

DUKE STREET

LAND USE PLAN



DEPARTMENT OF
**PLANNING &
ZONING**

Working Draft | September 29, 2026

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The Plan renderings were prepared with the assistance of artificial intelligence (AI) visualization tools. AI was used as a graphic refinement tool to help translate the planning concepts into illustrative renderings.

The AI-generated renderings were developed by staff in the Department of Planning & Zoning.

* Former or Retired

* Former or Retired

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Vision

1

The Future of Duke Street

The Plan area will evolve into a more connected series of complete neighborhoods that welcome and support people of all ages, incomes, and backgrounds. Anchored by local business, community amenities, parks, and high-quality transit, the Corridor will support daily life, health, recreation, resilience, and economic growth. Going forward, this vision for the future will serve as the Plan's North Star. At the neighborhood scale, Duke Street will become a place where:

- Neighbors have places to pause and connect;
- Walking to a nearby shop or restaurant feels safe;
- A child can safely ride a bike;
- A family who lives and works here can afford to stay;
- Shade offers relief on a hot day; and
- Streets, parks, and neighborhood places are welcoming and invite people to stay, not just pass through.

The Plan was built on the feedback of more than 4,000 community members and over 200 businesses. They spoke about the qualities that make their neighborhoods special and identified opportunities to make everyday life safer, more convenient, and more connected. The community's ideas, aspirations, and intent for the future informed the Plan's Guiding Principles, summarized in Figure 1.1.

*Every small step is a step towards
a better Duke Street.*

*A shared vision helps us take
those steps together.*

Importance of the Plan

The Plan is not intended to predict a single future. It provides a framework for managing change and helping the community to thrive under multiple futures. The next 20 years will bring significant economic and technological change; recognizing this, the Plan's clear guiding principles and long-term vision are flexible enough to respond to changing market conditions, demographics, and technology.

Rather than reacting to individual development proposals, the Plan provides a proactive framework to guide growth, change, and investment over the next 20 years, ensuring that future development, infrastructure, and improvements advance the vision. Further, the Plan:

- Prioritizes improvements and investments that support long-term community health, resilience, access, safety, and quality of life;
- Supports the retention and attraction of neighborhood-serving retail and services;
- Expands housing supply, including committed affordable homes;
- Strengthens Duke Street as a corridor for economic development and investment; and
- Provides a clear roadmap for implementing the Plan in the short-, mid-, and long-term.



Infrastructure for wellness



Economic development



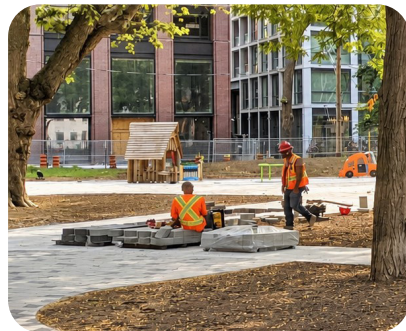
Neighborhood-serving retail



New construction



Expanded housing opportunities



Plan implementation

Incremental Change

Progress toward the long-term vision will require sustained effort and action over the 20-year life of this Plan. Meaningful transformation will not occur all at once. Instead, change will occur incrementally through strategic investment, phased development, and ongoing partnerships.

Individual improvements—such as planting street trees, enhancing crosswalks, adding safer bicycle and pedestrian connections, creating new parks and public spaces, and introducing a high-quality transitway—will each make a meaningful difference.

What begins as a series of incremental improvements ultimately transforms the Plan area into a safer, greener, more walkable, and economically thriving place that better serves residents, businesses, and visitors.



Incremental change, illustrated



Images by Dover, Kohl & Partners

Guiding Principles

Early in the planning process, community feedback informed the Guiding Principles that shaped the Plan’s overall framework, strategies, and Recommendations. The Principles are summarized below.



Land Use + Design

Prioritize people-oriented mixed-use neighborhoods that support daily needs.



Mobility + Safety

Prioritize a variety of safe, comfortable, and connected travel options and integrated technology improvements that enhance mobility and daily life.



Parks + Open Space

Expand and better connect the parks and open space network to make it easier for people to enjoy the outdoors.



Housing

Discourage and minimize housing displacement and increase the supply and diversity of housing options available to households of all incomes.



Sustainability

Promote a sustainable, resilient urban environment, with green infrastructure, energy efficiency, and protected natural resources.



Health

Promote equitable access to health services, community resources, daily needs, recreation, and welcoming public spaces for connection.

Figure 1.1 Guiding Principles Overview

Local + Regional Context

2

Regional Influences + Impacts

Duke Street is part of a dynamic and competitive regional economy.

Regional influences that shape travel patterns, economic activity, investment trends, and market demand in the City and along the Duke Street Corridor are illustrated in Figures 2.1-2.4.

Significant regional retail occurs in places like Old Town, National Landing and Tysons, and in the future, the WestEnd development. Most of the region's office activity occurs in Rosslyn, Tysons, and Washington, DC, as well as Alexandria's Eisenhower East and Potomac Yard districts. Large scale industrial/heavy commercial areas tend to be located outside the Beltway and to the south in Fairfax County.

Rather than competing with these regional centers, the Plan area will serve a predominantly local role by providing neighborhood-serving retail and increasing the City's housing supply, increasing housing affordability, and filling in gaps and expanding the City's mobility network.

