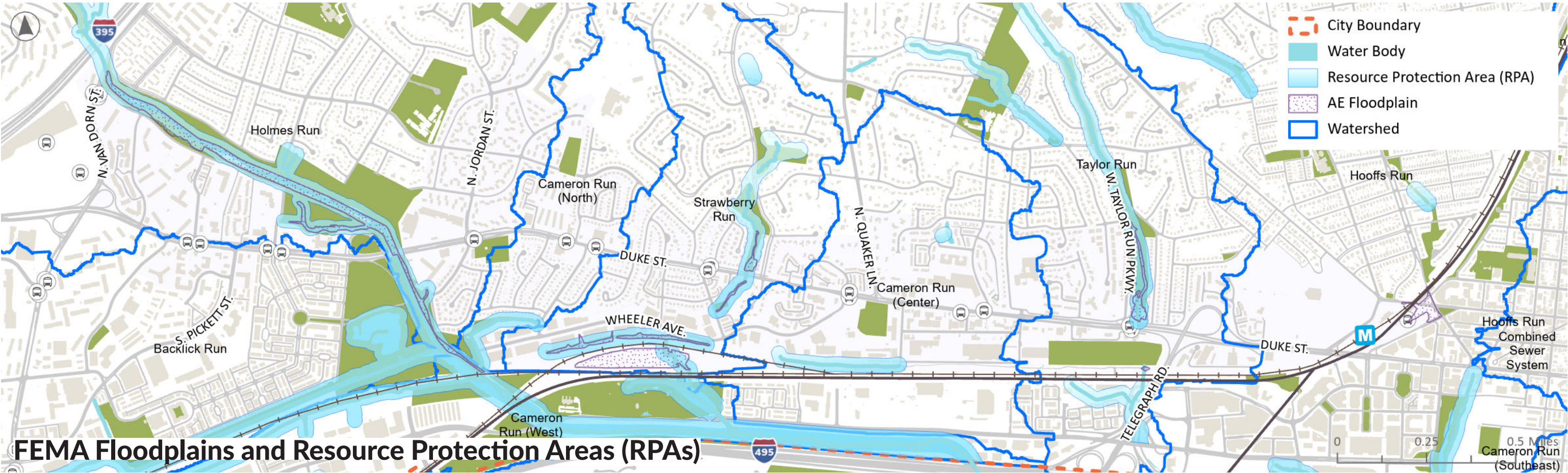
Concerning areas deemed high-risk flooding include:

- Southern areas of City Campus;
- Shirley Duke industrial warehouses; and
- Charles Beatley Library.

The Norfolk Southern vacant property, which exists between the rail right-of-ways, acts as a traditional wetland, given no existing development has taken place here. There is no existing access to this site, though it does see illegal discharges from industrial parcels upstream.



Embankment North of the Charles Beatley Library within the AE Floodplain







**Early Street Park / Strawberry Run RPA**



**Angel Park / Taylor Run RPA**



**All Veterans Park / Holmes Run**



**Stream Adjacent to Shoppes at Foxchase**



Existing Built Environmental Conditions

The built environment includes man-made structures including buildings, parking lots, roads, and sidewalks. These are also known as impervious surfaces, where water cannot penetrate and therefore results in pollutant runoff during precipitation events and severe storms, which can be detrimental to the natural environment since they remain untreated.

- **Over 400 acres** of impervious surface exist along Duke Street
- **A portion of the over 400 acres** exist as surface parking lots accommodating uses in commercial and residential areas.

Higher concentrations of parking lots are also associated with less tree canopy coverage and vegetation, resulting in the urban heat island effect during warmer seasons.

