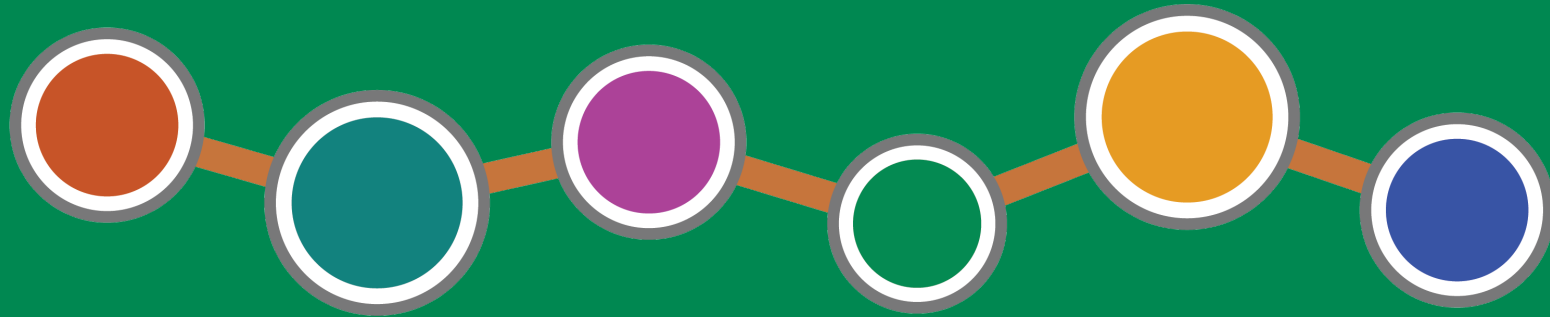


DUKE STREET LAND USE PLAN

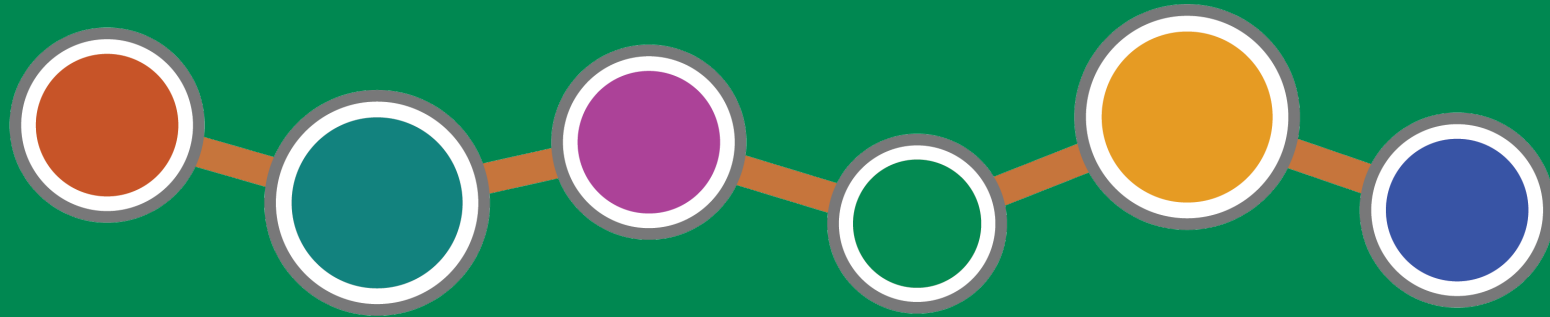


**Thank you for joining us! Our
meeting starts at 6:30 pm.**



DEPARTMENT OF
**PLANNING &
ZONING**

DUKE STREET LAND USE PLAN



Community Meeting #8

Wednesday, August 5, 2026



DEPARTMENT OF
**PLANNING &
ZONING**

Agenda

1. Plan Background
2. Draft Recommendations
3. Feedback Opportunities
4. Q&A

Plan Background



How familiar with the Duke Street Land Use Plan are you?

Plan Area



10 Community Events



250 businesses



60+ pop-ups



4,000+ residents



100+ students



DEPARTMENT OF
**PLANNING &
ZONING**



What We've Accomplished So Far



Themes We Heard from the Community

Cohesive Corridor Design

Move away from piecemeal development toward a more unified corridor

Expanded Open Space Network

Provide more green spaces, particularly in the central area

Housing Affordability and Supply

Increase housing opportunities while ensuring a range of affordability options

Infrastructure Capacity

Ensure adequate infrastructure to support future growth

Neighborhood-Serving Retail

Retain grocery and everyday retail

Safer Connections

Improve safety and accessibility for pedestrians + cyclists

Support for Local Businesses

Retain and integrate existing small businesses

Traffic and Mobility

Address congestion while improving all ways of moving around



Background: Land Use Themes

West

East

Duke Street Land Use Plan Draft Recommendations

Recommendations: Land Use

1. **Definition of Development:** For the purposes of this Plan, the term “development” refers to new construction and/or redevelopment. The Plan’s recommendations apply to all projects while allowing flexibility in their application based on site-specific conditions, provided each project remains consistent with the Plan’s vision.
2. **Plan Districts:** Areas outlined in **Figure 1: Plan Districts** will each reflect a distinct sense of place, consistent with the intent of the Plan to create a collection of neighborhoods; tools to achieve this include varied building massing and design, public realm design, public art, and park/open space design.
3. **Land Uses:** The land uses will be consistent with **Figure 2: Land Uses**. Development in these areas will be generally consistent with the intent of the Plan, the Plan Recommendations, and all applicable Plan exhibits, including all applicable figures and tables in Chapter 9: Districts, and the Development Parameters outlined below

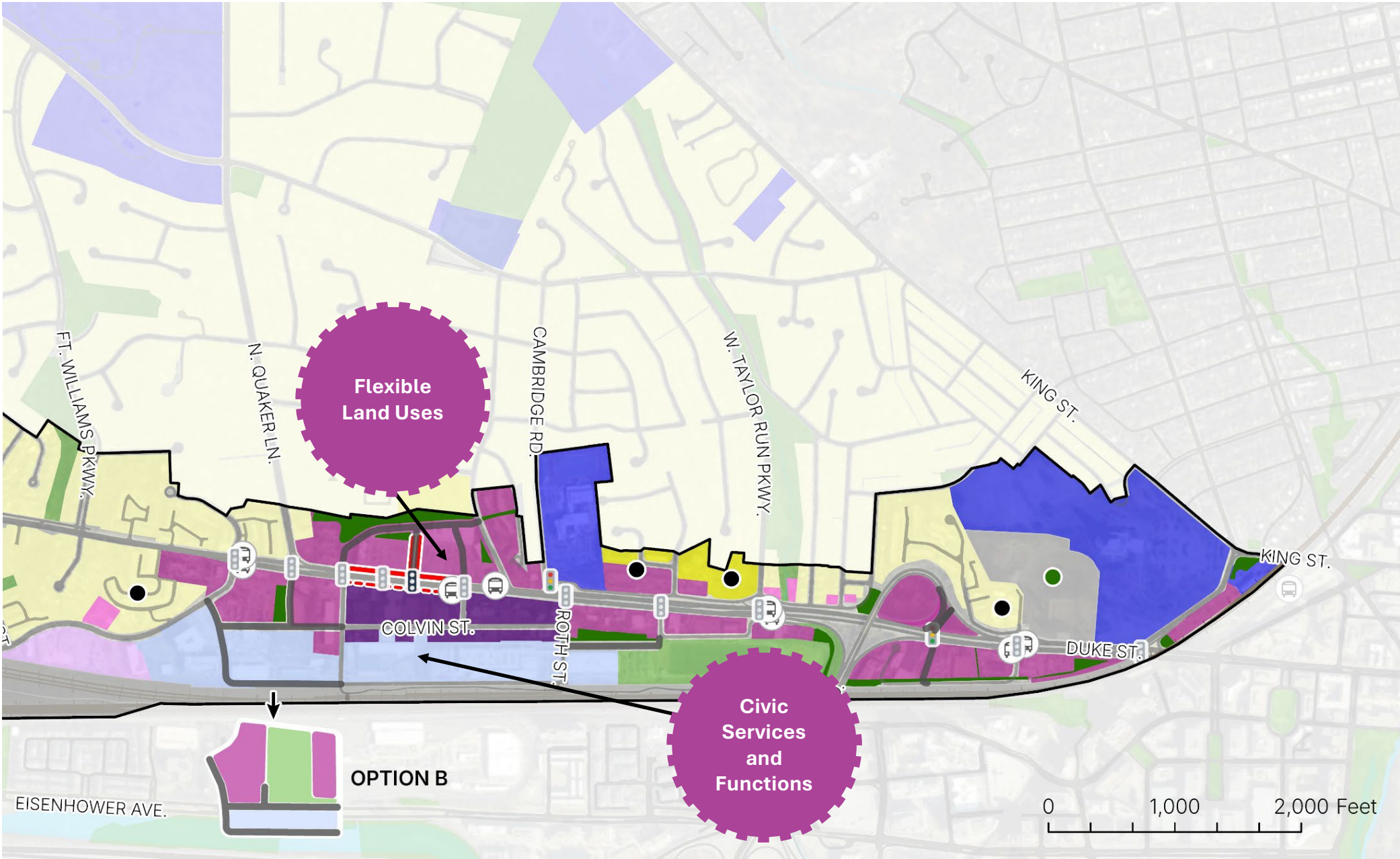
Recommendations: Land Use

4. **Retail:** Retail uses are intended to be included in the ground floor frontages identified in “Retail Areas” and are encouraged in the ground floor frontages in “Encouraged Retail Areas,” as generally depicted in **Figure 2: Land Uses** and all applicable figures and tables in **Chapter 9: Districts**. Additional retail is encouraged throughout the Plan area. Retail uses are broadly considered those that **attract pedestrians, provide an active street frontage, and prioritize neighborhood-serving uses, including restaurants, personal services, entertainment, grocery stores, childcare, healthcare, and other comparable commercial uses** that meet the intent of the Plan.
5. **Interim Uses:** In the short to mid-term, interim uses that attract pedestrian activity and social interaction are encouraged if they do not preclude future development envisioned by the Plan. Interim uses can be located in existing commercial areas with underutilized surface parking, vacant storefronts, or in other public spaces like streetscapes or parks.
6. **Building Heights:** Building heights will generally conform with **Figure 3: Building Heights** and any applicable provisions of the Zoning Ordinance.
7. **Community Facilities:** As part of future development, explore the feasibility to relocate existing City Fire Station #207.