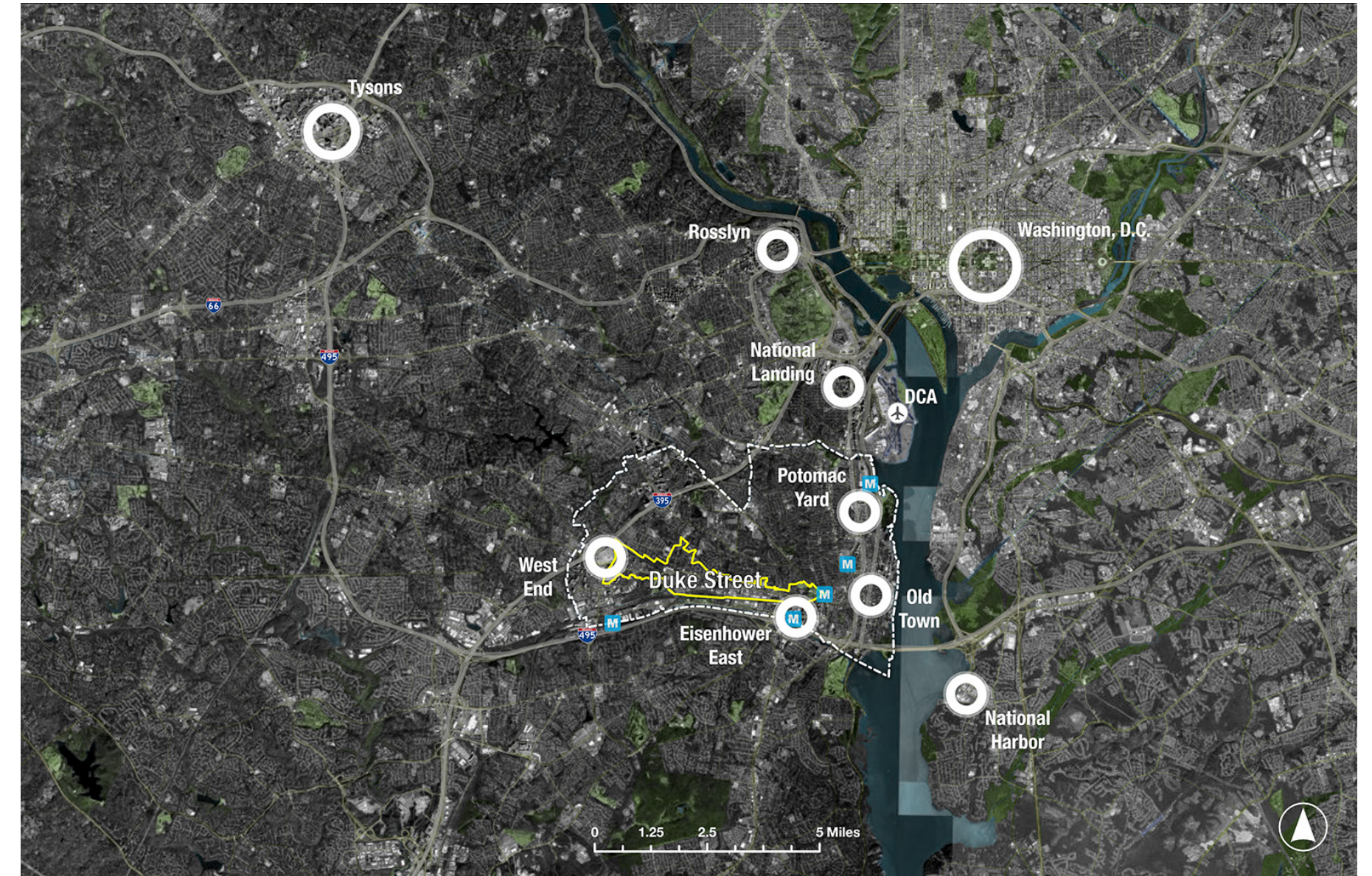


Figure 2.1 Regional Context Overview

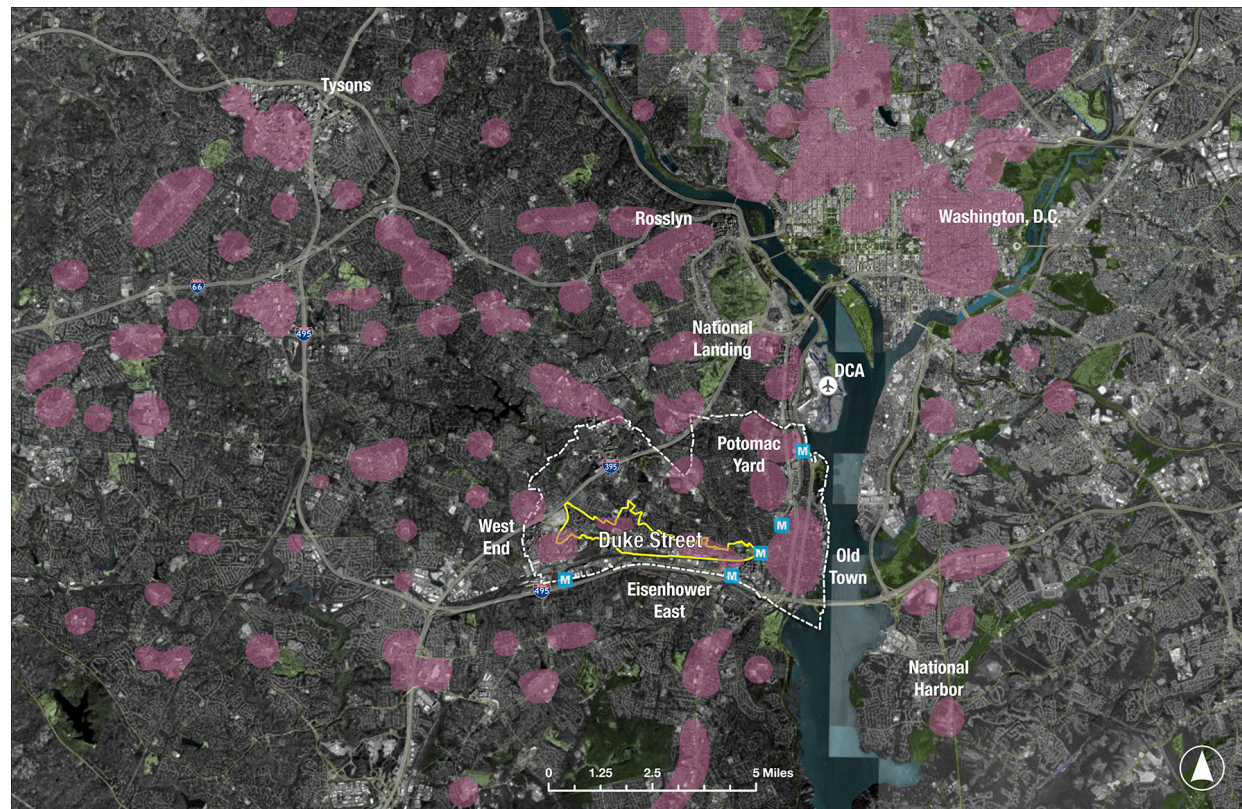


Figure 2.2 Regional Retail Uses

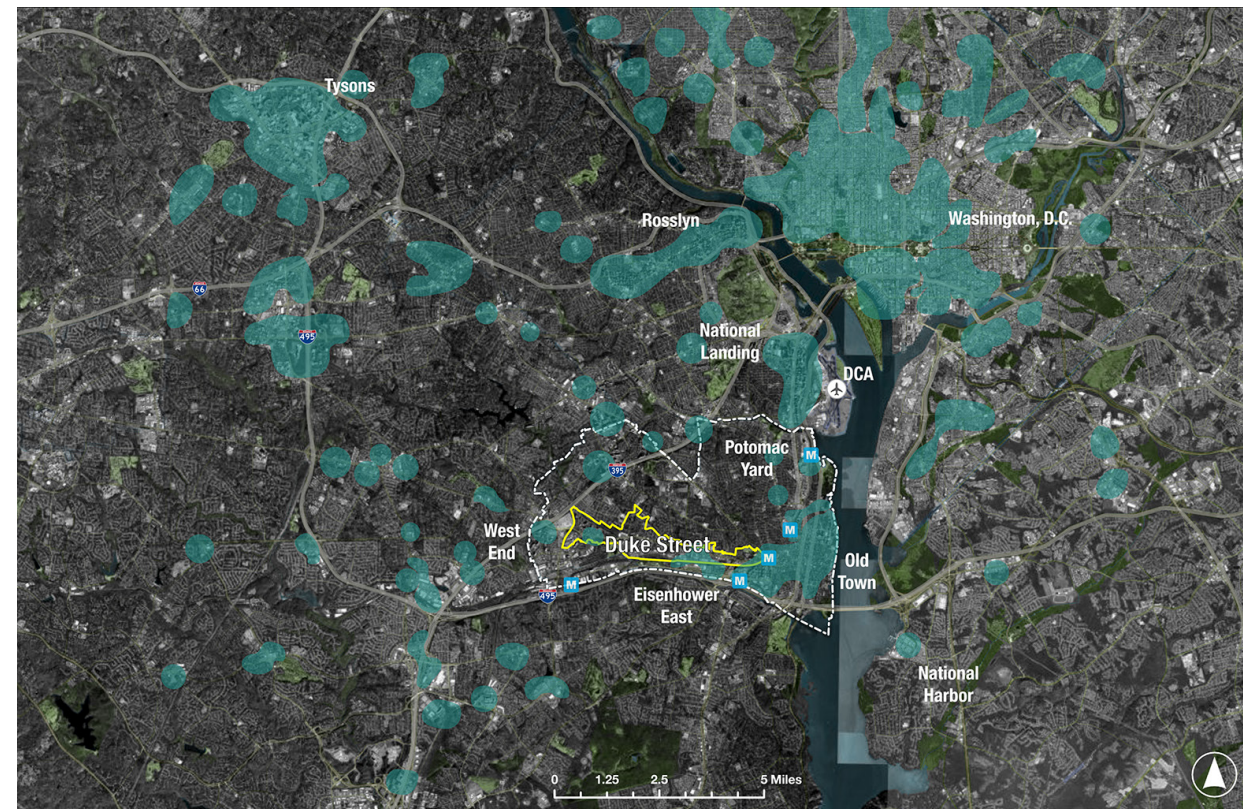


Figure 2.3 Regional Office Uses

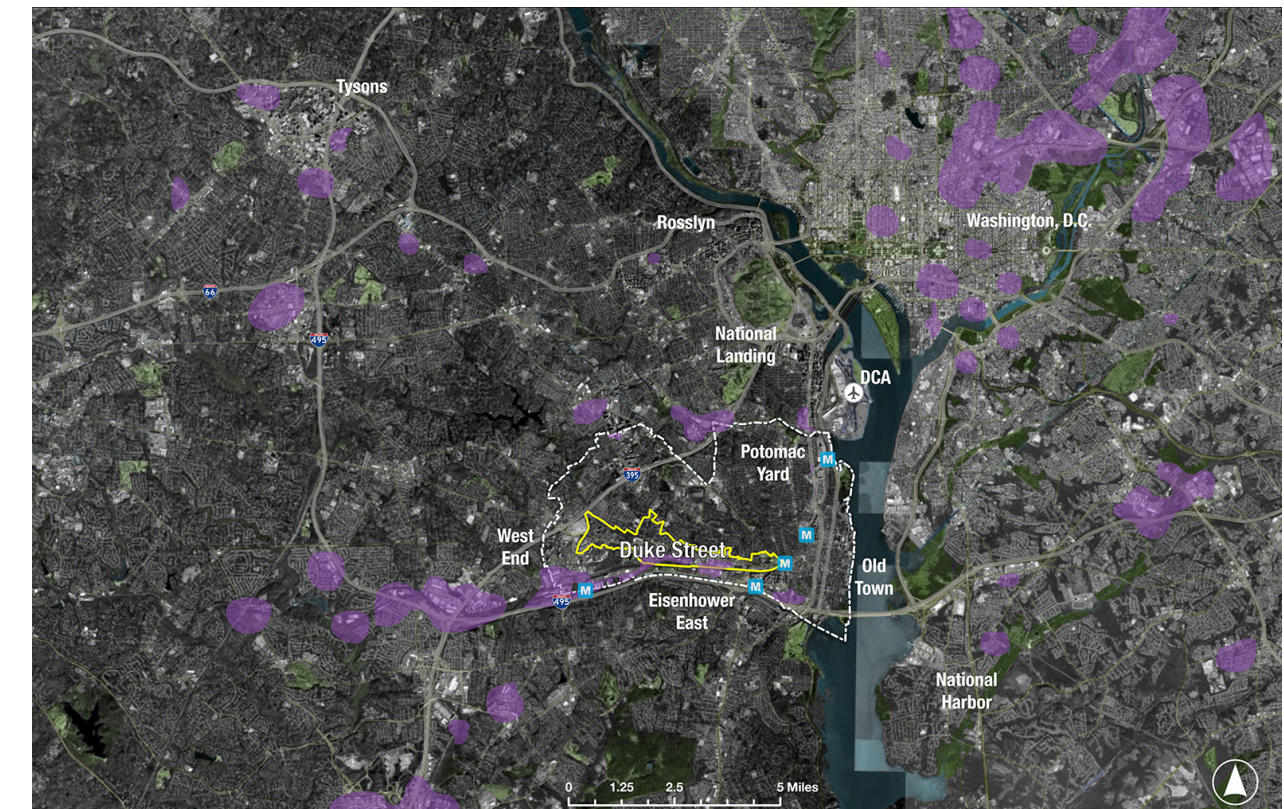


Figure 2.4 Regional Industrial Uses

Local Influences + Impacts

Community

Duke Street is diverse by nearly every measure – one of the community’s greatest strengths. People from all over the world speaking many different languages call Duke Street home, living in a wide range of housing, from large apartment or condominium communities to single-unit homes or duplexes. Many businesses of varying sizes and types rely on the Plan area for their customers while Alexandrians and visitors from beyond the Corridor travel to Duke Street for school or recreation.

The engagement approach for the Plan started with this diversity in mind. Over the course of the process, staff engaged over 4000 residents across five different languages, worked with over 100 ACPS students, facilitated 10 community meetings, 5 workshops, and over 60 pop-ups. Nearly 40 businesses participated in the Duke Street Passport Program, offering community members a chance to support local businesses.

Community members from throughout the Plan area shared what they loved about Duke Street (its businesses and open spaces) and what they hoped would be different (traffic congestion, safety, and affordability). A community poll and the interactive Engagement Hub helped community members communicate their feedback in impactful ways even when they could not participate in person. Ultimately, community feedback formed the foundation for the Plan.



Discussion participants at the September 2025 community meeting



Community outreach at National Night Out 2025



Student presentations at the May 2026 community meeting



Open House participants at the December 2025 community meeting



Open House participants during the June 2025 Kick-Off Meeting



Youth engagement in Angel Park during National Night Out 2025

Local Influences + Impacts, *continued*

Topography

The Plan area is one of the few areas in the City shaped by significant changes in topography. There are ridges to the north, low areas to the south, and valleys that follow stream corridors (Figure 2.5). Topography has shaped the development of the area since humans first lived here, and later when settlements and forts were located on the high hilltops before and during the Revolutionary and Civil Wars. Many of the streams, trails, and parks are in valleys, while much of the development is on the ridges. The landscape will continue to define how the Plan area evolves, shaping future development, mobility, and parks.

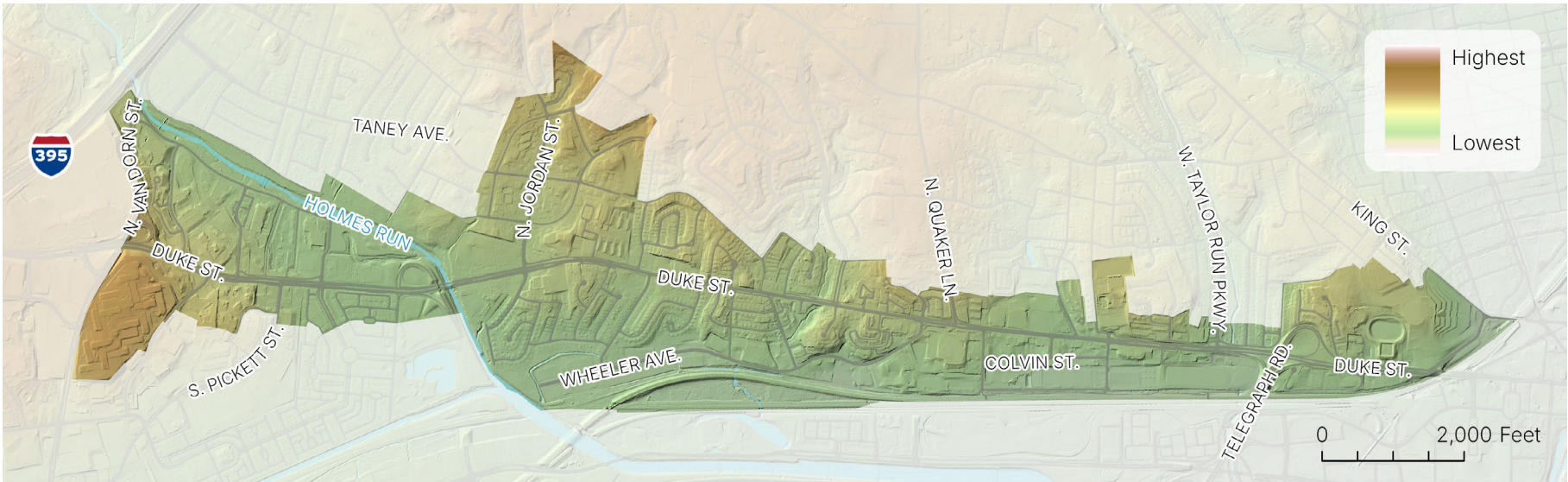


Figure 2.5 Topography

Regional Traffic

A challenge of today's Duke Street is that it was primarily designed with a singular purpose: to move vehicles. As a result, other elements that contribute to a complete corridor, such as access for local users, connectivity, cyclists and pedestrians, design, and placemaking have been secondary.

Due to the region's geography and travel patterns, Duke Street has served as a regional cut-through between Interstate 395 and Interstate 495 (Figure 2.6). As a result, it absorbs a significant share of regional traffic not generated by local residents or destinations.

Addressing this challenge requires a shift in how the Corridor is designed and managed, reframing it as more than a conduit for traffic. Duke Street is intended to serve more local users and balance mobility with safety, livability, and economic vitality. Future investments and policy decisions should focus on redesigning the Corridor to better support all users.



Figure 2.6 Regional Highways and Duke Street Corridor

Plan Overview

3

A Connected Community

The Plan envisions a connected series of distinct walkable Districts that reflect Alexandria's unique character. The strategy introduces additional street connections, expands parks and public spaces, supports a mix of uses, expands housing and employment opportunities, and promotes design that responds to the identity and scale of each District. all of which together support community health and environmental sustainability.



Planned retail street | *The rendering is for illustrative purposes.*

AI-Generated

A Complete Corridor

The Plan’s land use and mobility strategies provide an integrated approach to a sustainable, healthy corridor by co-locating new housing, jobs, and neighborhood-serving goods and services in proximity to transit and safe streets (Figure 3.1). When work, schools, grocery stores, parks, and healthcare are within a 15-minute walk, bike ride, or short transit trip, people are more likely to walk, bike, or take the bus. The Plan’s recommendations for more comfortable, human-scaled streets further enhance quality of life and support greater safety and independence for all, including youth, seniors, and people with disabilities.



Figure 3.1 Illustrative Corridor Concept

Plan Themes

The Plan’s strategy, based on extensive community input, promotes development that includes a mix of uses, predominantly residential, with targeted retail, commercial, civic, and recreational uses that support livable neighborhoods and long-term economic vitality and resilience.