Concentrations of Surface Parking Lots (West to East)

London Park Towers Apartments	3.6 acres
Shoppes at Foxchase	6 acres
4600 Duke Street Condos and ALDI	4.1 acres
Shirley Duke Warehouses	6.2 acres
Alexandria Commons	3 acres
City Campus	13.6 acres



Impervious Surfaces at Alexandria Commons





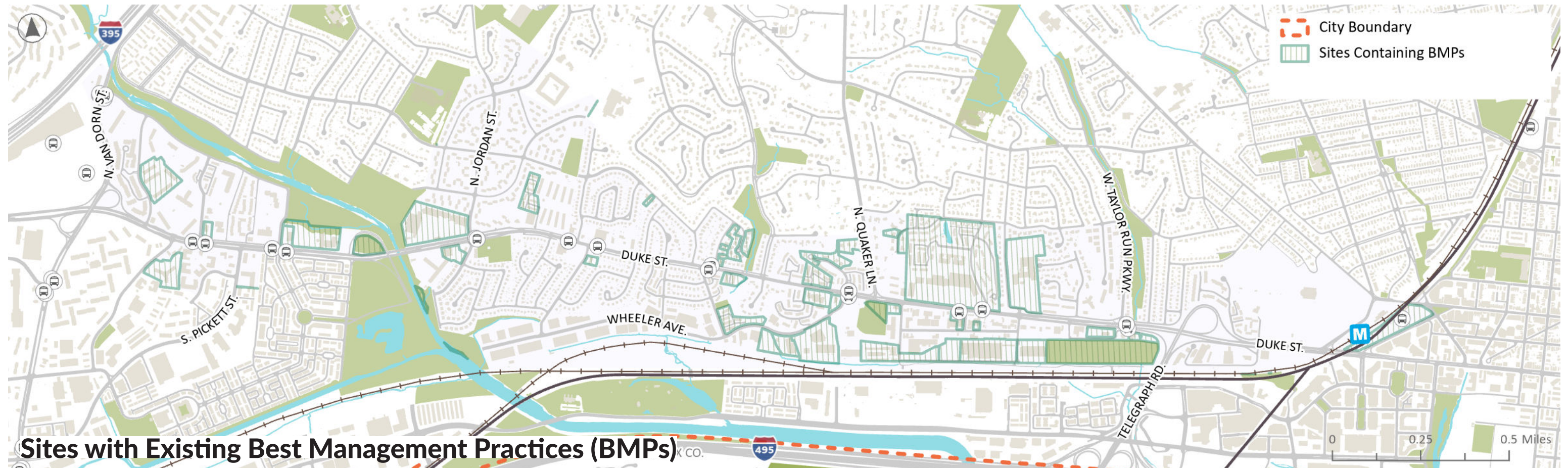
## Stormwater Management and BMPs

Best Management Practices, also known as BMPs, are stormwater facilities that detain and filter stormwater. They are utilized to properly clean and detain stormwater to protect the integrity of the City's Resource Protection Areas (RPAs) and other water bodies.

- **100+ BMPs** exist along Duke Street (majority on large public and private properties), which totals to **over 160 acres**
  - **17 BMPs** meet the latest stormwater certification standards
  - **33 BMPs** discharge treated stormwater to Cameron Run
- Quaker Hill is the largest treated site (40 acres), followed by City-owned Witter Fields (13.2 acres)
- Bioretention filters are the most common type of BMP in the area