Recommendations: Land Use - East

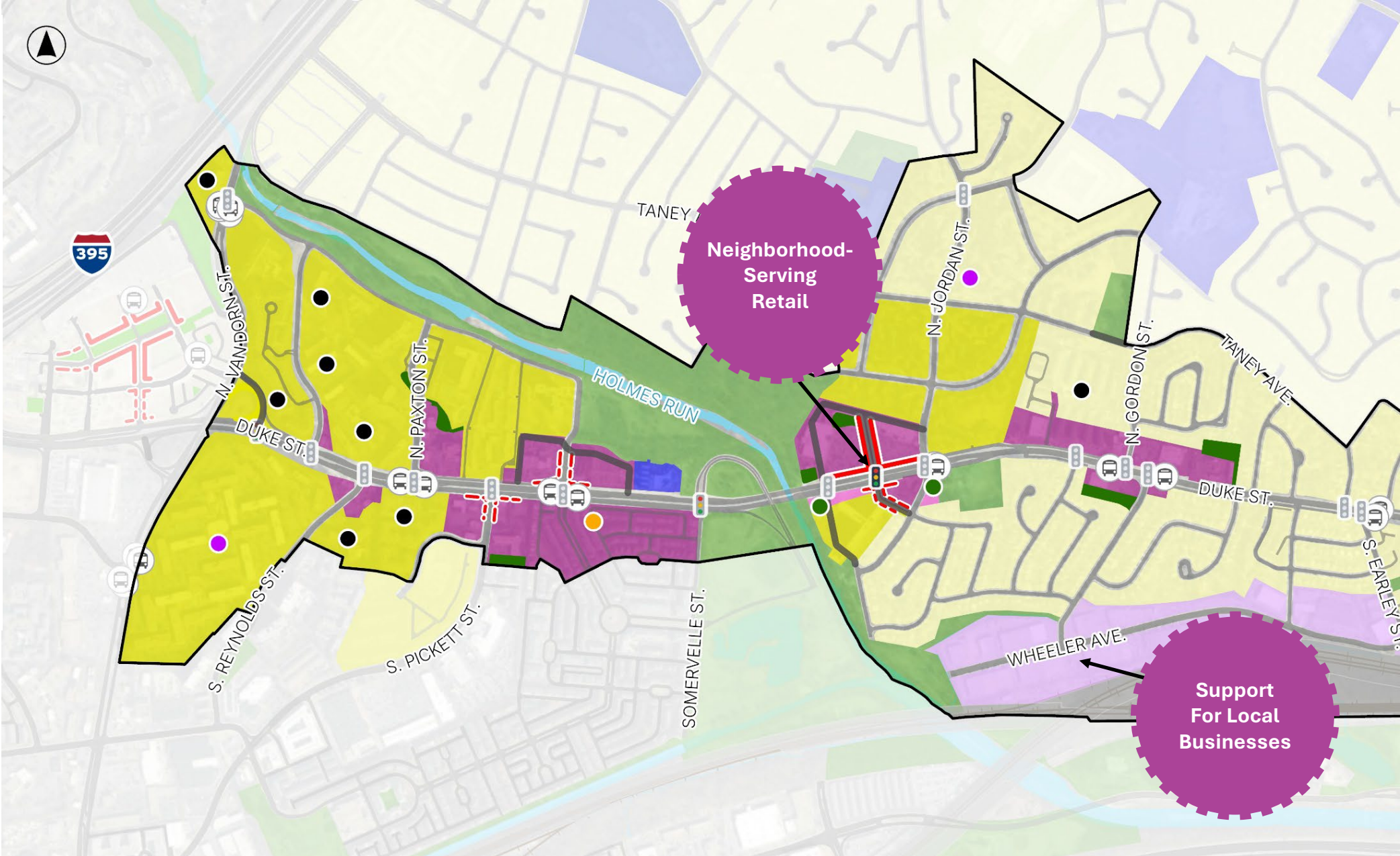
- Residential Low
- Residential Medium
- Residential/Commercial Low
- Residential/Commercial Medium
- Business/Commercial 1
- Business/Commercial 2
- Civic-Institutional
- Civic-Services and Functions
- Utility/Transportation
- Retail
- Encouraged Retail

- Traffic Signals**
- Existing Signal
 - Relocation of Existing Signal to the West
 - Duke Street Transitway Signal
 - Signal to be Determined as Part of Development Process



Recommendations: Land Use - West

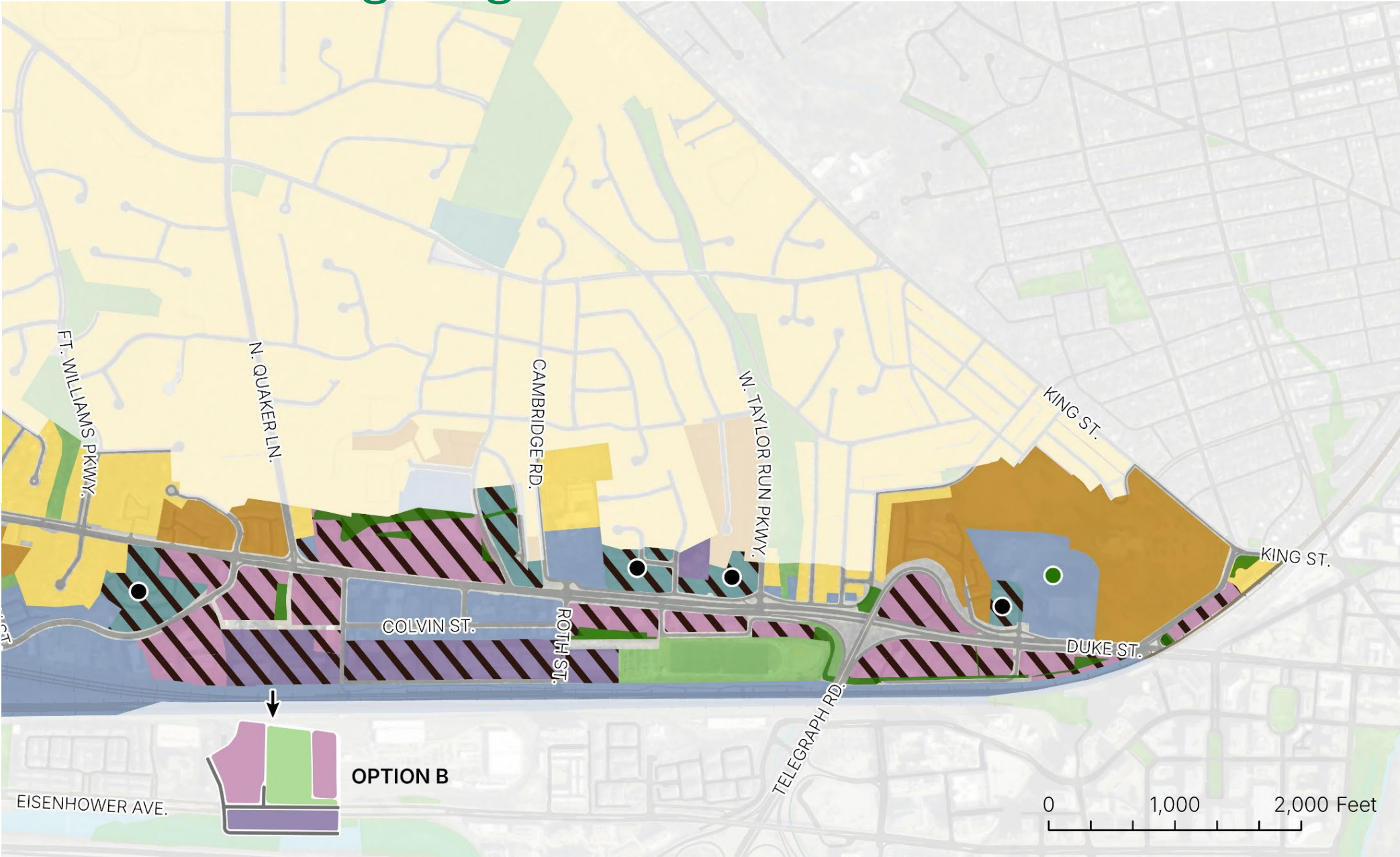
- Residential Low
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 - Business/Commercial 2
 - Civic-Institutional
 - Civic-Services and Functions
 - Utility/Transportation
 - Retail
 - Encouraged Retail
- Traffic Signals**
- Existing Signal
 - Relocation of Existing Signal to the West
 - Duke Street Transitway Signal
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Recommendations: Building Heights - East

Proposed Maximum Heights
| [Maximum Heights with
Section 7-700]

- 35 feet
- 45 feet
- 50 feet
- 60 feet | [85 feet]
- 85 feet | [110 feet]
- 150 feet | [175 feet]
- Change in Height
- Proposed Parks and Open Spaces
- Existing Parks and Open Spaces



Recommendations: Building Heights - West

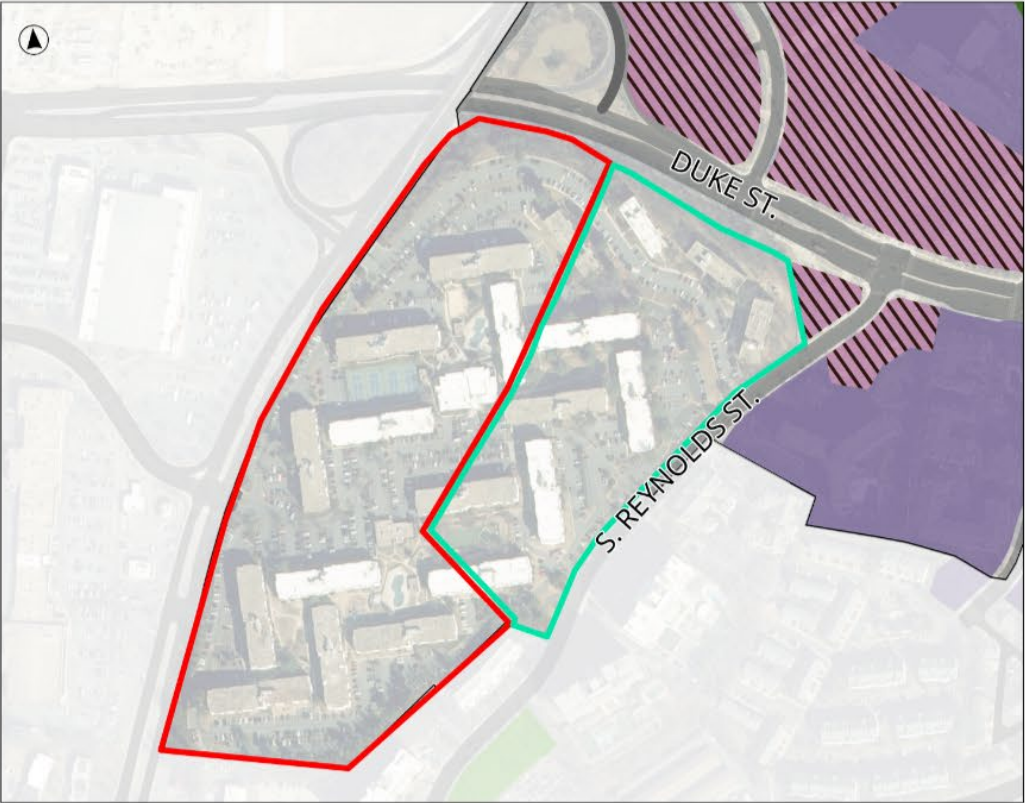
Proposed Maximum Heights
| [Maximum Heights with
Section 7-700]

- 35 feet
- 45 feet
- 50 feet
- 60 feet | [85 feet]
- 85 feet | [110 feet]
- 150 feet | [175 feet]
- Change in Height
- Proposed Parks and Open Spaces
- Existing Parks and Open Spaces



Recommendations: Building Heights - Overlook and Myers Districts

Overlook District



Myers District



- Taller Heights
 - Medium Heights
 - Lower Heights
 - Change in Height
 - Plan Boundary
- Proposed Maximum Heights | [Maximum Heights with Section 7-700]**
- 35 feet
 - 45 feet
 - 50 feet
 - 60 feet | [85 feet]
 - 85 feet | [110 feet]
 - 150 feet | [175 feet]