The strategy is centered around four key land use themes (Figure 3.2) that organize and geographically apply the Guiding Principles to the existing conditions and opportunities in the Plan area. The Plan Themes, described in further detail below, are:

- Opportunity Areas
- Affordability and Growth Areas
- Small Business Areas
- Civic and City Campus Areas

continued on page 28

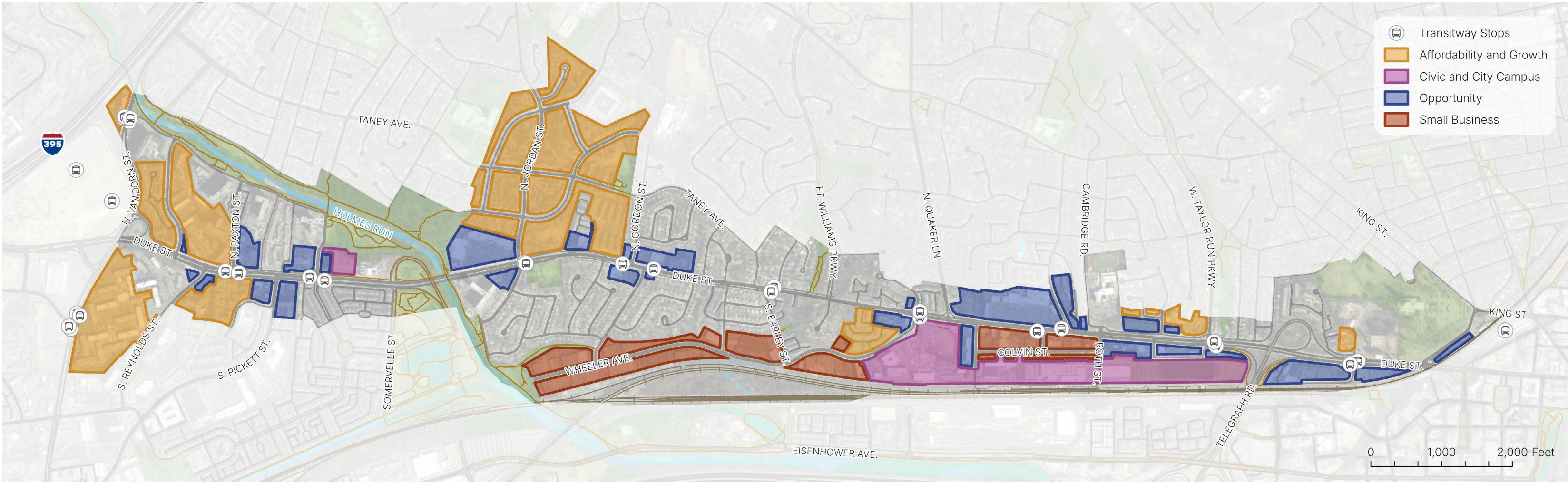
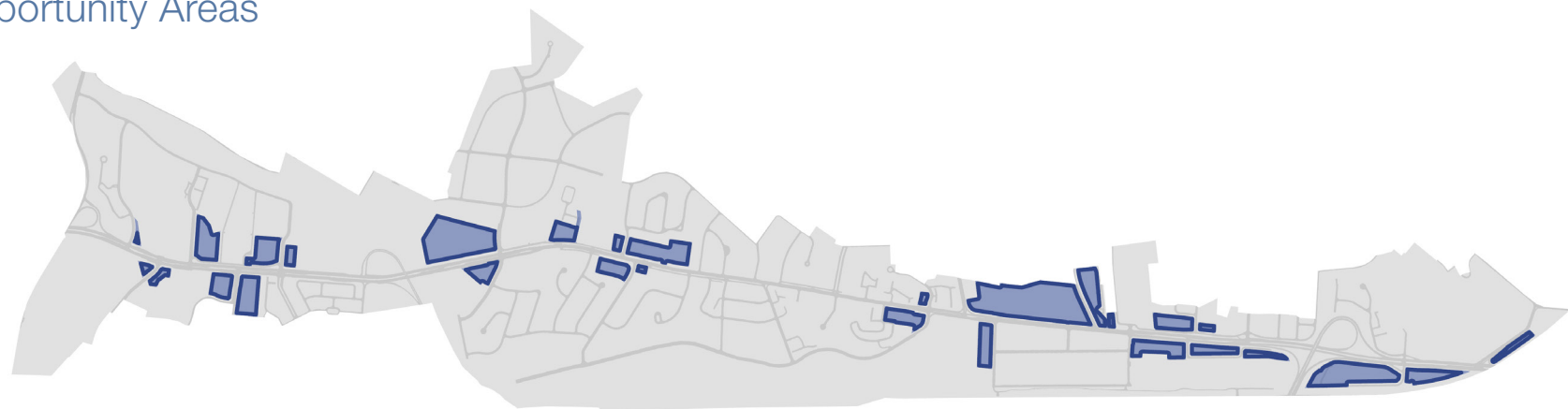


Figure 3.2 Plan Themes

Plan Themes, *continued*

Opportunity Areas



Add Housing Supply and Minimize Displacement

Demand for housing is expected to continue as the area evolves. The Plan directs new residential growth to Opportunity Areas, commercial sites where new homes can be added without displacing residents to help meet demand. Over time, a larger housing supply can help mitigate rent escalation for existing housing. Alexandria Redevelopment and Housing Authority (ARHA) properties are included in the Opportunity Areas, as redevelopment could add homes while retaining existing committed affordable units (CAUs).

Transit-Supportive Growth

Development is concentrated near transit stations, where increased density and a mix of land uses can capitalize on the adjoining transit stops.

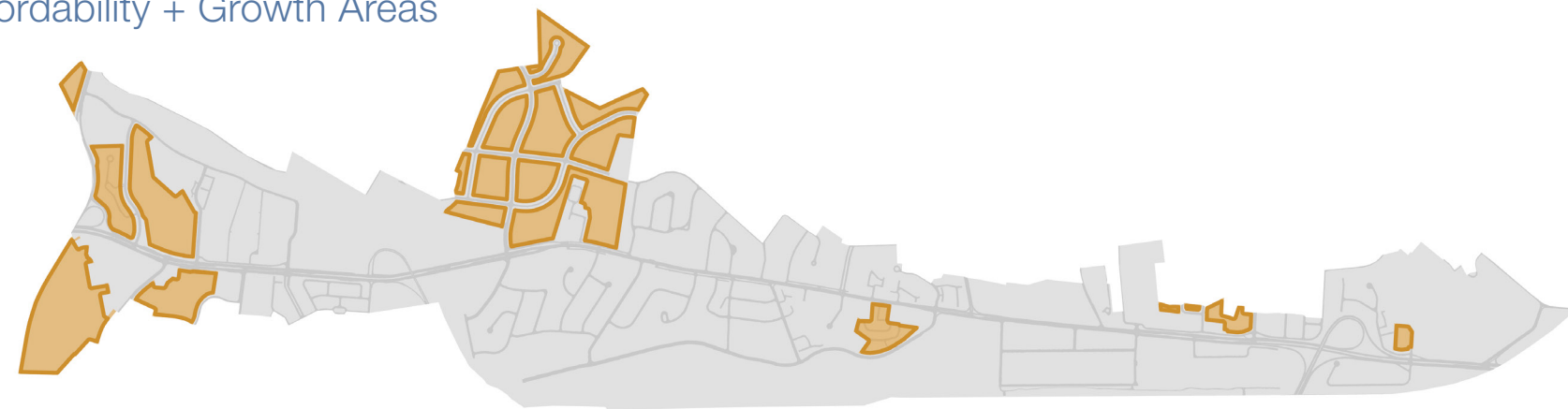
Neighborhood Retail

The two existing shopping centers are designated as Opportunity Areas where new retail will be concentrated in neighborhood-serving retail centers to provide essential goods, services, and gathering places for residents, workers, and visitors.

Building Heights

Building heights respond to transit accessibility and neighborhood context. Taller buildings are intended to be closer to Duke Street, while building height transitions will enable new buildings to relate to existing neighborhoods.

Affordability + Growth Areas



Housing Retention + Growth

The Plan recommends strategic density and height incentives to support both the retention and creation of new committed affordable housing, while minimizing the loss of existing market affordable rental units.

Housing Diversity

A variety of housing types and unit sizes are intended to enable households of different incomes and abilities to live and stay in the neighborhood as their needs evolve over time. Housing diversity also strengthens the local economy by supporting employees, customers, and businesses.

Livability + Access

Residents will have improved access to parks, schools, jobs, retail, community facilities, transit and other reliable mobility options, and everyday services.

Plan Themes, *continued*

Small Business Areas

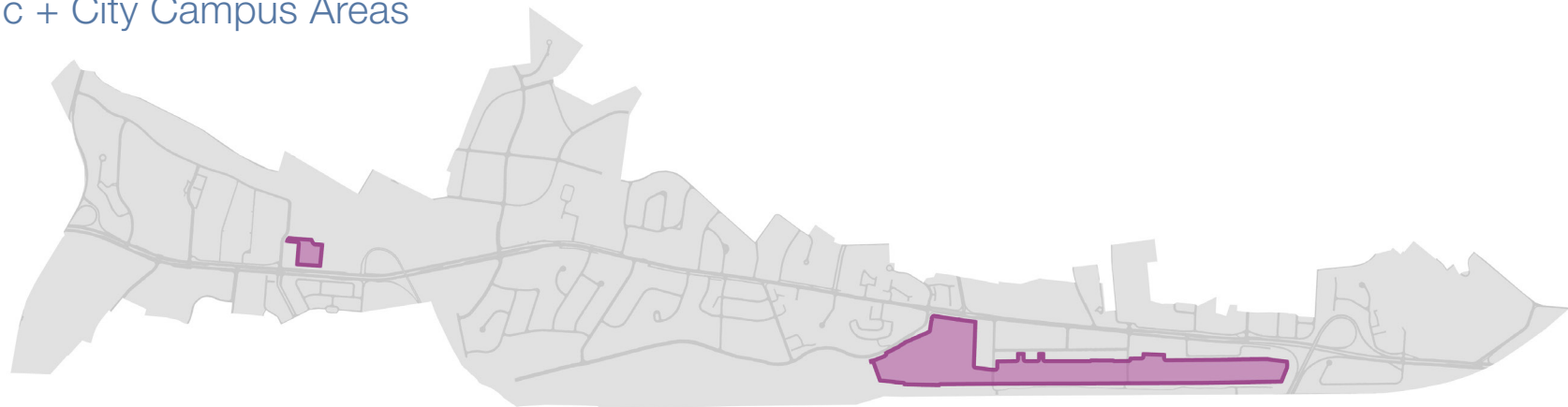


A Hub for Small Business Retention + Growth

Existing businesses contribute to the Plan area’s character and economic vitality. The Plan supports small business retention while creating opportunities for new businesses to establish and grow.

To advance this goal, the Plan designates a Small Business Hub in the central portion of the Plan area to support local businesses, future entrepreneurship, and commercial affordability. The Plan does not recommend additional density or building height in this area. Instead, it focuses on retaining existing building types to retain affordable spaces that are accessible to current and future entrepreneurs in the city.

Civic + City Campus Areas



Civic Uses

The Plan supports the continued integration and enhancement of community facilities, including the library, police facility, and other public-serving uses that serve vital City functions and contribute to neighborhood livability.

City Campus

The Plan establishes a long-term vision for the 54-acre City Campus. The portion adjacent to the rail corridor will continue to support the City’s operational and functional needs. The property fronting Duke Street could be redeveloped with a mix of uses including residential and commercial uses.

Plan Summary



Kane Realty Corporation

Land Use + Community Identity

- Growth in strategic places near transit
- A mix of uses
- Economic vitality
- Community benefits
- Quality design and gathering places



Mosaic District

Safe + Convenient Mobility

- Better walking connections
- Connected bike routes
- Frequent and safe transit stops
- Streets for everyone



Design Workshop

Greener and Healthier Corridor

- Enhanced tree canopy
- More parks and connections
- Sustainable design
- Benefits for all



Build New Hampshire

Housing Choice and Stability

- Retain and add committed affordable housing
- Maximize retention of market affordable housing
- Homes near daily needs

Districts

The Plan area is organized into a series of distinct Districts (Figure 3.3 and Chapter 9). Each is intended to have its own character and role that together create a collection of neighborhoods and destinations to advance the Plan vision.

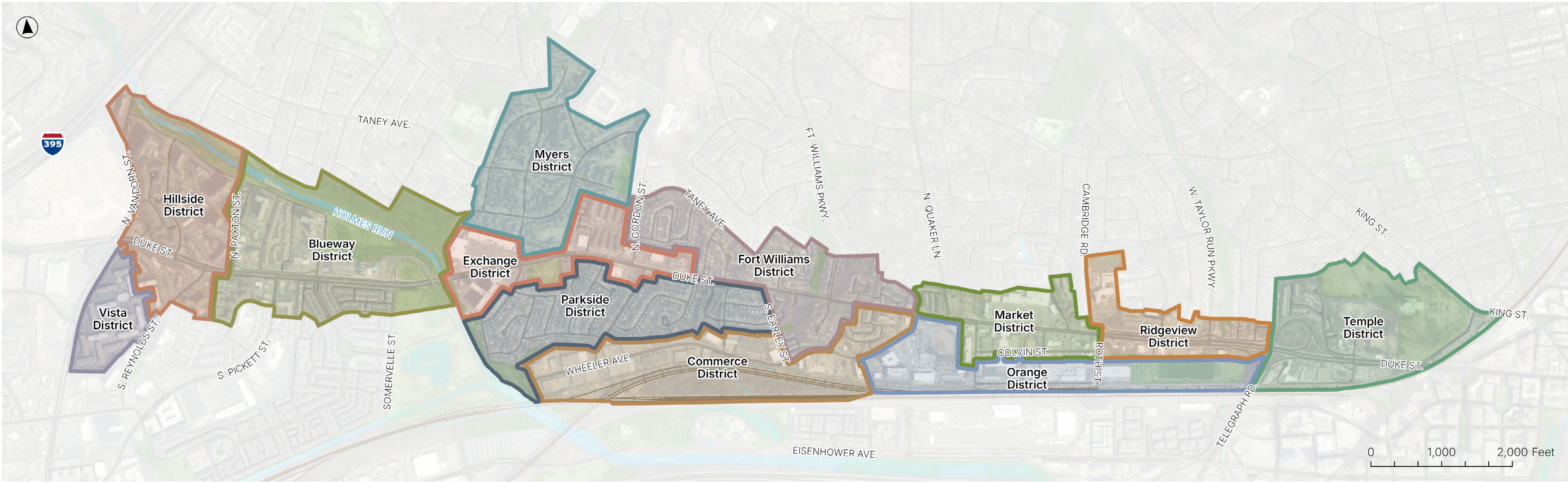


Figure 3.3 Districts

Land Use + Design

4

Intent

Duke Street will evolve into a series of more complete neighborhoods that together create a cohesive Corridor: one defined by people-centered places that support everyday needs, quality design that enhances daily experiences, and a network of streets and parks that connects neighbors, businesses, and civic life.