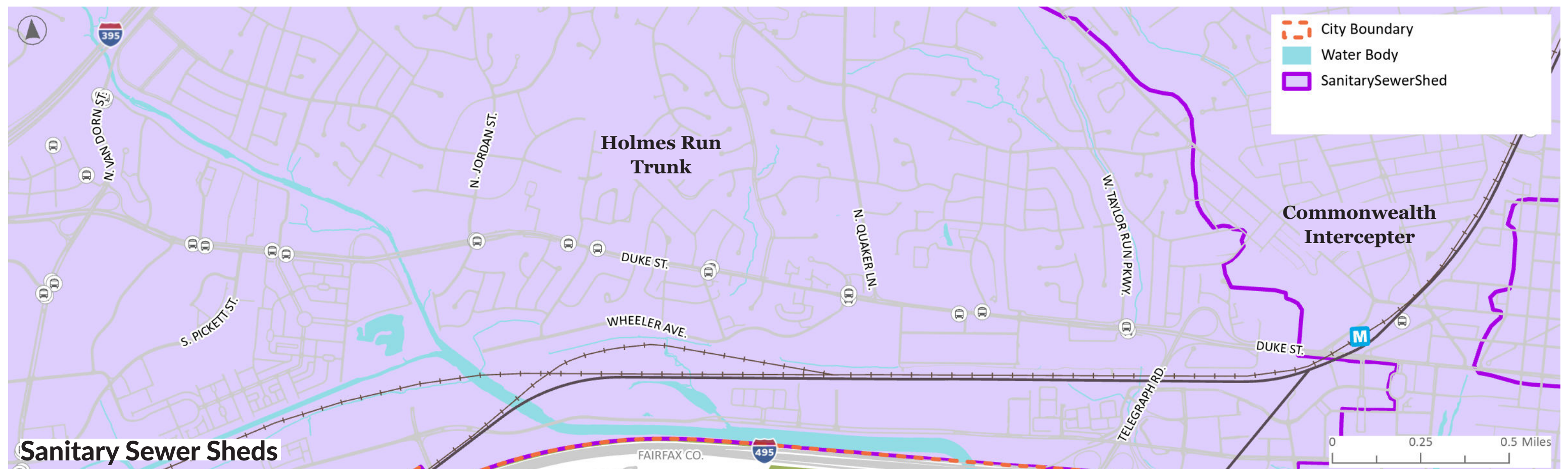
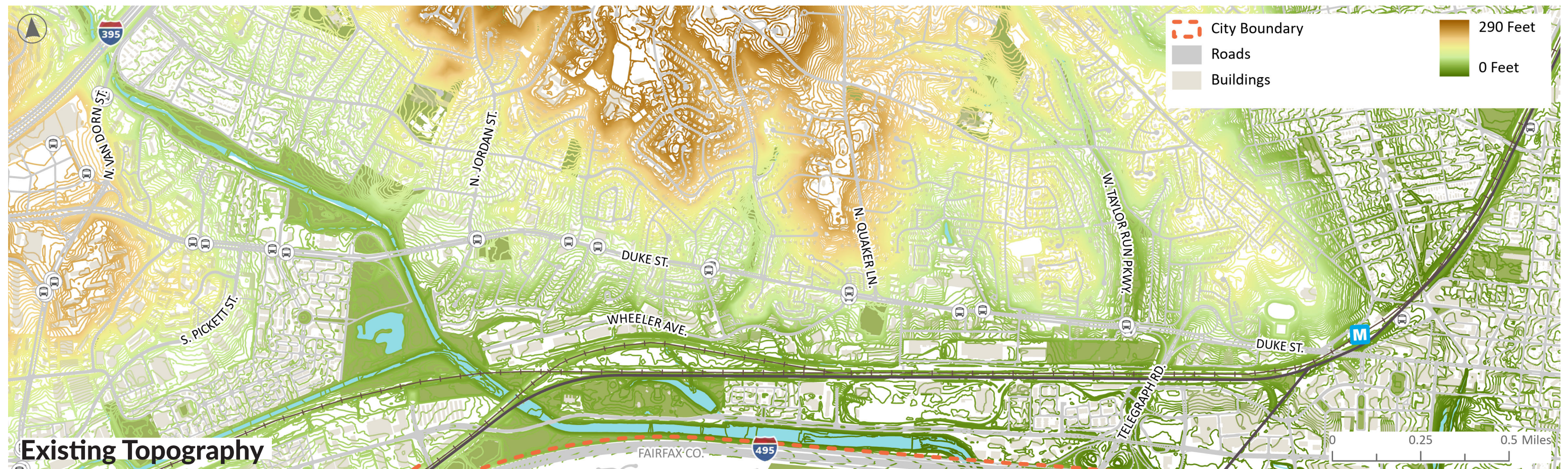


The Private Retention Pond in the Quaker Hill Community



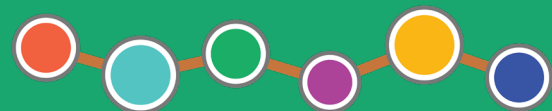
Sites with Existing Best Management Practices (BMPs)







**DUKE STREET**  
LAND USE PLAN



[alexandriava.gov/DukeStreetPlan](http://alexandriava.gov/DukeStreetPlan)

Questions? Contact Christian Brandt,  
AICP, Urban Planner, Department of  
Planning & Zoning, 703.746.3859.