Recommendations: Land Use, Development Parameters

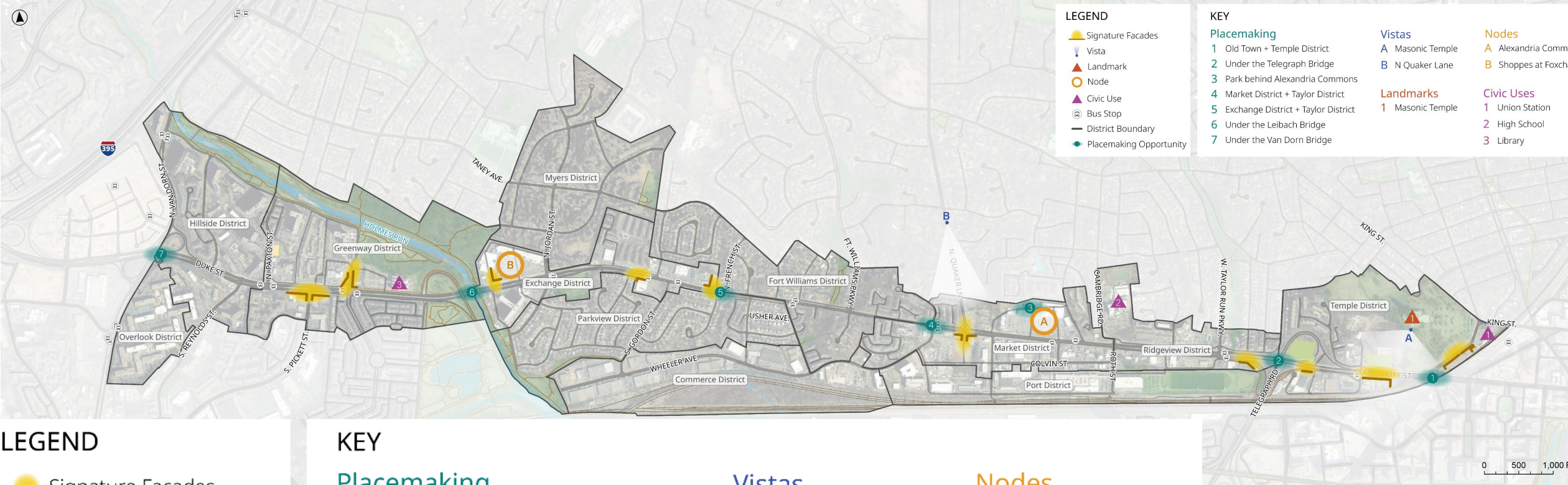
8. **Development Parameters:** All development within the Plan area will generally conform with the following:
- a. Within each building, **heights should be varied**, minimizing uniform heights and providing variety in façades.
 - b. **Building length** should not exceed 300 feet. Buildings greater than 300 feet in length will incorporate design techniques to break down perceived scale, such as articulation, varied massing, varied building height, multiple entrances, retail, and differentiated architectural elements.
 - c. The majority of **building mass** should be positioned along the street frontage to create a continuous streetwall that frames the public realm, supports an active pedestrian environment, and enhances the character of adjoining streets.
 - d. **Multi-unit buildings** will include a primary entrance, with additional entrances to promote greater accessibility.
 - e. Buildings should provide **mid-block connections** to enhance connectivity, support walkability, and create an active and inviting public realm.
 - f. Buildings will be **discouraged from providing new surface parking** for development. Structured parking should be underground or, if above ground, will be screened or wrapped by active uses and/or using materials, and fenestration, with the remainder of the building along public streets and open spaces.

Continued on Next Slide

Recommendations: Land Use, Development Parameters

8. **Development Parameters:** All development within the Plan area will generally conform with the following:
- g. **Building façades** should reflect and contribute to the unique character and intent of each Plan District by creating identifiable places.
 - h. **Signature façades** will be at key gateways to mark important locations along the corridor as depicted in **Figure 4: Urban Design Strategies**.
 - i. **Retail spaces** will have sufficient depth (30 to 40 feet) and height (15 feet) to accommodate a range of uses.
 - j. Most **façade materials** should be high-quality and durable, such as brick, stone, terracotta, metal, wood, or architectural precast concrete. Fiber cement may be a secondary material.
 - k. **Parking structures** will be designed to allow future adaptive reuse or conversion to occupied uses through the provision of appropriate floor to ceiling height and limited ramping.
 - l. **Garages** for individual and stacked townhouses will be accessed from a rear alley.
 - m. To provide an active and pedestrian-oriented landscape, **service, loading, and utility areas** will not be along Duke Street or primary street frontages. These functions should be internal to the building, on secondary streets, or on alleys.

Recommendations: Urban Design Strategies



LEGEND

- Signature Facades
- Vista
- Landmark
- Node
- Civic Use
- Bus Stop
- District Boundary
- Placemaking Opportunity

KEY

Placemaking

- 1 Old Town + Temple District
- 2 Under the Telegraph Bridge
- 3 Park behind Alexandria Commons
- 4 Market District + Taylor District
- 5 Exchange District + Taylor District
- 6 Under the Leibach Bridge
- 7 Under the Van Dorn Bridge

Vistas

- A Masonic Temple
- B N Quaker Lane

Landmarks

- 1 Masonic Temple

Nodes

- A Alexandria Commons
- B Shoppes at Foxchase

Civic Uses

- 1 Union Station
- 2 High School
- 3 Library

Recommendations: Housing Affordability

9. **Affordability + Growth Areas:** Areas identified in Figure 5: Affordability and Growth Areas are key locations for the preservation and enhancement of the City's affordable housing resources. Development in these areas are subject to the following:
- a. **Preservation of Existing Committed Affordable and Market-Affordable Housing:** Property owners and applicants will implement strategies and collaborate with the City to leverage available tools (both financial and non-financial) in order to **maximize the retention and preservation** of existing committed affordable units (CAUs) and market-affordable units.
 - b. **Committed Affordable Housing:** Residential development in Affordability and Growth Areas will provide **10 percent of additional residential development** above the base residential zoning as **new on-site CAUs at 60% AMI** for rental and at the City's for-sale prices for homeownership, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater. To maximize affordability and minimize displacement, CAUs may be **provided in retained buildings within the property or through a public-private partnership on-site**, or in the neighborhood in coordination with the Director of the Office of Housing; this approach will be subject to an equivalency analysis and habitability assessment of building conditions.
 - c. **Land Use:** The primary land use will be residential, with opportunity for commercial and continuum of care uses along Duke and Van Dorn Streets.
 - d. **Building Height:** Building heights will range from 45 feet to maximum heights that are generally consistent with the height strategy of the Opportunity Sites, with taller heights considered along Duke and Van Dorn Streets, and lower heights adjacent to surrounding residential areas. Building height guidance for the Myers and Overlook Districts are provided as Figure 5.1 and 5.2, respectively.

Recommendations: Housing Affordability

9. **Affordability + Growth Areas:** Areas identified in Figure 5: Affordability and Growth Areas are key locations for the preservation and enhancement of the City's affordable housing resources. Development in these areas are subject to the following:
 - e. **A Grid of Streets:** Development will establish new streets, alleys, and connections, as necessary, to provide walkable building blocks.
 - f. **Open Space:** Development will provide new publicly accessible open space to support new residents. Open space may be provided in a combination of at-grade and above-grade open space in an amount appropriate for the site and associated development.
10. **Affordable Housing in Opportunity Areas:** Residential development in Opportunity Areas will provide 10 percent of any residential development above the base residential zoning as on-site CAUs, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.
11. **Bonus Density:** This Plan enables Section 7-700 floor area ratio and density increases in excess of 30 percent.
12. **Housing Diversity:** Residential development should provide a diverse range of housing types, designs, and tenures throughout the Plan area to meet current and future housing needs and to accommodate households of varying sizes, compositions, life stages, and abilities.

Recommendations: Mobility

- 13. Streets, Blocks + Connections:** Development will provide the streets, blocks, and connections as generally depicted in **Figure 6: Street Network**.
- 14. Planned Streets:** New streets will be constructed and dedicated as public streets, unless location-specific constraints not directly addressed by the Plan emerge during the City's review process.
- 15. Street Design:** Street designs will be generally consistent with the cross-sections as outlined in **Figure 7: Street Cross Sections** and as specified in all applicable figures and tables in Chapter 9: Districts.
- 16. Safety Enhancements:** The City will work with property owners and other partners to study and address mobility-related issues at the intersections and areas identified in **Figure 8: Safety Enhancements Study Areas**.
- 17. Bicycle and Pedestrian Facilities:** Development and the City will provide a network of bike and pedestrian facilities as generally depicted in **Figure 9: Bicycle and Pedestrian Network**.
- 18. Duke Street Transit Right-of-Way:** In addition to the new connections depicted in **Figure 6: Street Network** and **Figure 9: Bicycle and Pedestrian Network**, development will provide all necessary right-of-way for the Duke Street frontages to accommodate the Duke Street Transitway.

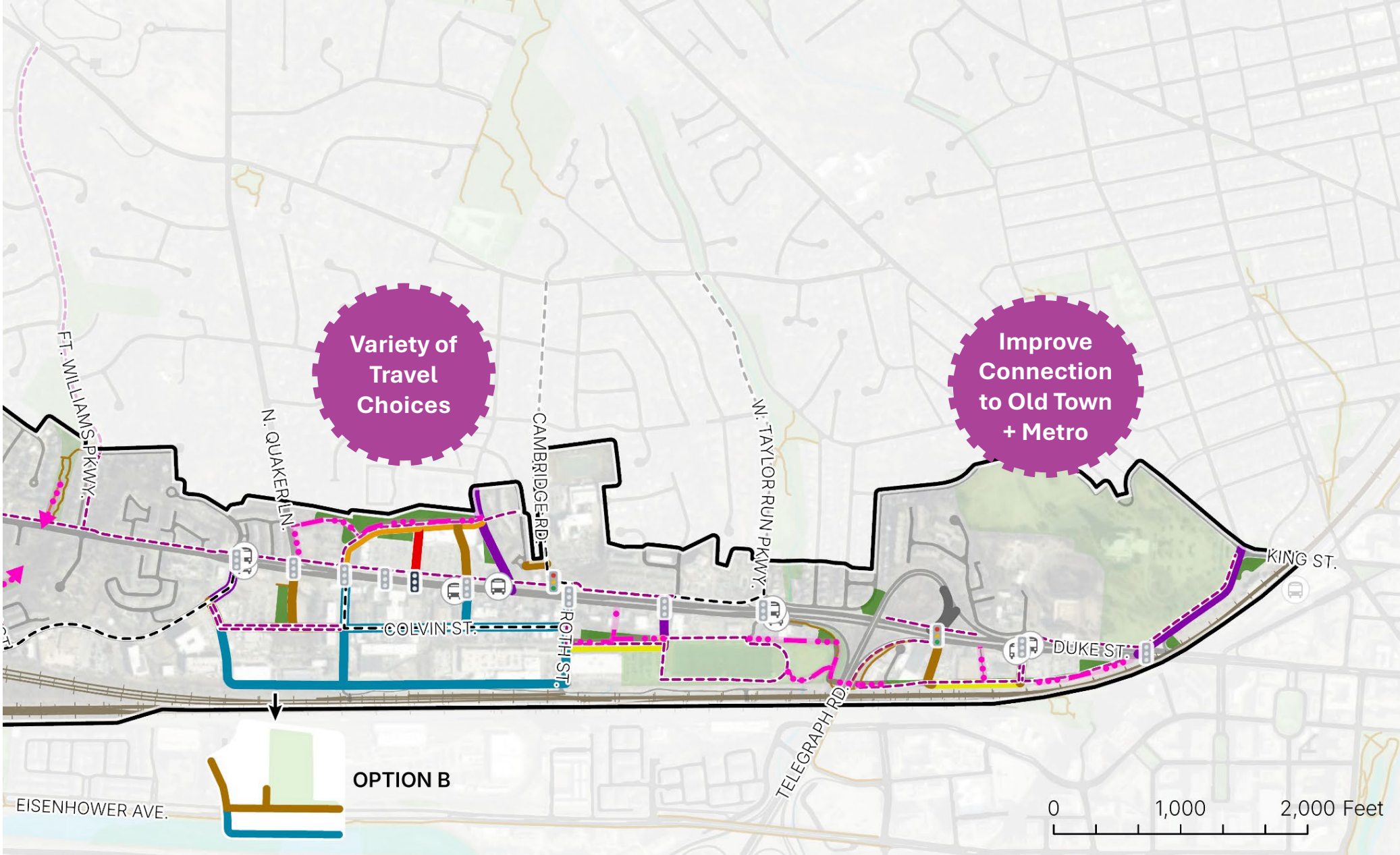
Recommendations: Street Network - East

Proposed Street Typologies

- Residential
- Retail
- Commercial C-1
- Park P-1
- Park P-2
- Improved Existing Street
- Intersection Improvement Project

Traffic Signals

- Existing Signal
- Relocation of Existing Signal to the West
- Duke Street Transitway Signal
- Signal to be Determined as Part of Development Process
- Transitway Stops
- Existing Trails
- Existing Bike Facilities
- Proposed Bike Facilities
- Proposed Park/Trail Connections