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Guiding Principles

Principle 1

Create walkable neighborhoods with a mix of land uses, public spaces, streetscapes, and services.

Principle 2

Ensure that new development is well-designed and enhances the corridor.

Principle 3

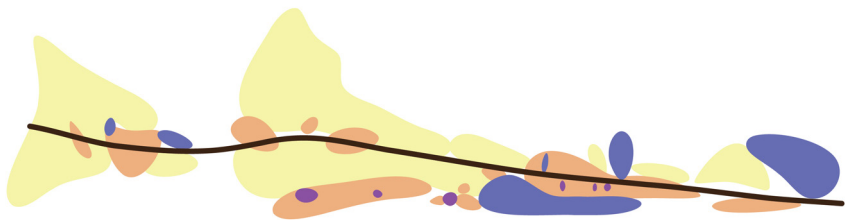
Ensure that new development enhances access to neighborhood retail, civic uses, transit options, and community focal points.

Principle 4

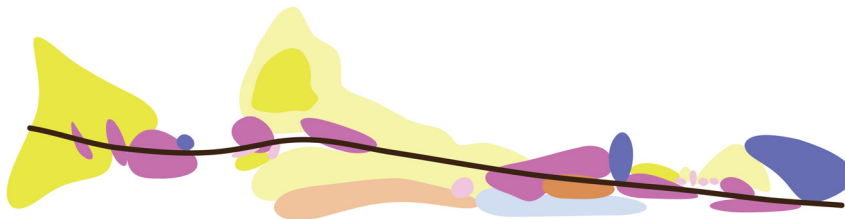
Prioritize uses that serve the daily needs of the residents.

Principle 5

Promote economic opportunities and the retention and growth of small businesses.



Land Uses — Before



Land Uses — After

Context

The Plan area currently features a mix of residential, commercial, light industrial, and civic land uses (Figure 4.1). The Corridor is home to two retail/commercial shopping centers, each anchored by full-service grocery stores and associated retail and highly valued by the community for essential daily needs. Retail businesses experience increasing financial pressures, including rent escalation, impacting their ability to remain in the Plan area.

Residential areas are comprised of higher density multi-unit buildings, garden apartments, condominium communities, townhomes, and a variety of single-unit homes.

Civic uses include Beatley Central Library, Fire Stations 207 and 208, the Police Department, and City/DASH operations, as well as the immediately adjacent Patrick Henry Recreation Center and school.

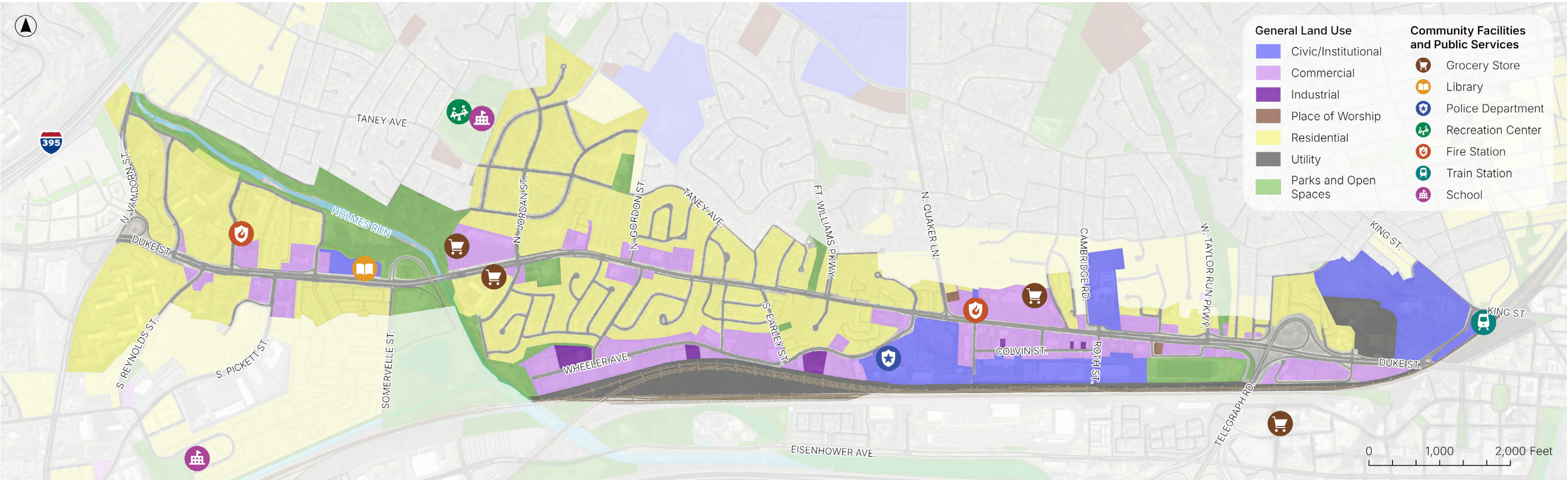


Figure 4.1 Existing Land Uses

Strategic Growth

The Plan directs growth to strategic locations (Opportunity Areas, Figure 4.2) that can best support it, such as existing commercial areas and shopping centers near transit. Since the Opportunity Areas are generally commercial properties, they can provide additional housing supply, including new committed affordable units (CAUs), and retail without displacing existing residents. Concentrating development in these areas will accommodate new residents and jobs while providing convenient access to transit as an alternative to single-occupancy vehicles.

In addition to supporting more housing, the Plan maintains a strong commercial presence to serve local neighborhoods. Commercial uses currently occupy about one third of the Plan area. As some of the commercial sites redevelop to accommodate housing, that share is expected to decline, while still leaving substantial space for businesses and services. To support a commercial presence, the Plan identifies a 55-acre Small Business Hub where it seeks to retain existing commercial space and support future businesses. The Plan also calls for neighborhood-serving uses in new mixed-use development. Together, these strategies pair new homes with places to shop, work, and do business along Duke Street.

Opportunity Areas were identified based on community feedback, proximity to transit, site size/use, infrastructure capacity, and ability to advance the Plan's vision. Because market conditions, ownership, and needs change, development outside the Opportunity areas may be considered when consistent with the Plan's intent. This flexibility does not change the Plan's overall strategy, rather it enables future opportunities that still advance the Plan's long-term vision. Proposals should:

- Support the Plan's land use and urban design framework, as well as the objectives for housing, mobility, open space, sustainability, and public realm;
- Provide transitions to adjacent neighborhoods;
- Contribute to a walkable, transit-supportive pattern of development; and
- Provide public benefits consistent with the scale and impacts of development.

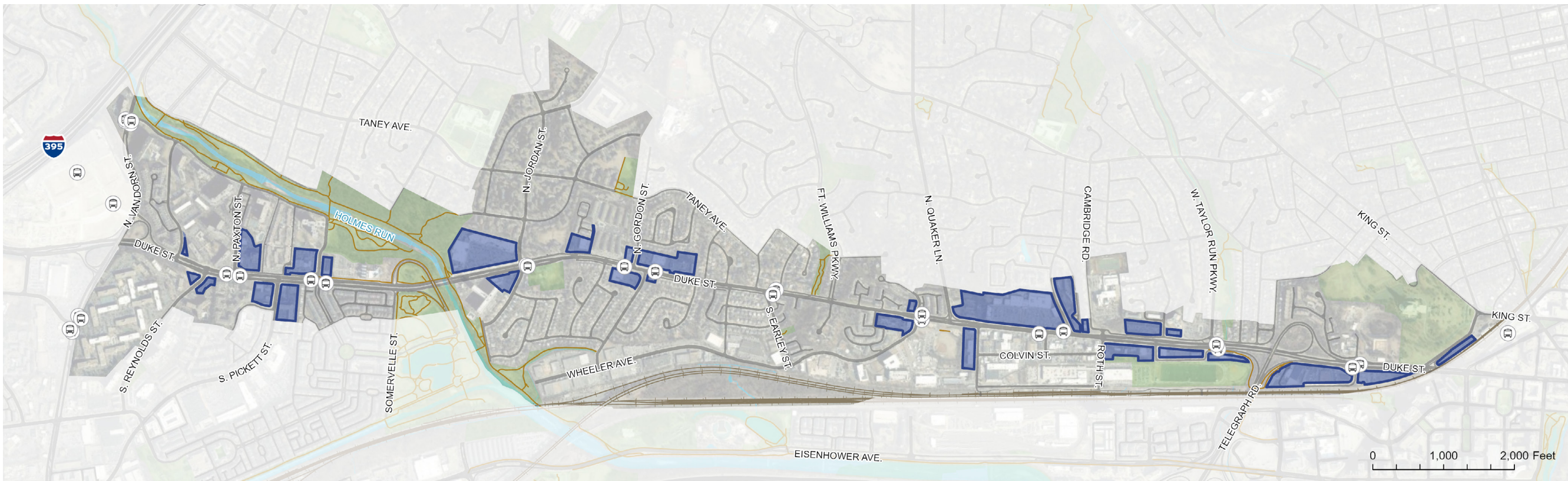


Figure 4.2 Opportunity Areas

Placemaking

Strategy

Development will create buildings and public spaces that are designed at a human scale and feel comfortable and welcoming throughout the day, implementing urban design consistent with Figure 4.3. Building footprints are for illustrative purposes.

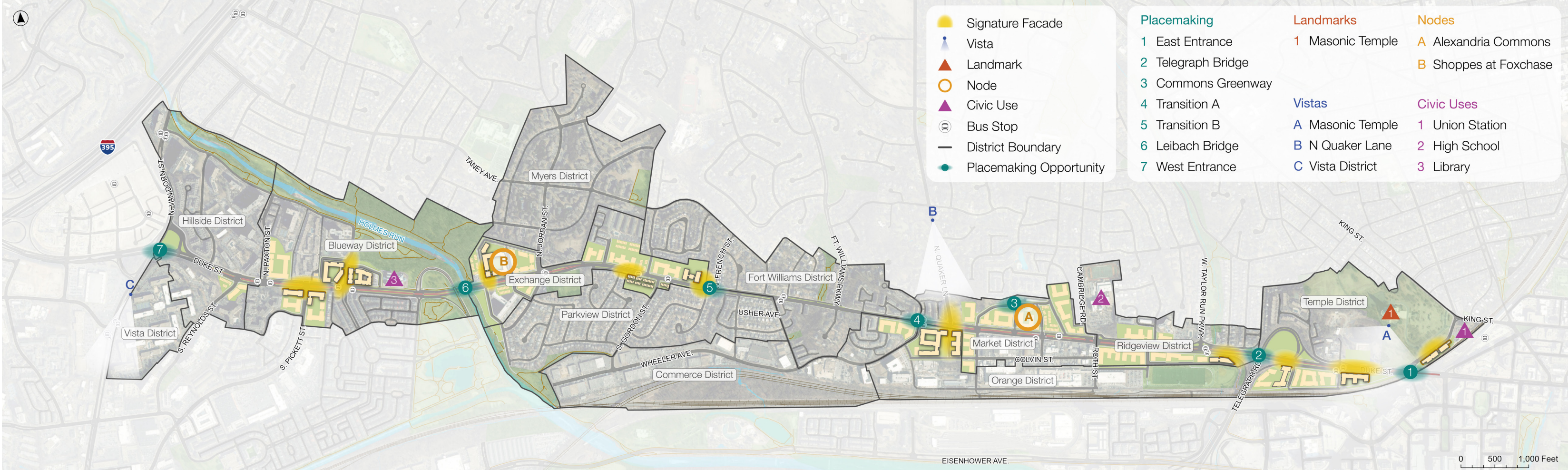


Figure 4.3 Urban Design Strategies

Signature Façades

Prominent building facades and public realm features will mark key entrances and transitions between Districts.

Vistas

Points with a sightline offering broad, sweeping views that should be considered with new development.

Landmarks

Identifiable and highly visible sights or objects that serve as unique reference points in the landscape. They are significant either historically, culturally, or functionally and should be considered as part of new development.

Nodes

Key gathering spots and people-oriented public spaces with a concentration of neighborhood-serving retail.

Placemaking Opportunities

Locations where targeted investments, including public art, lighting installations, streetscape enhancements, and other pedestrian-oriented improvements will reinforce District identity and create a more vibrant and welcoming place.

Placemaking, *continued*

Streetscape + Public Realm

The Plan focuses growth and activity to establish identifiable centers, reinforce gateways, and create memorable destinations. These locations are connected by a high-quality public realm that supports walking, bicycling, transit use, and access to adjacent neighborhoods. Duke Street itself serves as the Corridor's organizing framework and civic spine, linking the Districts through a consistent streetscape.

Streetscapes do more than move people, they invite them to stay with elements such as street trees, lighting, enhanced landscaping, public art, and seating, that together create a cohesive experience in a safe and welcoming environment, reinforcing Duke Street as a community space as much as a transportation corridor.

Development Parameters, found in Chapter 10 Recommendations, guide the design of new development in advancing a people-oriented public realm.



Placemaking under bridge

Bill FitzGibbons



Kaleidoscope, an example of placemaking through public art

utopiad



Opportunity Area in the Orange District | *The rendering is for illustrative purposes.*

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Land Use Strategy

Flexible Land Uses

The land use strategy (Figure 4.4) enables residential development across most of the Plan area, the majority of which will likely be multi-unit residential and townhomes/stacked townhomes to support a diversity of housing types. While the Plan area will remain predominantly residential, the Plan includes retail in two concentrated locations, and intentionally builds in flexibility for commercial uses (office, hotel, senior housing, continuum of care facilities, etc.) so that development can be responsive to changing market conditions over time. In addition, new development will include public open space to serve residents' daily needs within walking distance and create opportunities for community interaction.

continued on page 48

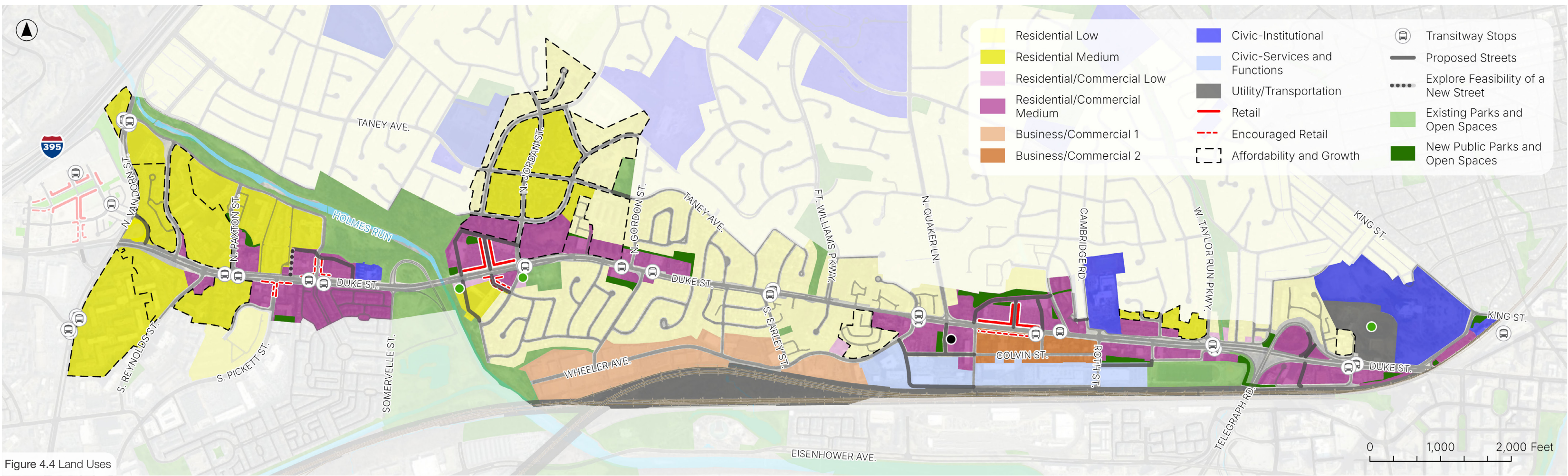


Figure 4.4 Land Uses

Map Notes

1. Civic uses can be located within any land use designation.
 2. CDD #9 (Cameron Station) provisions remain in place.
 3. The Plan does not specify increases in FAR or building heights for Affordability + Growth areas, although the Plan acknowledges both will be necessary to achieve the retention and creation of CAUs. In addition, Zoning Ordinance Section 7-700 and other applicable provisions may be used to further maximize committed and market affordable housing. More guidance provided in Chapters 5 and 9.
- The City will work with property owners to evaluate opportunities for additional public open space on a portion of these sites.
 - As a highly utilized City recreational resource, Luckett Field should be retained or located elsewhere in the City. Should another location be secured for the field, the Plan offers an alternative land use and development option. Chapter 9 shows options for both Luckett Field retention and alternative development.

Flexible Land Uses, *continued*

Figure 4.4 Land Uses includes a variety of land use categories, further described below:



Residential Low, *illustrative*

Residential Low

Areas for lower-scale residential uses, including single-unit homes, townhomes, duplexes, garden apartments, and similar smaller-scale residential development.



Residential Medium, *illustrative*

Residential Medium

Areas for medium-scale residential uses including multi-unit residential buildings such as apartments, condominiums, and townhomes with urban-scale heights and densities that support walkable neighborhoods and access to transit.



Residential Commercial Low, *illustrative*

Residential Commercial Low

Areas that support a mix of lower-scale residential and neighborhood-serving commercial uses, creating opportunities for small businesses, services, and housing.



Residential Commercial Medium, *illustrative*

Residential Commercial Medium

Areas that support a mix of urban scale multi-unit residential, retail, services, and other commercial uses. These areas are intended to create active, walkable places with increased housing opportunities and improved connections to transit and community amenities.



Example of a Business Commercial use

Business Commercial 1 (BC1)

Areas intended for a range of commercial, retail, and service uses that support economic activity and provide needed goods, services, and employment opportunities.

Business Commercial 2 (BC2)

Areas with the same intent as BC1 that are in closer proximity to Duke Street transit, and may propose potential development at higher intensity, subject to consistency with the Plan.



Example of a Civic-Institutional use

Civic-Institutional

Areas that accommodate public, institutional, educational, and community-based services and activities, including schools and municipal buildings.

Civic-Services and Functions

Areas that allow for City operations, maintenance and storage of City vehicles, and City administrative offices.

Land Use Strategy, *continued*

Office Conversions

Given limited existing office uses in the Plan area, opportunities for residential conversions are limited; however, the Plan does support the conversion of existing office buildings to residential use, particularly in Opportunity Areas. Conversions provide options for adaptive reuse of commercial spaces that no longer meet current market demand and increase the supply of housing in the City without displacing existing residents. Some office buildings will remain as they continue to meet market needs and provide employment and services.

Neighborhood-Serving Retail

Retail activity is anchored by two neighborhood-serving retail centers: Alexandria Commons and the Shoppes at Foxchase. These heavily used centers provide the community with important access to everyday goods and services, including two grocery stores. When these centers redevelop, the Plan recommends maintaining ground floor neighborhood-serving retail, including full service grocery stores, reflecting the Community's expressed desire for walkable goods and services.

These centers are among the few locations in the Plan area with sufficient size, access, and visibility to accommodate larger-scale retail uses like full service grocery stores, making their continued role as neighborhood retail anchors particularly important. Maintaining neighborhood retail anchors helps concentrate commercial activity, which supports thriving successful retail, in turn supporting small businesses, local entrepreneurs, and employment opportunities, as well as the daily needs of residents.

In addition, concentrated retail areas foster vibrant, active destinations that contribute to community connection and a lively public realm throughout the day and evening. Encouraged uses that meet this intent include grocery stores, childcare, restaurants, personal services, entertainment, and healthcare, among other comparable commercial uses.

Figure 4.4 Land Uses identifies locations where retail will be provided and locations where it is encouraged, highlighting the importance of clustering retail in these specific locations. Retail may also be located elsewhere in the Plan area.



Exchange District retail street | *The rendering is for illustrative purposes.*

AI-Generated

Civic Uses

Civic facilities provide essential services and function as anchors within the Districts.

The Plan’s flexible land use strategy allows civic uses to be located within any of the land use designations throughout the Plan area. This means the City can leverage future opportunities to include civic uses at City-owned parcels or in partnership with future development sites to address future community needs.

The Alexandria Police facility and Beatley Library are expected to remain. Fire Station 208, located on Paxton Street, is scheduled to be relocated within the WestEnd development. Fire Station 207, located on Duke Street near N. Quaker Lane, could redevelop or relocate to another site as part of a future development.

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Alexandria Police Headquarters

RHI



Charles E. Beatley, Jr. Central Library



Patrick Henry Recreation Center



Paxton Street fire station site | *The rendering is for illustrative purposes.*

AI-Generated

Civic Uses, *continued*

School Facilities

Patrick Henry and Samuel W. Tucker are immediately adjacent to the Plan area. Other nearby schools such as Douglas MacArthur Elementary, Francis C. Hammond Elementary, Minnie Howard Campus, and Alexandria City High School also serve Duke Street students. In addition to their educational purpose, schools provide important community gathering spaces and social connection for neighborhood residents.

Forecasted development is expected to generate approximately 370 net new ACPS students over the next 20 years, spanning all grade levels K-12. Based on projected enrollment across the City, ACPS indicates that new public education facilities are not needed in the Plan area.



Minnie Howard Campus of Alexandria City High School

ACPS / Judy Davis



Douglas MacArthur Elementary School

DLR Group



Samuel W. Tucker Elementary School

ACPS



Alexandria City High School

ACPS



Patrick Henry K-8 School

ACPS



Lights On Afterschool 2025

RPCA

City Campus

City Campus (Figure 4.5) is a 54-acre City-owned area that supports a wide variety of City functions across numerous agencies and departments. Existing uses include multiple fleet maintenance facilities and parking areas, DASH facilities, storage yards, recycling center, multiple recreation facilities (Witter Fields, Luckett Field), and the Alexandria Police Department headquarters.

The Plan maintains an area for operational functions, while also recommending future land use flexibility so that the area closer to Duke Street and transit access can evolve to be more public facing residential, civic, or commercial land use at an urban scale, pending appropriate relocation of the Luckett Field. The area closer to the rail corridor can continue to serve operational and functional uses, with the ability to expand, consolidate, or co-locate existing or new uses as appropriate. Future changes to existing operations or uses in the City Campus would be addressed through future discussions among relevant agencies.

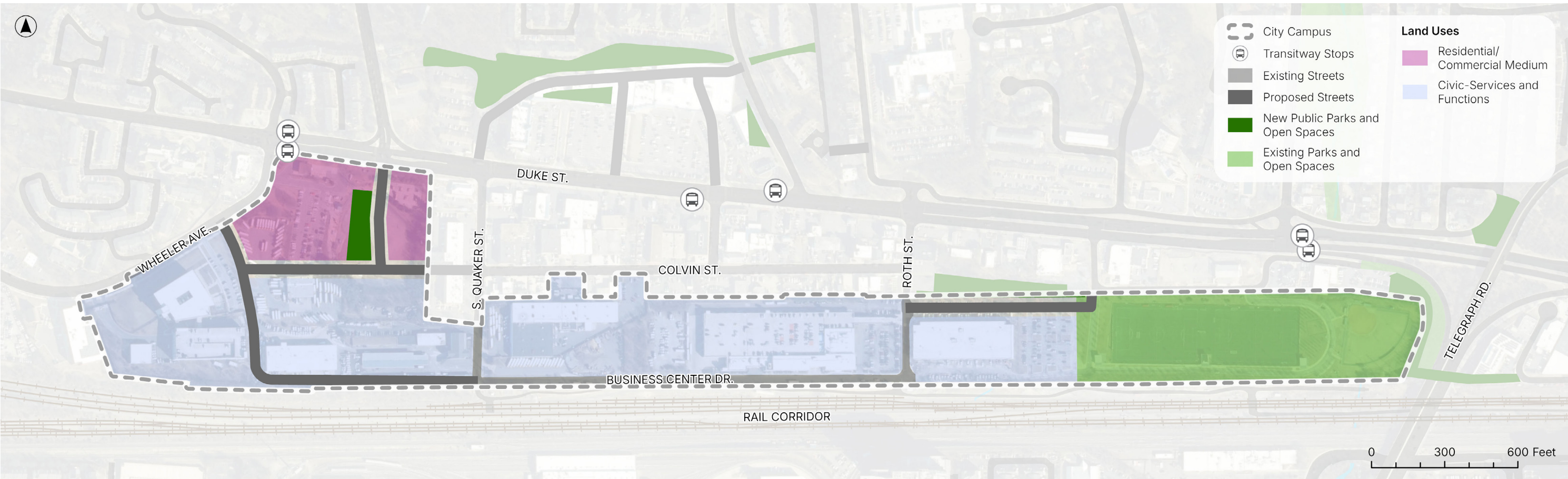


Figure 4.5 City Campus

Hub for Small Business Retention + Growth

Wheeler Avenue and Colvin Street are home to a variety of small businesses due to the affordability of commercial rents and the flexibility for a variety of uses and operations. As reiterated by businesses located in these areas, these areas foster innovation, support the local economy, create jobs, and provide services that the community highly values.