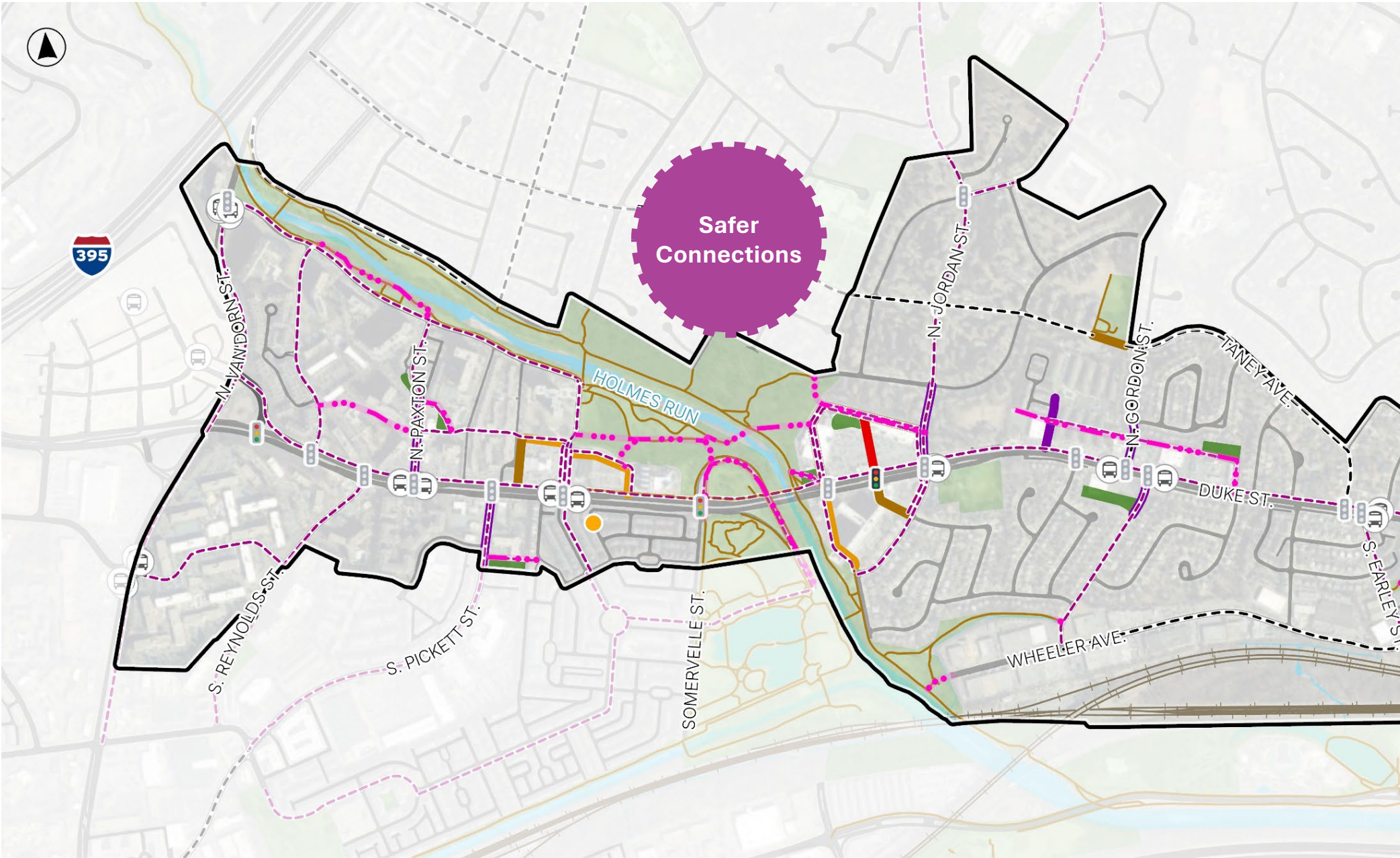
Recommendations: Street Network - West

Proposed Street Typologies

- Residential
- Retail
- Commercial C-1
- Park P-1
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- Improved Existing Street
- Intersection Improvement Project

Traffic Signals

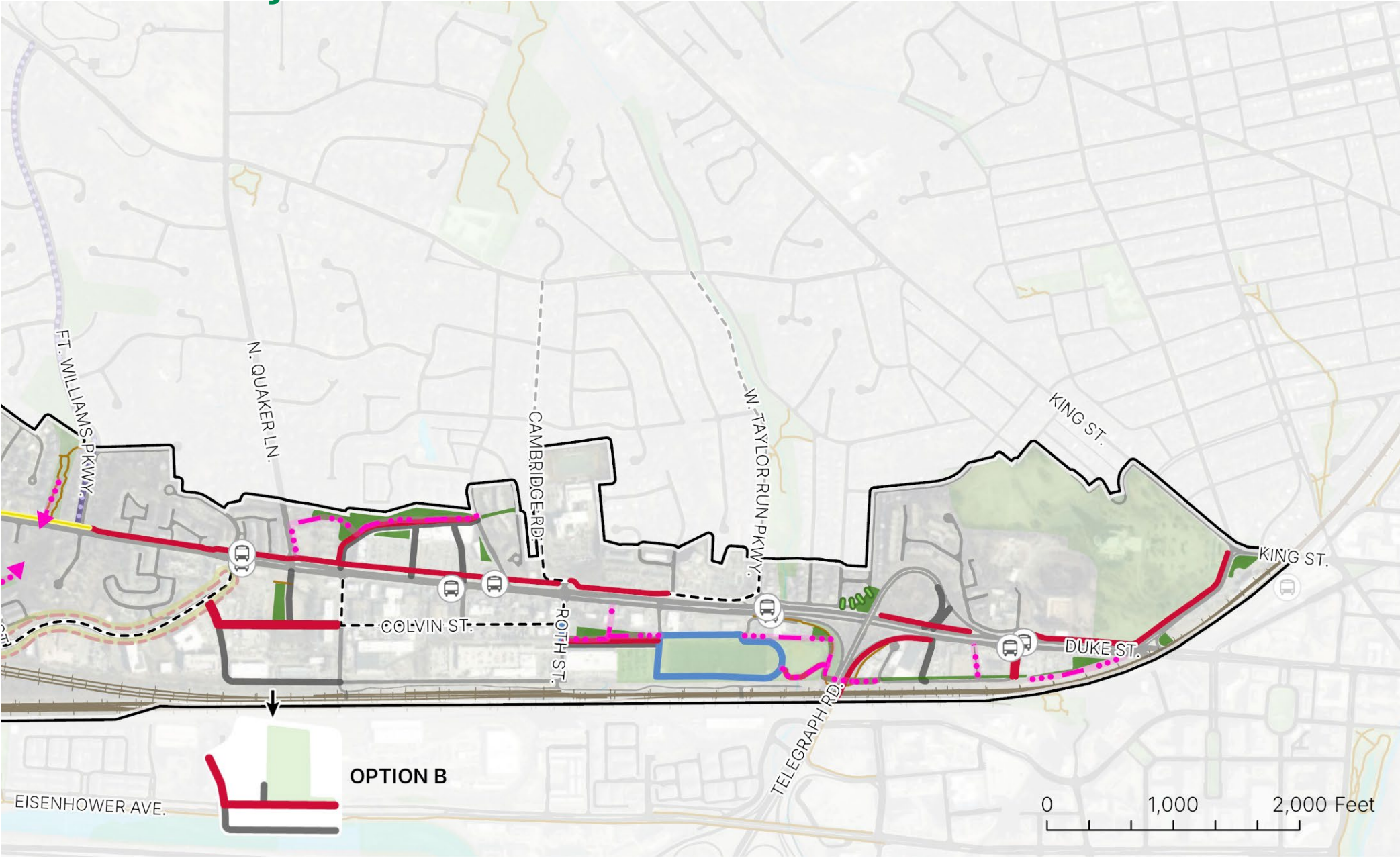
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- Relocation of Existing Signal to the West
- Duke Street Transitway Signal
- Signal to be Determined as Part of Development Process
- Transitway Stops
- Existing Trails
- Existing Bike Facilities
- Proposed Bike Facilities
- Proposed Park/Trail Connections



Recommendations: Bicycle and Pedestrian Network - East

Proposed Bike Facilities

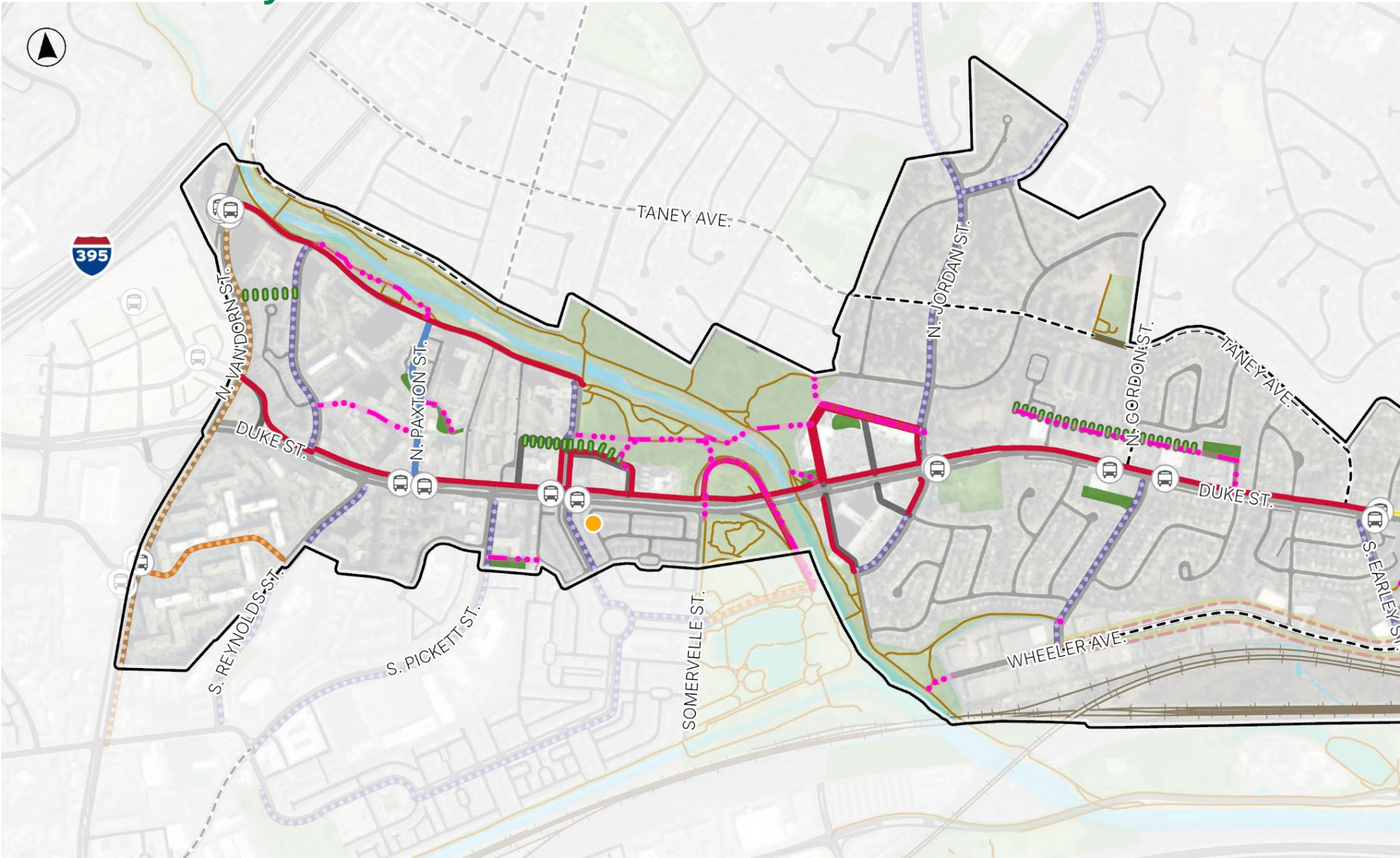
- AMP* Proposed Enhanced Bike Facility
- AMP Proposed Shared Lane Markings
- AMP Proposed Trail/Sidepath
- Proposed Enhanced Bicycle Connection - Requires Further Study
- Proposed Dedicated Bike Facility or Multi-Use Path
- Proposed Woonerf
- Existing Trails
- Existing Bike Facilities
- Proposed Park/Trail Connections
- Proposed Linear Greenways
- Areas for Additional Study for Improved/Future Bike/Ped Connections



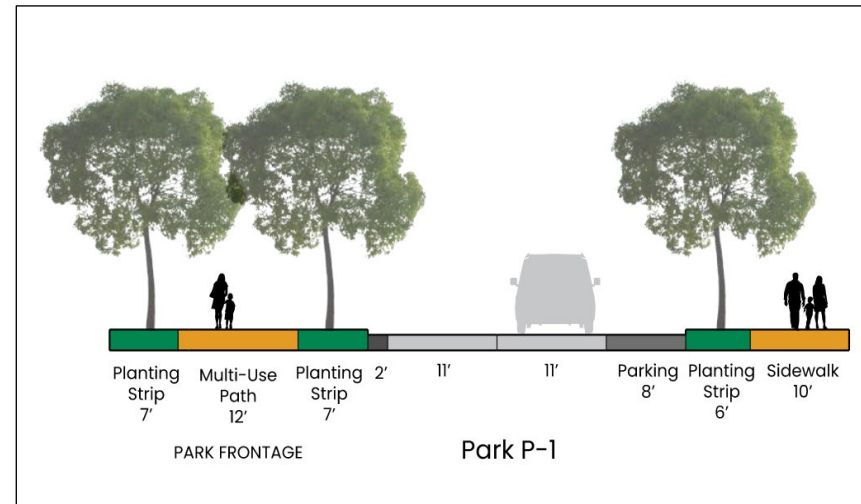
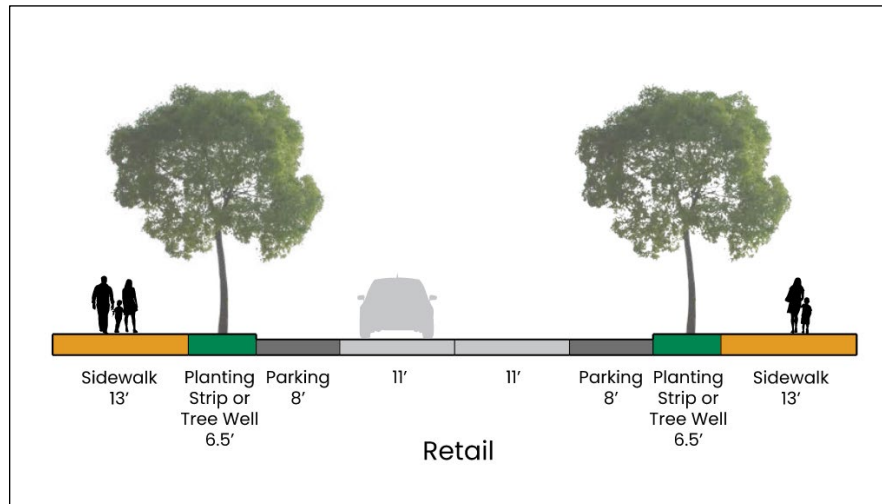
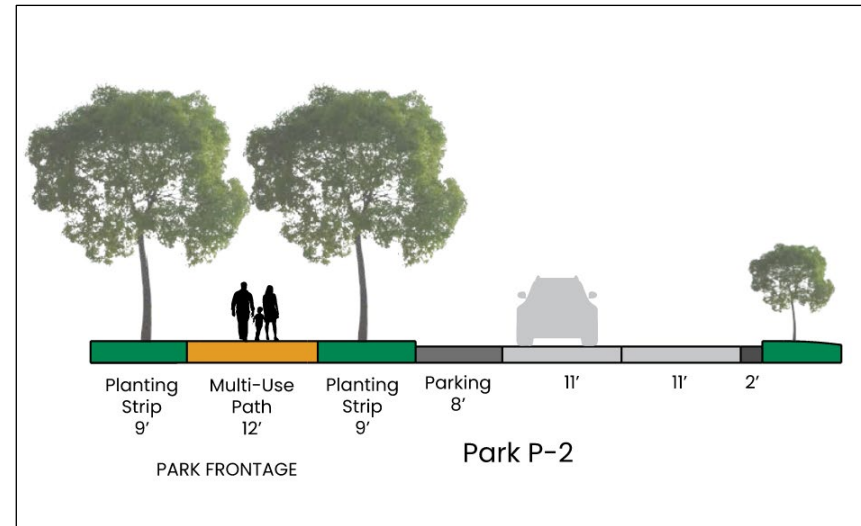
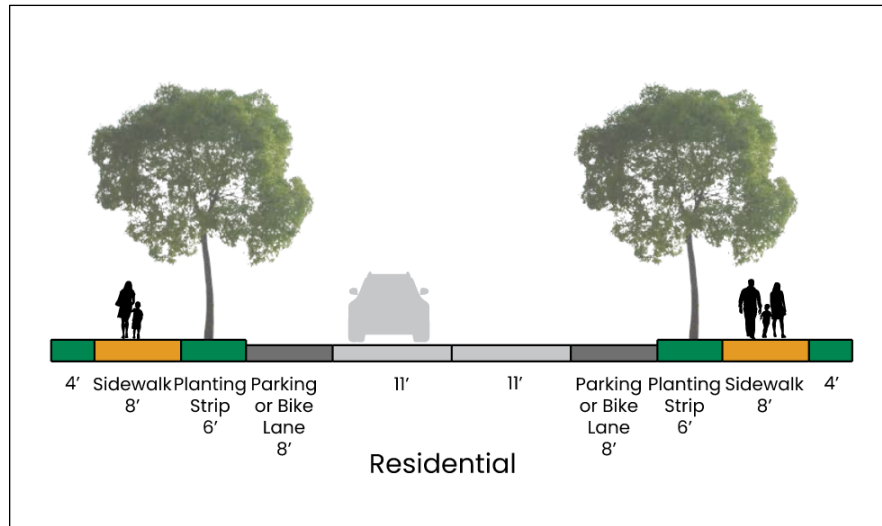
Recommendations: Bicycle and Pedestrian Network - West

Proposed Bike Facilities

- AMP* Proposed Enhanced Bike Facility
- AMP Proposed Shared Lane Markings
- AMP Proposed Trail/Sidepath
- Proposed Enhanced Bicycle Connection - Requires Further Study
- Proposed Dedicated Bike Facility or Multi-Use Path
- Proposed Woonerf
- Existing Trails
- Existing Bike Facilities
- Proposed Park/Trail Connections
- Proposed Linear Greenways
- Areas for Additional Study for Improved/Future Bike/Ped Connections



Recommendations: Street Cross Sections



Commercial C-1

Streets have limited right-of-way and are constrained by existing curb cuts. The City will work with property owners to improve the pedestrian streetscape and widen sidewalks/add street trees where feasible.

- Plan Boundary
- Proposed Streets
- Transitway Stops
- Existing Trails
- Existing Parks and Open Spaces

Traffic Signals

- Duke Street Transitway
- Existing
- Relocations of Existing Signal to the West
- Signal to be Determined as Part of Development Process
- Safety Enhancements Study Areas



Recommendations: Parks and Open Space

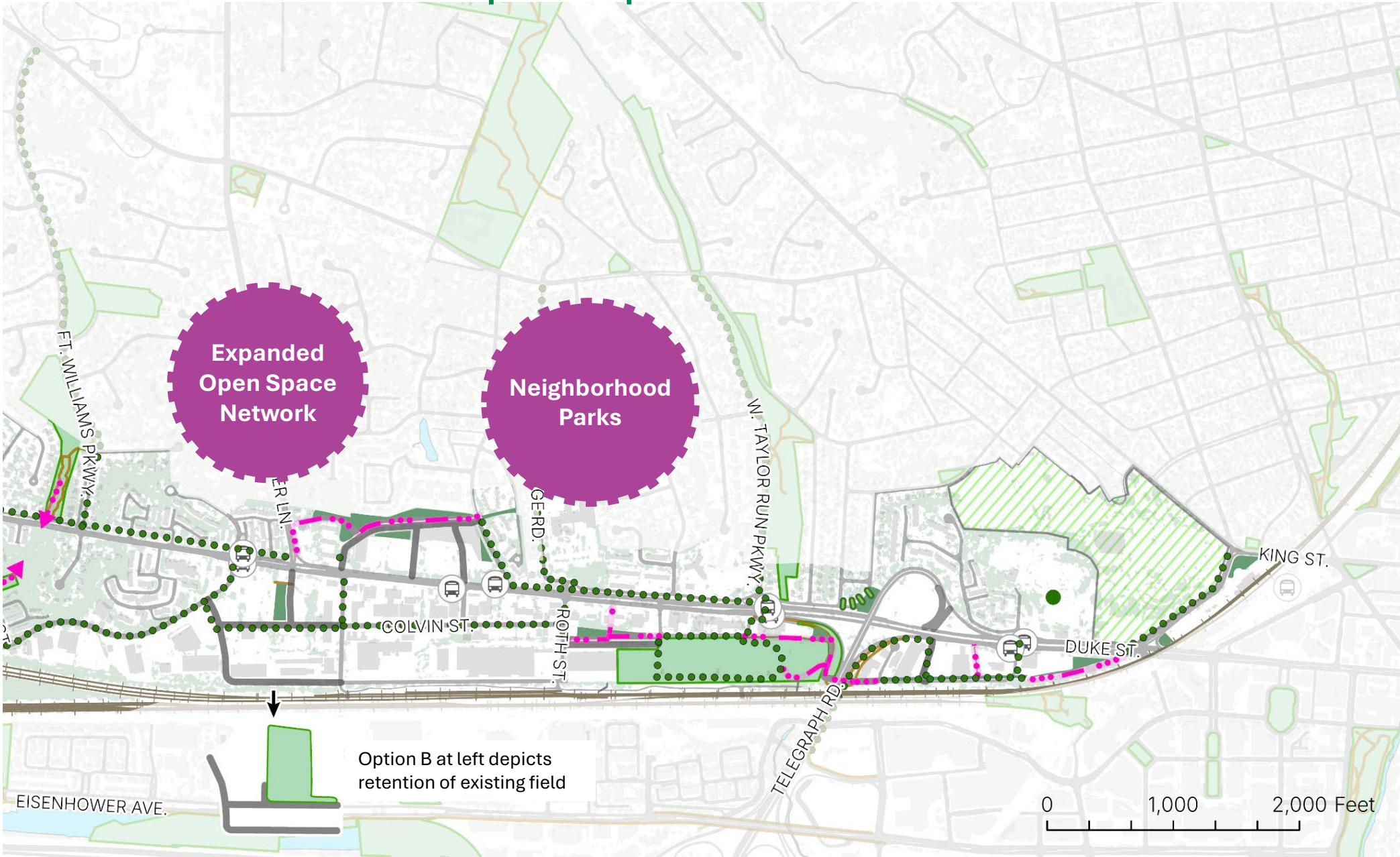
- 19. New Public Parks + Open Space:** Development will provide an at-grade publicly accessible park and open space network, as generally depicted in **Figure 10: Parks and Open Space**.
- a. Size + Design:** The final design and configuration of the public parks/open spaces shown in all applicable figures and tables in Chapter 9: Districts will be consistent with the intent of the Plan.
 - b. Public Accessibility:** New public parks/open spaces identified in **Figure 10: Parks and Open Space** will be fully accessible to the public through dedication to the City or through the provision of a perpetual public access easement(s) that ensures equivalent public access to public parks as part of the development review process.
 - c. Other:** In addition to the recommendations above, public parks and open spaces should provide:
 - i. A mix of amenities and park sizes as identified in Chapter 9: Districts;
 - ii. Multiple publicly accessible entrances;
 - iii. Design that is functional, inclusive, accommodates different age groups and abilities, and encourages social interaction with areas or structures that make it easy for people to gather and connect;
 - iv. Structures or amenities that provide shade; and
 - v. Amenities such as public restrooms, lighting, and water filling stations, as long as they are consistent with the City's open space policies and overall intent of the Plan

Recommendations: Parks and Open Space

- 20. Improved Access:** The Plan encourages improved access to, and between, existing public and public easement parks. Specifically, the Plan recommends exploring future connections between stream valleys north and south of Duke Street, connecting trails, and accessibility upgrades to existing trails where feasible.
- 21. Open Space on Residential Development Sites:** New residential development projects that provide a publicly accessible at-grade park, as required in **Figure 10: Parks and Open Space** and all applicable figures and tables in Chapter 9: Districts, are not required to provide additional open space on-site. All other residential development will provide a minimum of 25% open space on-site, a substantial proportion of which should be provided at-grade.
- 22. Public Art:** As part of development, incorporate public art to highlight the history or character of the Plan area or respective Plan District, per the City's Public Art Policy. In addition, private art and other comparable forms of artistic expressions are encouraged.