The Plan does not recommend additional density or building height in these areas. Maintaining the existing development intensity can help preserve affordable commercial space, minimize redevelopment pressure, and support established businesses while leaving room for new entrepreneurs. Business expansions and additions remain consistent with the Plan's intent, subject to applicable zoning and other requirements. Given that Colvin Street is closer to Duke Street with convenient access to transit, the Plan allows for some flexibility to explore development at higher intensity in this area, if the proposal meets the Plan's objectives.

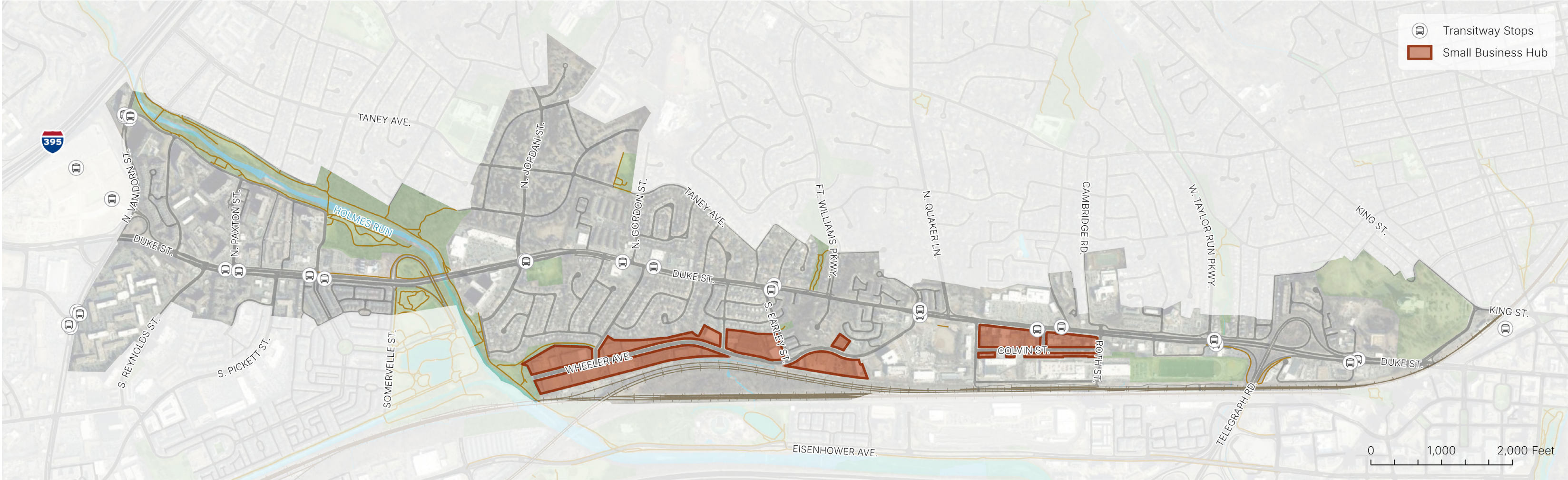


Figure 4.6 Small Business Areas

Interim Uses

The Plan recognizes that full buildout will occur over more than 20 years. During this time, property owners may propose uses or investments in existing buildings that do not implement the Plan’s vision and that require City approval, such as renovation of buildings on opportunity sites that do not achieve the height or development density envisioned by the Plan.

When reviewing proposals requiring discretionary approval, consideration should be given to whether the scale and anticipated lifespan of the investment would substantially delay or preclude development consistent with the Plan. Interim uses and investments should preserve the site’s long-term development potential within the Plan’s 20-year horizon while providing community benefits, such as access to goods and services, increased pedestrian activity, and enhancements to streets and public spaces.

The Plan also supports shorter-term interim uses on vacant or underutilized sites, including surface parking lots, to activate these spaces until development occurs. Interim uses can strengthen a sense of place, provide desired amenities and programming, and create near-term opportunities for local organizations and small businesses to engage with the community. Examples could include farmers markets, parklets, public art installations, community gardens, food trucks, and similar uses, provided they do not preclude or substantially delay future development envisioned by the Plan. Property owners are encouraged to coordinate with the City to identify appropriate interim uses for a particular site.



Farmers' market as an interim use

StockCake



Community garden as an interim use

William Waldron



Shop as a long-term interim use

Adelante Mujeres



Food trucks as an interim use

Royal BC Museum



Parklet as an interim use

Flex+



Pop-up gallery as an interim use

Patrick McEvoy

Building Heights

The Plan’s building heights (Figure 4.7) generally encourage taller heights near transit stops, key nodes, and along Duke Street. Development proposed within the 85 feet height areas will consider the context of the adjoining neighborhoods, using design tools such as stepbacks and stepdowns. While building heights lower than the maximum can generally allow for a variety of building types, the Plan highly discourages townhome development within close proximity to transit stops, unless they are paired with higher density buildings.

The Plan enables taller heights at City Campus, particularly adjacent to the railroad corridor and where the topography is lower, providing flexibility for a variety of City functions and the potential for co-located uses.

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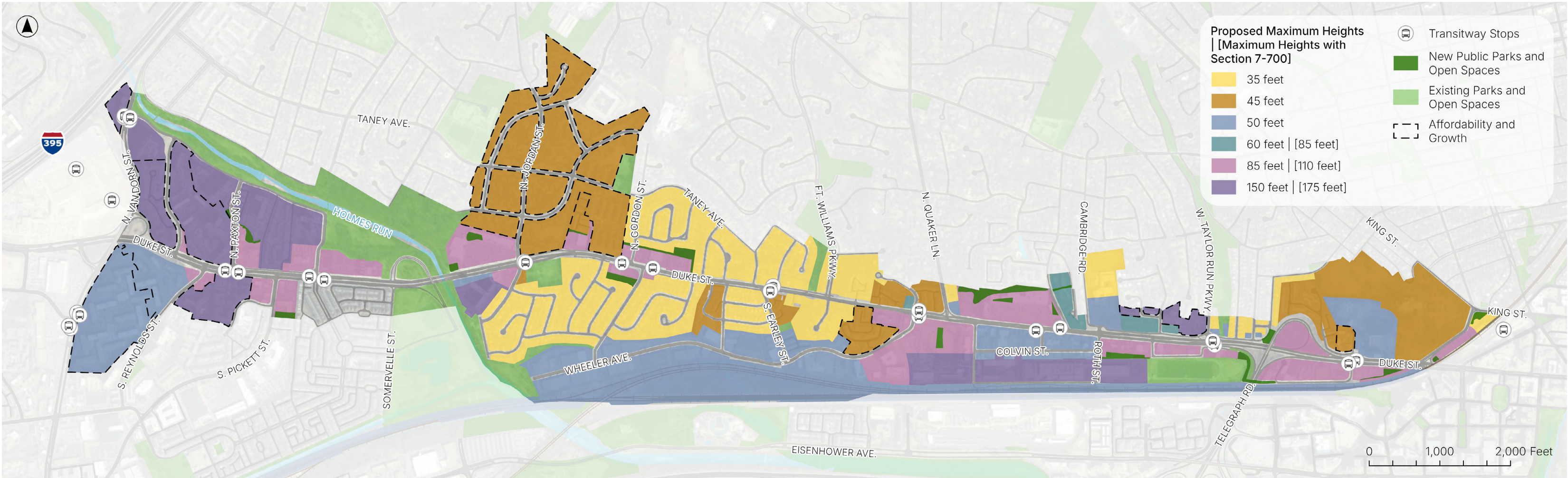
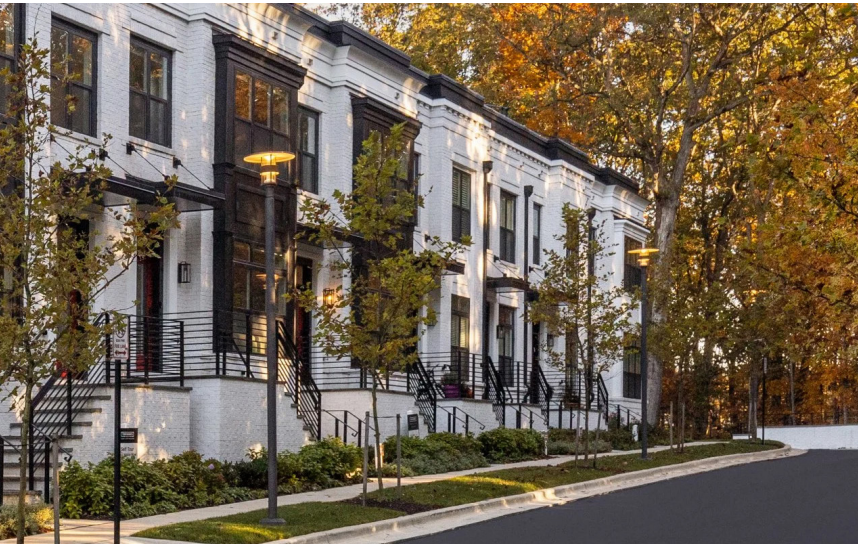


Figure 4.7 Building Heights

Map Notes

- Figure 4.7 provides Plan recommended heights. The Zoning Ordinance establishes regulatory building heights.
- Existing constructed heights above Plan heights are permitted to remain, renovate, or convert use.
- The Plan does not specify increases in FAR or building heights for Affordability + Growth areas, although the Plan acknowledges both will be necessary to achieve the retention and creation of CAUs. In addition, Zoning Ordinance Section 7-700 and other applicable provisions may also be used to further maximize committed and market affordable housing. More guidance provided in Chapters 5 and 9.
- CDD #9 (Cameron Station) provisions remain in place.

Building Heights, *continued*



30-foot building height EYA



60-foot building height DPR



45-foot building height Fletcher Studio



85-foot building height Kane Realty Corporation

Affordability + Growth Areas

The Plan does not recommend zoning changes or specify new building heights or floor area ratio (FAR) for Affordability and Growth Areas. It recognizes however, that additional height and density will be necessary to retain existing affordable housing, produce new housing, and maximize committed affordable units (CAUs). The Plan enables additional building height and FAR at a level generally consistent with the applicable development parameters identified per District in Chapter 9.

In Foxchase, the Plan organizes building heights (Figure 4.8) by concentrating the greatest development intensity in locations best served by planned transit. The tallest buildings will be located to the south, adjacent to the planned transit station on Duke Street, where increased density can best support transit and foster a walkable, mixed-use environment. Heights should provide transitions to the adjacent neighborhoods.

A graduated building height strategy balances compatibility with surrounding neighborhoods and the need to accommodate future growth. Directing height and density can support significant public benefits, including committed affordable housing, publicly accessible parks and open spaces, and a connected street network.

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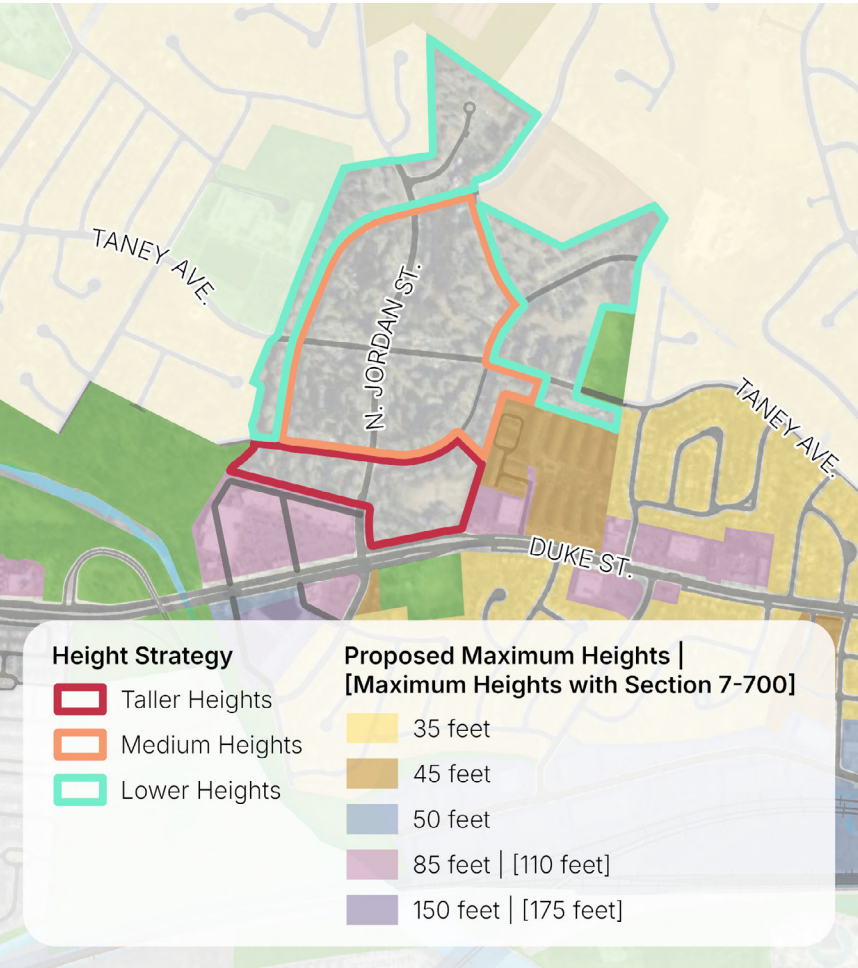


Figure 4.8 Foxchase-Myers District Building Heights

Affordability + Growth Areas, *continued*

For Mason at Van Dorn (Figure 4.9), heights are organized to respond to the site's unique topography, the scale of Van Dorn Street, and the opportunity to create a distinctive transit-supportive neighborhood. Building heights should step and vary across the site in response to changes in grade, creating a varied skyline and reducing the perceived scale of larger buildings.