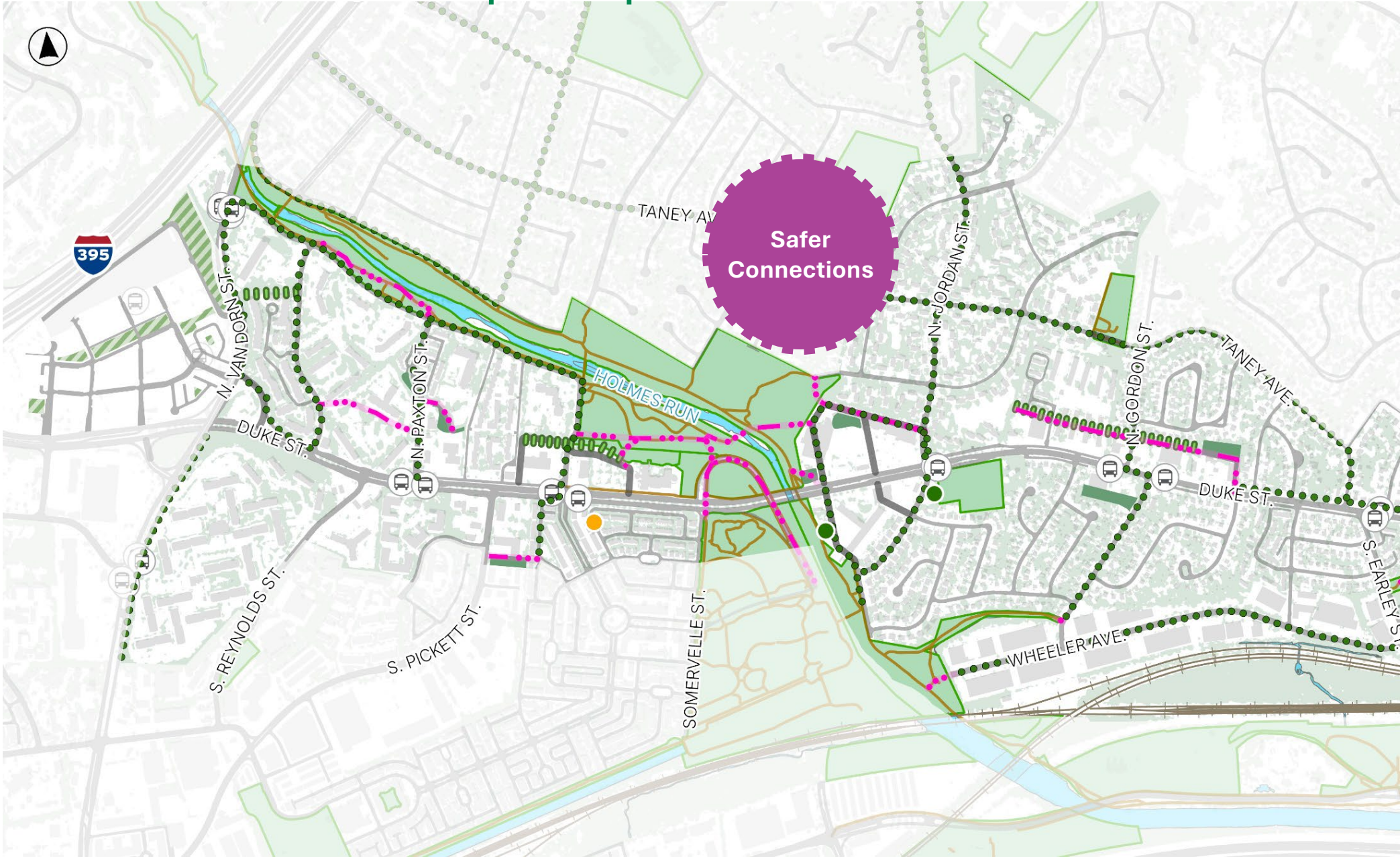
Recommendations: Parks and Open Space - East

- Existing Public Parks and Open Spaces
- Proposed Parks and Open Spaces
- Existing Tree Canopy
- Proposed Park/Trail Connections
- Proposed Linear Greenways
- Enhanced Streetscape
- Existing Trails



Recommendations: Parks and Open Space - West

- Existing Public Parks and Open Spaces
- Proposed Parks and Open Spaces
- Existing Tree Canopy
- Proposed Park/Trail Connections
- Proposed Linear Greenways
- Enhanced Streetscape
- Existing Trails



Recommendations: Sustainability

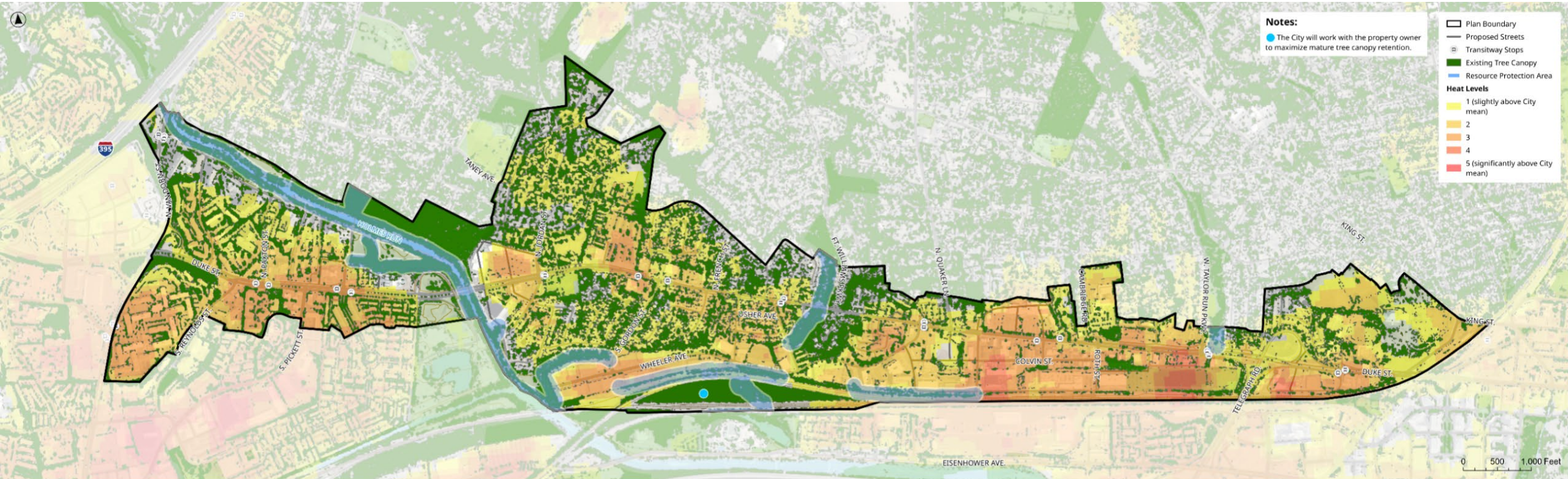
- 23. Retain Existing Tree Canopy:** As part of development, prioritize the retention of mature trees. In addition, the City will coordinate with the property owner to encourage the retention of the approximately 16-acre wooded area within the rail corridor, as generally depicted in **Figure 11: Tree Canopy and Heat Severity**.
- 24. Expand Tree Canopy for Safety, Shade, and Carbon Sequestration:**
- a. Pursue grants and partnerships with private, institutional, and non-profit property owners to expand tree canopy in the Plan area over time.
 - b. Prioritize tree canopy expansion in areas that:
 - i. are in Resource Protection Areas or their 100-foot buffers; or
 - ii. lack tree canopy (and are not otherwise identified for recreational uses) and have higher heat severity, as depicted in **Figure 11: Tree Canopy and Heat Severity**.
 - c. Explore ways to expand existing consolidated, forested areas.
 - d. Prioritize large-canopy, climate-resilient tree species that maximize shade, longevity, and environmental benefits.
 - e. Underground utilities along the corridor to enable additional mature tree canopy.

Recommendations: Sustainability

25. Heat Mitigation: Address the effects of heat with the following strategies:

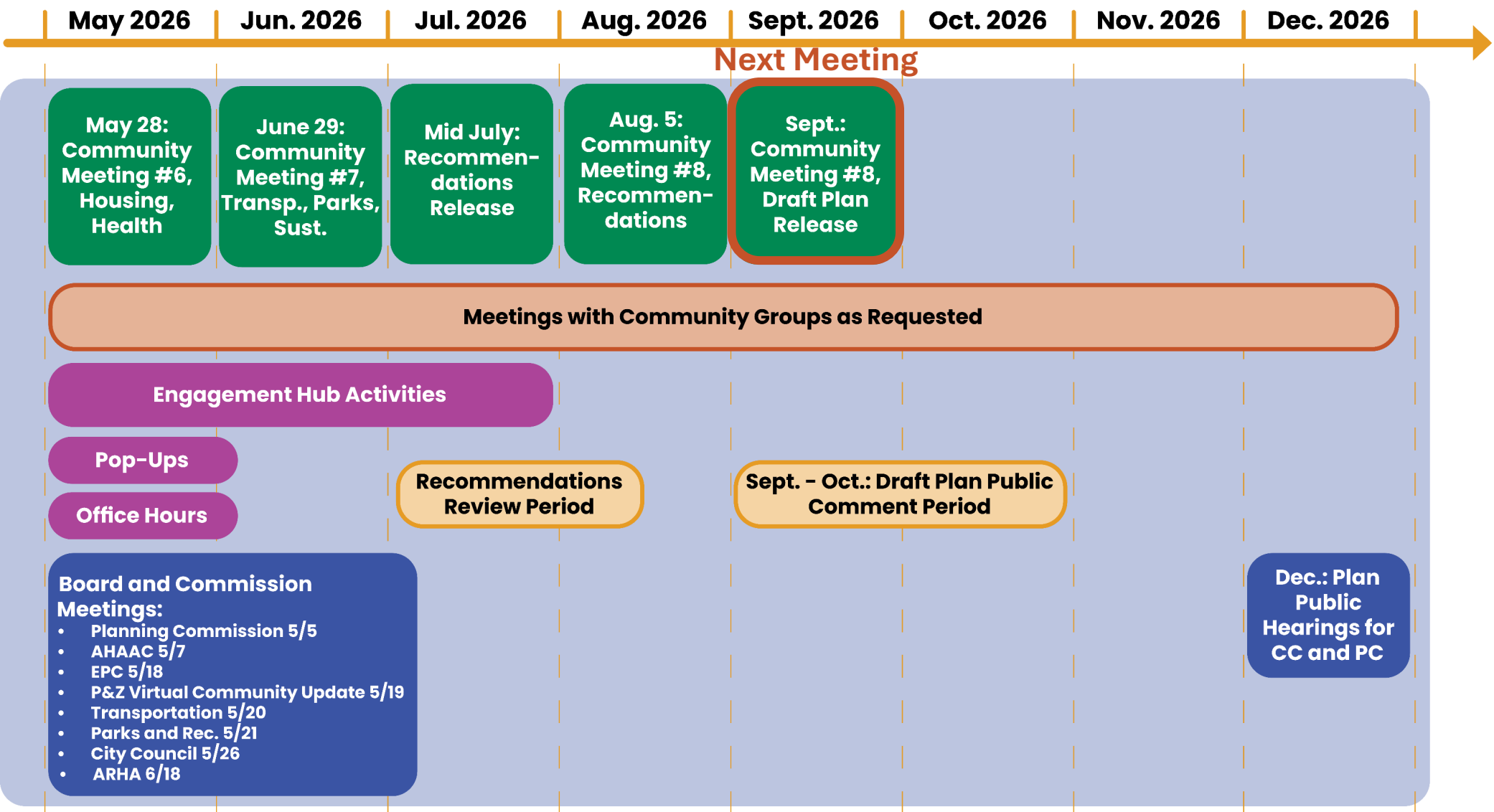
- a. Encourage the orientation of new buildings and trees to support the use of passive shade on adjoining sidewalks and parks.
- b. Encourage the use of materials for sidewalks and paved trails that reduce heat absorption.
- c. Encourage the use of trees, solar panels, and/or other shade elements for large areas of parking and larger commercial buildings that are not planned for development.

Recommendations: Sustainability



Next Steps + Engagement Opportunities

Next Steps



Engagement Hub

Interactive online tool for community to:

- Explore in detail the local conditions and broader context of each Recommendation Map and Figure
- Customize their view of the map by turning layers on and off
- Post place-based comments or general comments and ask questions

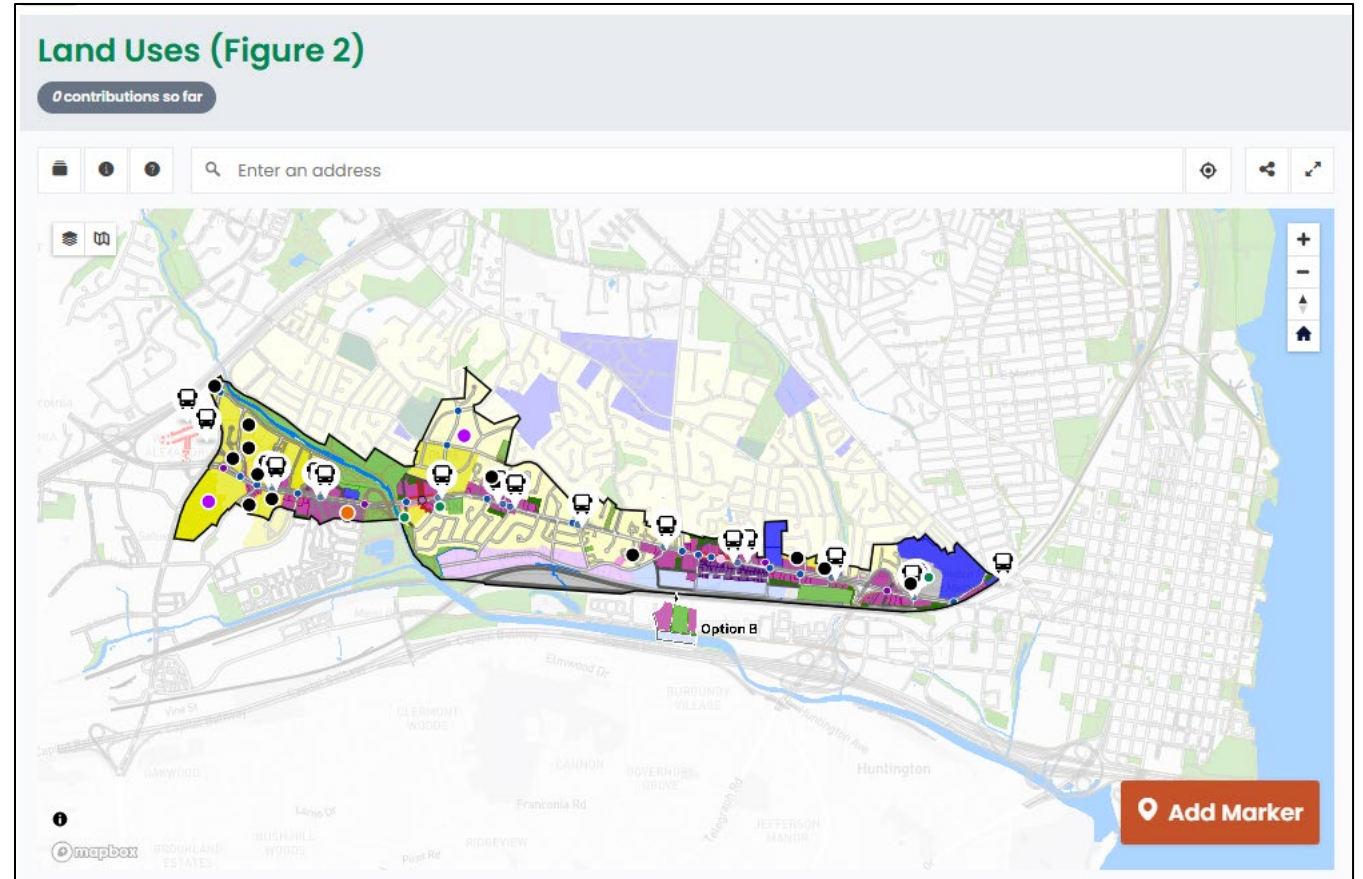
Public comment for the Working Draft Recommendations closes on August 21.

Engagement Hub Link:

alexandriava.mysocialpinpoint.com/draft-recommendations

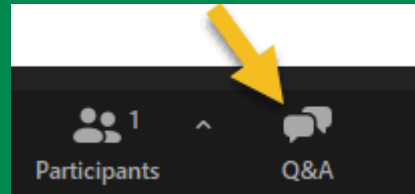
Project Webpage:

alexandriava.gov/DukeStreetPlan

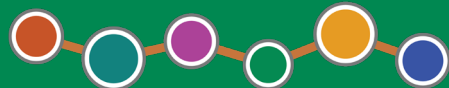


Questions + Discussion

Please use the Q&A Button to ask your question. We will answer as many questions as we can – any questions we are not able to answer will be answered and posted online next week.

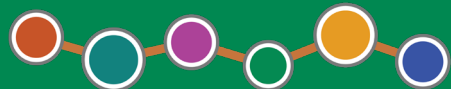


DUKE STREET
LAND USE PLAN



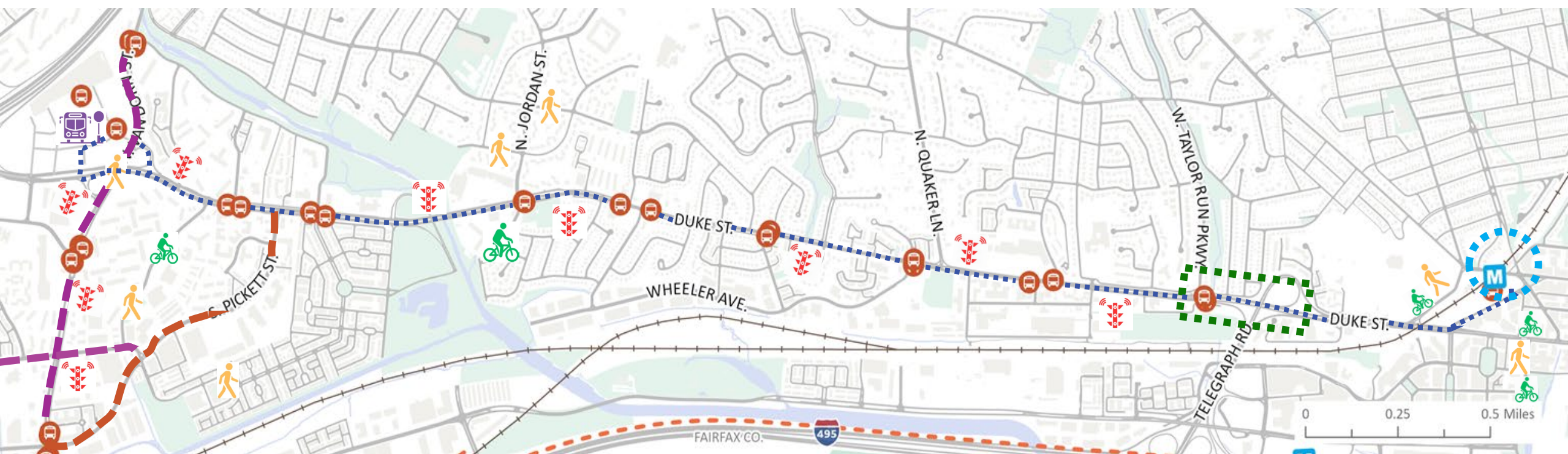
Thank You!