This approach will strengthen the Plan area's urban form, improve neighborhood connections, and support the provision of committed affordable housing so residents can remain in the community.



Figure 4.9 Mason at Van Dorn-Vista District Building Heights



Foxchase



Mason at Van Dorn

Overlay Plan + Zoning

The Plan will function as an Overlay Plan, covering portions of multiple existing Small Area Plans to provide updated guidance for the future of this important City corridor. In locations where the Overlay provides guidance, it will take precedence over existing Small Area Plans. Where the Overlay does not provide guidance, the recommendations of the existing Small Area Plans stand.

In addition, the Plan recommends updated zoning in two locations: for the City Campus (Figure 4.5) along the railroad corridor to accommodate a broad range of municipal, utility, and operational uses; and for the Small Business Area (Figure 4.6) to better support innovation, employment, and economic development consistent with the vision and recommendations of the Plan.

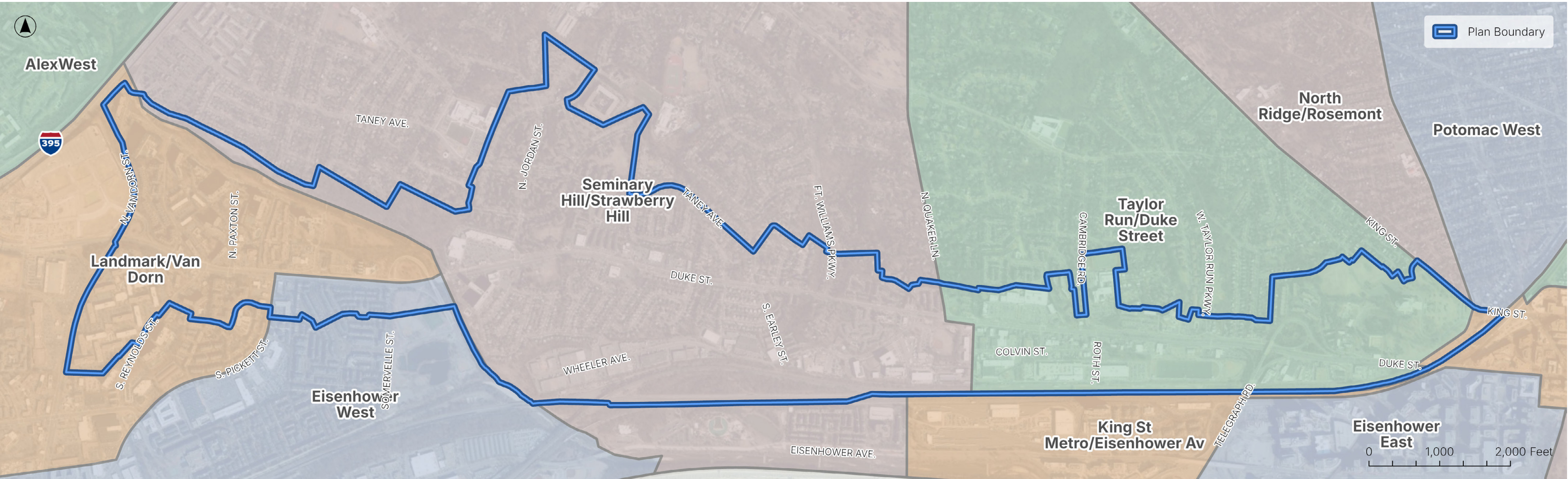


Figure 4.10 Overlay Plan and Existing Small Area Plans

Intent

Duke Street will be a place that supports a diverse range of housing options with convenient access to reliable transit, jobs, retail, services, and parks. New development will minimize displacement while expanding housing supply, ensuring that the Plan area remains inclusive to residents of varying incomes and household types over the long term.

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Guiding Principles

Principle 6

Increase the supply and diversity of housing options accessible to households of all incomes.

Principle 7

Expand committed affordable rental and homeownership opportunities.

Principle 8

Improve housing quality, safety, and long-term stability in existing and new development, where feasible.

Principle 9

Prioritize anti-displacement and preservation strategies to the greatest extent possible, including the potential preservation of existing committed and naturally occurring affordable housing.

Context

The Plan area plays an important role in providing affordable housing opportunities to Alexandria residents and workers: approximately 45% of the city’s market affordable rental units are in the Plan area. However, rising housing costs (including rents, utilities, maintenance, and fees) have created challenges for long-term affordability. Consistent with the [Housing 2040 Plan](#), Duke Street’s housing strategy seeks retain existing housing affordability and minimize displacement through regulatory tools and incentives.

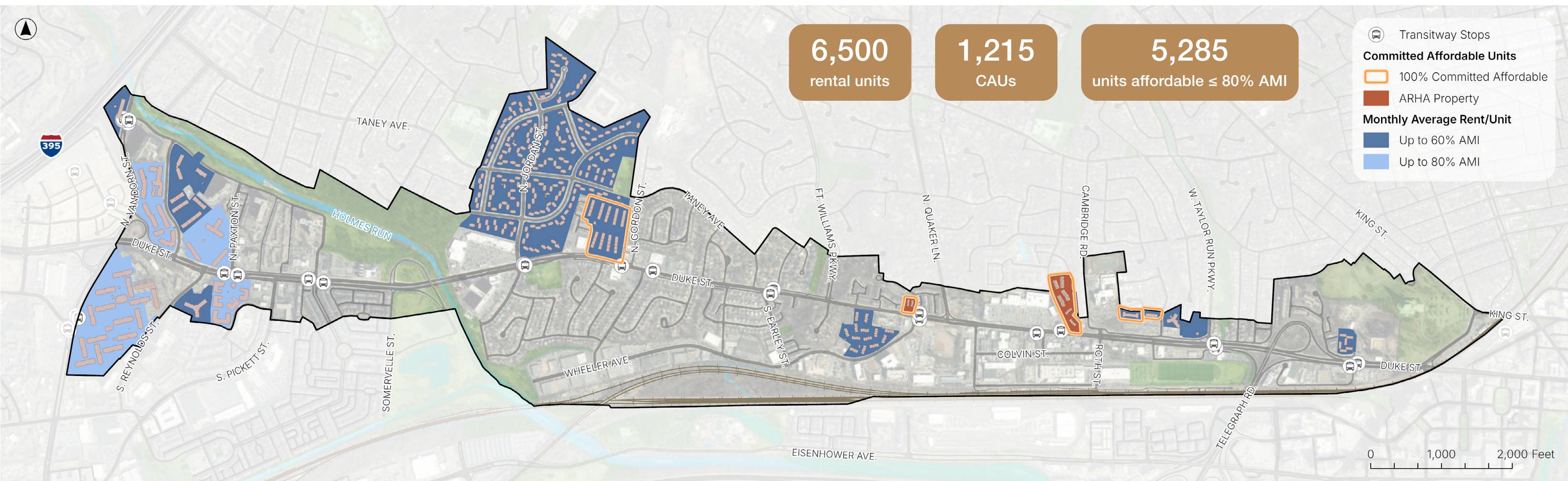


Figure 5.1 Existing Affordable Rental Housing

Map Note

1. Approximately 2/3 of Foxchase units are 60% AMI, with the remainder of the site closer to 80% AMI due to larger unit sizes. *Based on monthly average rents (Q1 2026), CoStar.*
2. Foxchase is subject to Section 8 federal approvals and renewals.

Affordability and Growth Areas

Balance Preservation + New Growth

The rental communities in the Plan area represent some of the city's most important affordable housing resources, including Foxchase (2,113 units) and Mason at Van Dorn (1,180 units), as well as approximately 3,250 additional units throughout the rest of the Plan area, shown in Figure 5.2.

Residents who participated in developing this Plan expressed a concern of being displaced from their neighborhoods and communities. While the City currently does not have the authority to prevent displacement, the Plan envisions a coordinated approach to help minimize and mitigate the impacts of displacement.

Given ongoing and anticipated regional rent escalation, the Plan encourages property owners in these locations to maximize the retention of both existing committed affordable units (CAUs) and market affordable housing. The Plan recognizes that the economics of retaining affordability in these properties will be challenging and will require multiple complementary strategies.

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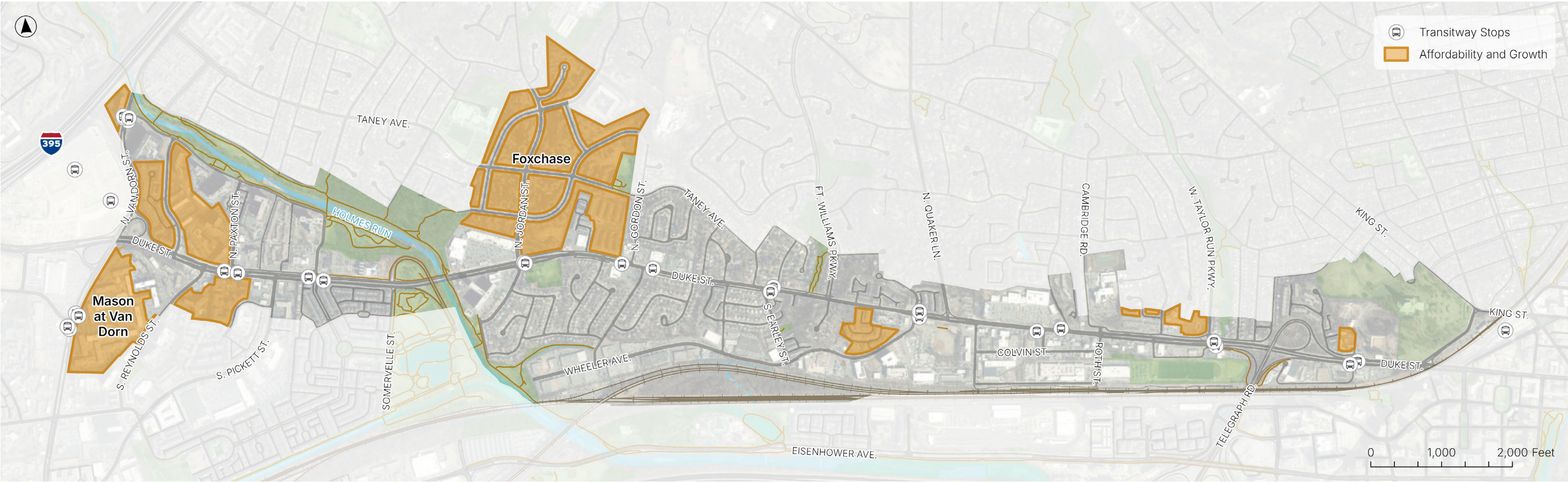


Figure 5.2 Affordability and Growth Areas

Affordability and Growth Areas, *continued*

Because redevelopment of these sites is expected to occur over time and under changing market, financing, and policy conditions, the Plan’s future development parameters are intentionally flexible. This flexibility allows the City, property owners, housing providers, and other partners to use the full range of available land-use, housing, financing, phasing, and tenant-protection tools to minimize residential displacement, retain existing housing and affordability, and produce new CAUs.

This flexibility applies to the means by which these objectives are achieved; it does not reduce the Plan’s affordability expectations. While the specific combination of tools, building forms, and phasing strategies will be determined through the City review process, proposals seeking the additional height or FAR recommended by the Plan should demonstrate how they will achieve the Plan’s overall housing and affordability objectives, including the expectations below.

In these important locations, the following expectations will guide development proposals seeking the additional height or FAR recommended by the Plan:

- **Retention of existing committed affordability.** Existing CAUs will be retained or replaced so that redevelopment does not result in a net loss of existing CAUs. The affordability levels, unit mix, affordability period, location, and phasing of retained or replacement CAUs will be determined through the development review process, consistent with City housing policies and the objectives of this Plan.