DUKE STREET
LAND USE PLAN



Duke Street Transportation Background

Existing and Upcoming Projects



BRT Stations

Safe Routes to School &
Sidewalk Improvements

Bicycle projects

West End Transit Center



Duke Street at West Taylor Run



West End Transitway



S. Pickett Street Corridor Improvements



Edsall Road Corridor Improvements



Duke Street Transitway



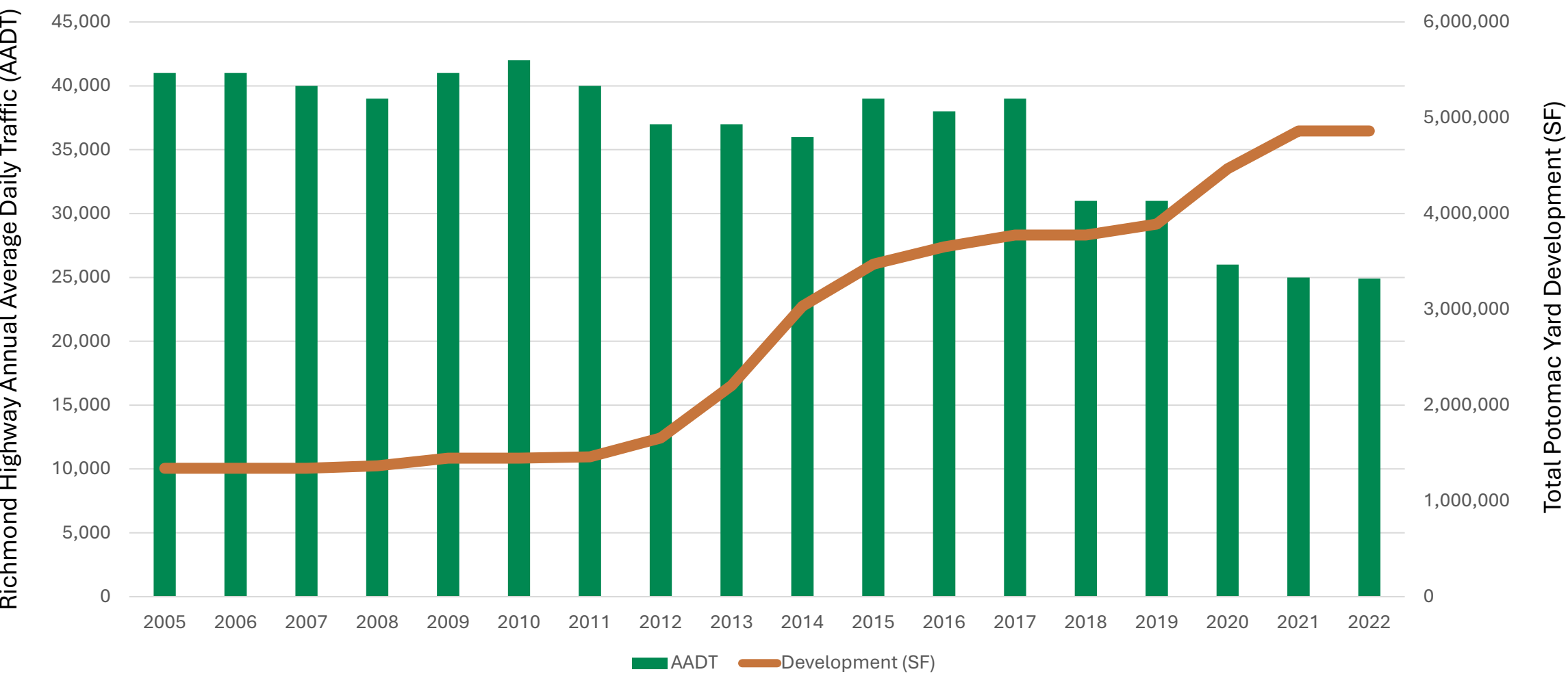
King & Commonwealth Bridges



Smart Traffic Signal

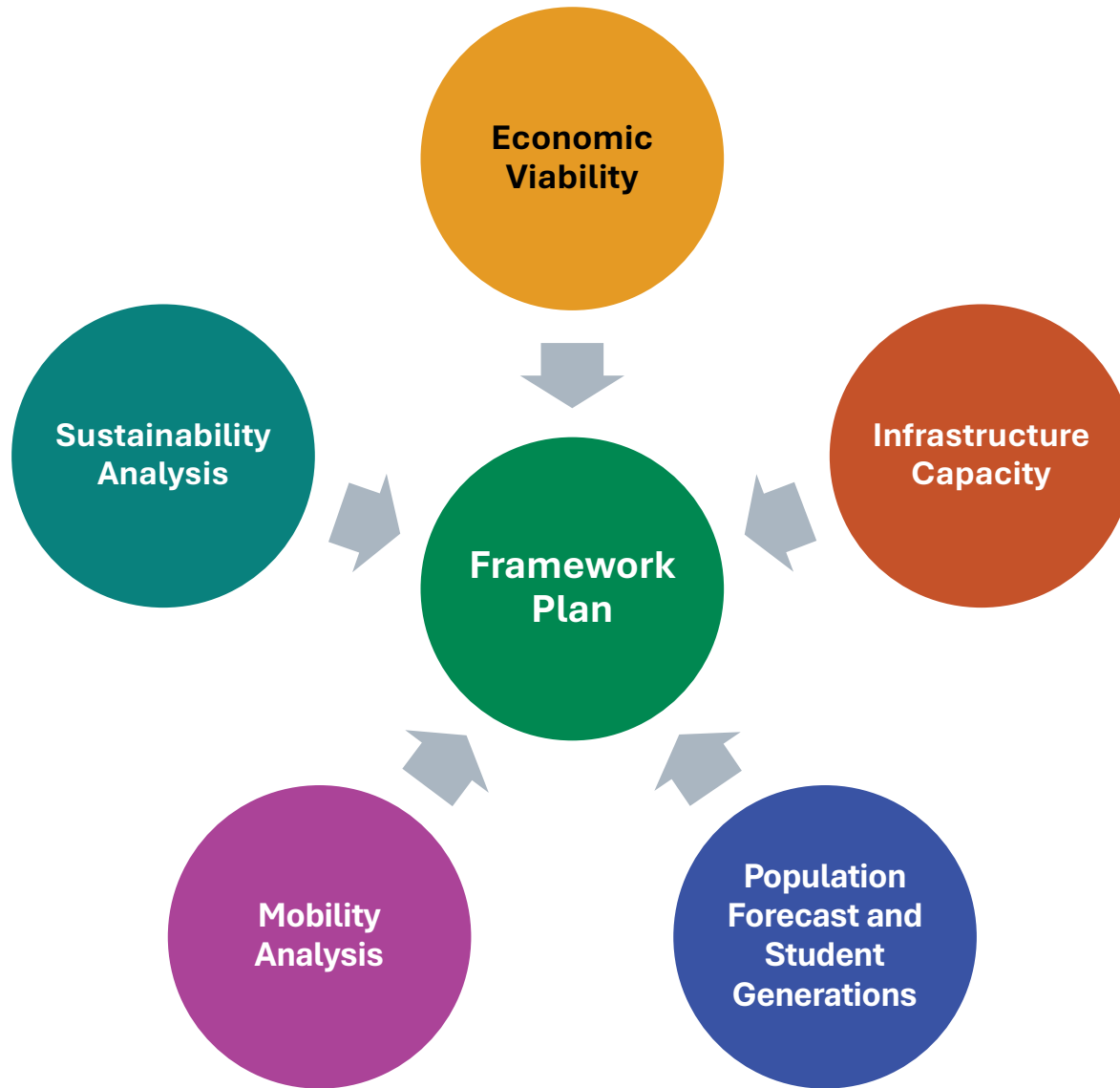
Mobility + Development

A Case Study: Potomac Yard



Transportation + Environmental Study (Highlights)

Supporting Review



Key Questions

- How much development can the market along the corridor absorb?
- Do we have the infrastructure to be able to accommodate growth?
- How will Alexandria and Duke Street grow in the future? What do we need to plan for?
- How many students do we expect to live in the Plan Area?
- How will new development impact the environment and the mobility network?

How Can the Plan Positively Impact Sustainability and the Environment?



Impervious Surface + Tree Canopy

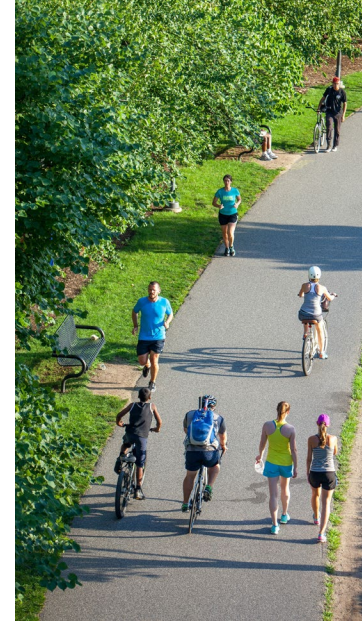
- Reduce impervious surfaces
- Require tree canopy percentages
- Minimize loss of existing trees, expand where possible

Stormwater

- New buildings will treat and detain stormwater onsite
- Improve water quality and slow runoff

Green Building

- New buildings will be consistent with the City's Green Building Plan



Land Use

- Minimize housing displacement
- Proximity and safe access between housing, jobs, transit, and amenities
- Flexible land uses neighborhood-serving uses



Mobility

- Maximize transit use
- Safer street design
- More opportunities for biking and walking

Mobility | Corridor Characteristics

Key Issues



Safety

The safety of all Duke Street users when traveling along or across the corridor



Traffic Speed

How fast cars, trucks, and other vehicles travel along Duke Street



Travel Time

How long it takes for vehicles to travel along Duke Street



Travel Choice

The number of easy, safe, and convenient modes of transportation to choose from



Accessibility

The ease of traveling along and across Duke Street using all modes of transportation



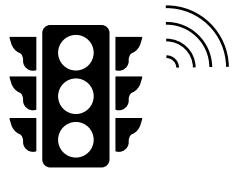
Travel Composition

The share of local vs. regional trips along Duke Street



Mobility | What's Planned

Transportation and Infrastructure Investment



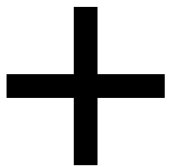
Smarter
traffic signals



Enhanced
sidewalks
and crossings



Protected
bicycle
infrastructure



Intersection
improvements



Transitway
and station
amenities



KEY ISSUE:
Safety



KEY ISSUE:
Accessibility



KEY ISSUE:
Travel Choice

Duke Street Today



Duke Street in the Future

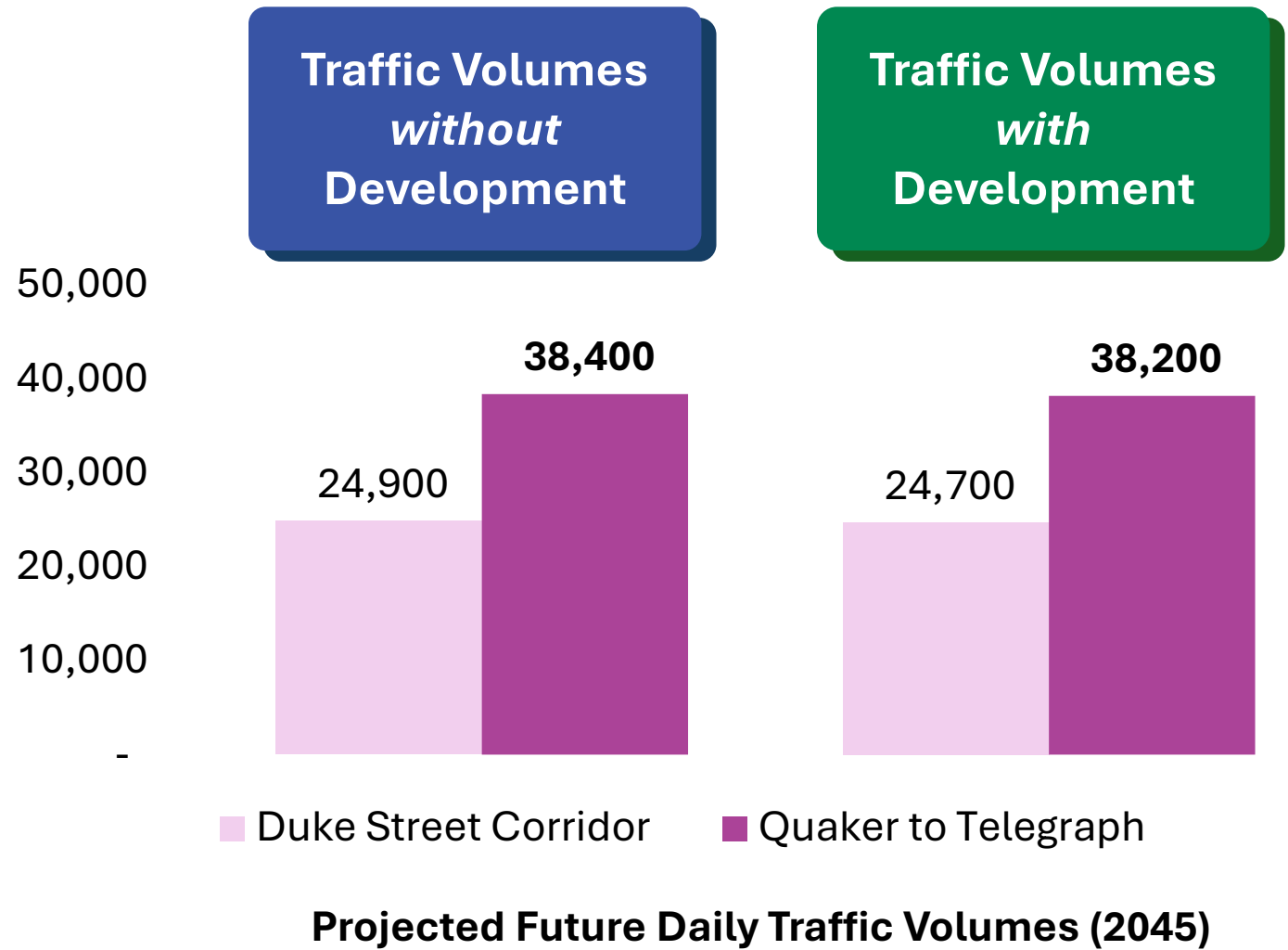


Mobility | What's Planned

Future Traffic Volumes

In the future, properties in the Duke Street Land Use Plan area **will not contribute additional traffic to the network**

- This is possible due to **how residential land uses generate traffic** compared to commercial uses
- Even with development, **traffic volumes will be nearly the same as without development**



Mobility | What We Can Expect in the Future

	Safety <i>The safety of all Duke Street users when traveling along or across the corridor</i>		Increase
	Traffic Speed <i>How fast cars, trucks, and other vehicles travel along Duke Street</i>		Decrease
	Travel Time <i>How long it takes for vehicles to travel along Duke Street</i>		Slight Increase
	Travel Choice <i>The number of easy, safe, and convenient modes of transportation to choose from</i>		Increase
	Accessibility <i>The ease of traveling along and across Duke Street using all modes of transportation</i>		Increase
	Travel Composition <i>The share of regional vs. local traffic that travels along Duke Street</i>		Improvement