Housing options for all

Skynrye



Retention of existing committed affordability

Redfin

- **Retention of existing market affordability.** Consistent with the Housing 2040 Plan, the replacement of market affordable housing on-site or at properties within the same neighborhood should be maximized through the use of regulatory and financial tools and public private partnerships.
- **Production of additional CAUs.** New CAUs will be provided equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning, 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. The level of affordability and unit mix of CAUs will be consistent with City policy. For purposes of this calculation, neither base residential floor area nor additional residential floor area includes floor area devoted to parking or nonresidential uses.
- **Streets, connections, and open space.** Development sites greater than two acres should provide new public streets, improved pedestrian and bicycle connections, and publicly accessible open space consistent with the recommendations of this Plan. This expectation applies to the entire development site, regardless of subdivision or phasing, and may be implemented incrementally through coordinated development phases.
- **Resident protections.** Redevelopment will incorporate measures to minimize residential displacement and support affected residents consistent with the City’s tenant relocation assistance policies.



Infill housing development | *The rendering is for illustrative purposes.*

AI-Generated



Production of additional CAUs

Cooper Carry

Opportunity Areas

Expand Housing + Diversity

New housing will be integrated across multiple Districts in the Opportunity Areas identified in Figure 4.2 Opportunity Areas; these are existing commercial sites with the potential for development that will add housing supply and do not result in displacement of existing residents.

In addition, new residential development in the Opportunity Areas will provide 10 percent of any residential floor area above the base residential zoning floor area 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.



Affordable housing development | *The rendering is for illustrative purposes.*

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Affordable Homeownership

The Corridor includes a range of options that provide an important entry point to homeownership for first-time homebuyers and those on fixed incomes, including townhouses, duplexes, and condominium communities. These communities provide important opportunities for homeownership at relatively attainable price points compared to many other areas of the city. The Plan recognizes the importance of retaining and expanding diverse homeownership opportunities as part of a balanced housing strategy.

Many of these more affordable units are in condominium communities that are more than 50 years old and facing mounting deferred maintenance and capital repair needs. The resulting high condominium fees and special assessments jeopardize their relative affordability. As recommended in the [Housing 2040 Plan](#), the City will conduct condominium governance training and enhance outreach to owners on topics like weatherization, energy efficiency, and repair programs.



Affordable homeownership opportunities

Intent

Duke Street will no longer be defined solely by how efficiently it moves cars, but by how safely and comfortably it moves people through other modes like transit, bicycle, and on foot, and how well it connects people to neighborhoods, parks, businesses, and one another. A more complete network of streets, sidewalks, bike facilities, trails, and pedestrian connections will provide more choices for local trips throughout the Plan area.

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Enhanced Safety	98

Guiding Principles

Principle 10

Provide safe ways for people to get around along the corridor.

Principle 11

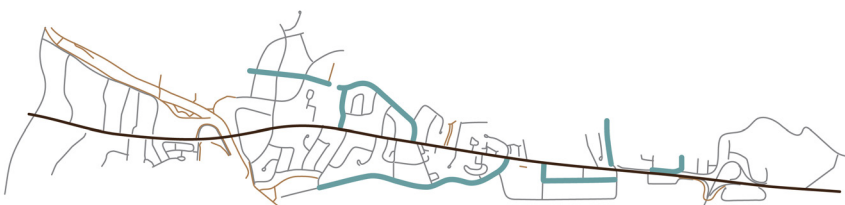
Create a well-connected system of streets, alleys, sidewalks, and trails that makes it easier to get around.

Principle 12

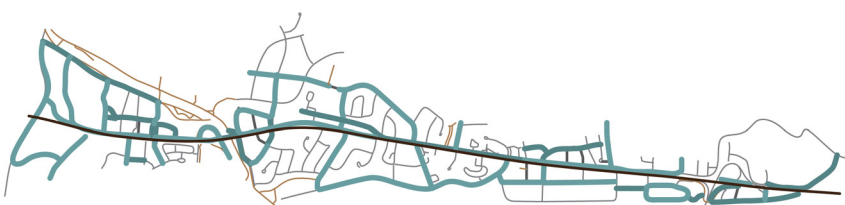
Support a variety of travel choices—including walking, biking, transit, and driving.

Principle 13

Incorporate current and emerging technologies to enhance mobility and safety.



Mobility — Existing Network



Mobility — Proposed Network

Context

Duke Street currently serves as both a regional corridor that links Alexandria to destinations in Virginia and Maryland, and as a City street that provides local access to neighborhoods and businesses. Over time, increasing volume of regional through traffic (Figure 6.1) has reduced the Corridor's ability to serve the people, neighborhoods, and destinations along it. Congestion and traffic were the two most frequent topics throughout the community planning process.

The Plan recommends that moving forward, Duke Street should better serve the community that lives here. While it will always continue to carry regional travel, the future Transitway and Plan-recommended mobility improvements will support local use of the street for all modes will be better accommodated, ultimately reinforcing the regional highway system as the preferred route for regional travel.

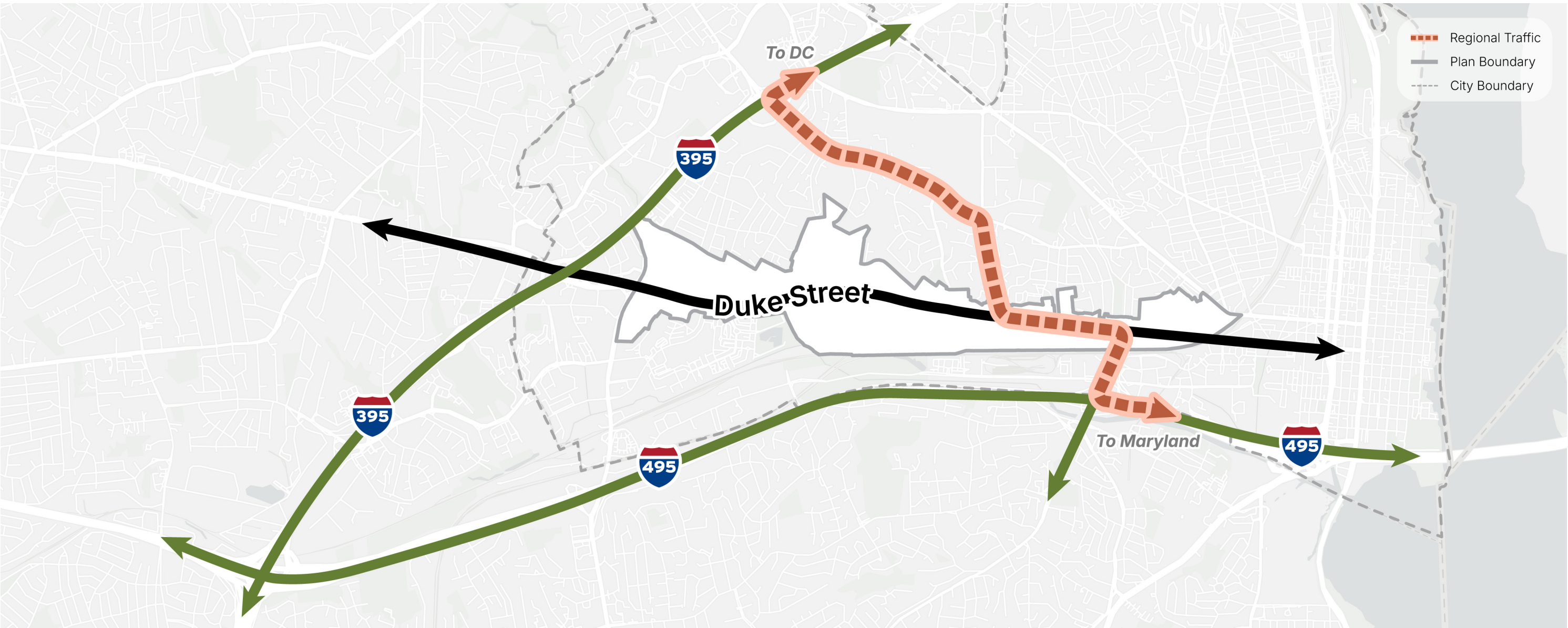


Figure 6.1 Regional Context, *illustrative*

Framework

The Plan’s mobility strategy has three complementary components:

1. **Coordinate with the Duke Street Transitway** stops to create walkable, mixed-use neighborhoods where people have safe and comfortable access to transit and destinations throughout the Plan area and beyond.
2. **Expand the surrounding bicycle and pedestrian network** by creating new local connections that provide alternatives to Duke Street for local trips, improve access to neighborhoods and destinations, and strengthen connections to the broader city and regional travel network.
3. **Enhance safety for all users** by prioritizing improvements that make the street network safer, more reliable, and more comfortable for people bicycling, driving, traveling by transit, and walking.



Enhanced bicycle and pedestrian connection | *The rendering is for illustrative purposes.*

AI-Generated



Hilton Street pedestrian connection | *The rendering is for illustrative purposes.*

AI-Generated



Conversion of Leibach Bridge to bicycle and pedestrian bridge | *The rendering is for illustrative purposes.*

AI-Generated

Transit for Today + Tomorrow

Planned transit stops and service respond to the needs of people who already live, work, and travel along Duke Street; the need for transit exists today. Future transit will also serve the additional residents and activity anticipated by this Plan making use of that investment.

The Plan coordinates future land use, development, and public realm improvements with planned transit investments along a dedicated “transit spine” to create a more connected and complete (Figure 6.2). The Plan recommends that future development reinforce the Duke Street Transitway by creating compact, mixed-use neighborhoods with safe and convenient access to transit stops for all residents, including seniors, young children, and those with mobility challenges. The street sections for Duke Street ensure that bicycle infrastructure, sidewalks, and transit stops are designed for safety, visibility, and accessibility.

While the Transitway is the primary mobility investment, a complete transportation network will require complementary improvements throughout the Plan area. Future transportation investments are intended to improve local connectivity, enhance access to transit, reduce barriers to walking and bicycling, improve intersection safety, and incorporate emerging technologies that enhance mobility, reliability, and operational efficiency.

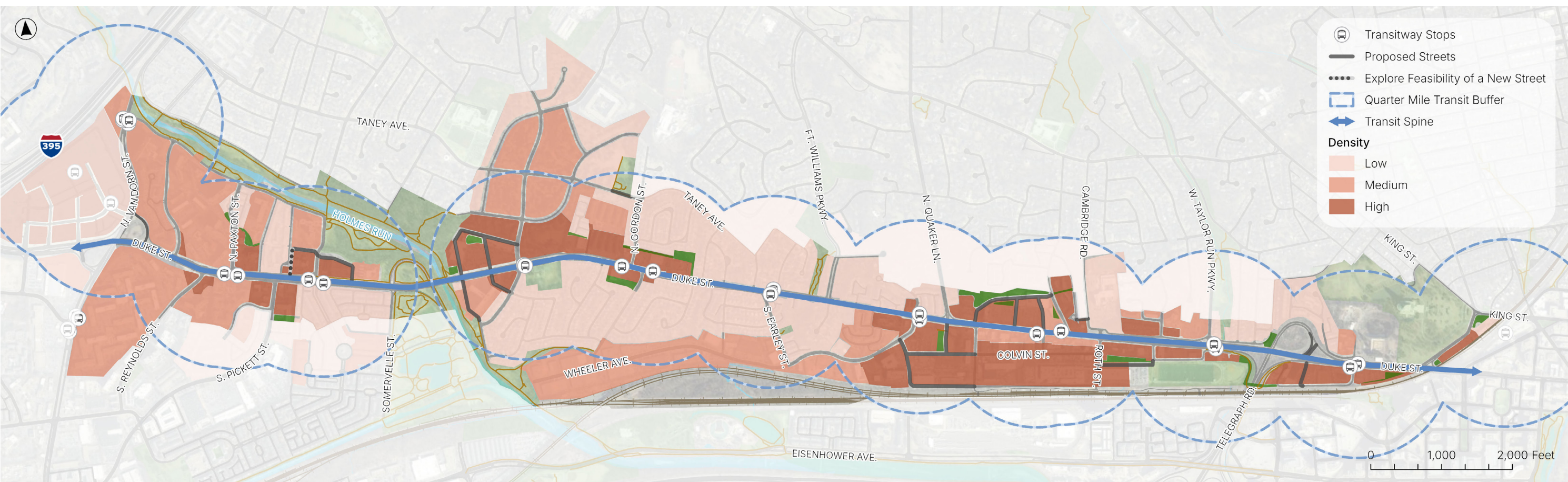


Figure 6.2 Transit-Supported Density

Map Note

- The future Duke Street Transitway bus lanes and bus stops will accommodate all buses and bus routes (e.g. existing and future DASH, WMATA, or other routes) that travel Duke Street.

Expanded + Connected Network

With a fragmented grid of streets characterized by large blocks and limited through connections, many local trips are concentrated on Duke Street because alternative routes are not available. In addition, significant volumes of regional through traffic use local streets, further reinforcing community members' feeling "landlocked" in their neighborhoods.

Streets

The Plan expands the existing mobility network by identifying new neighborhood-serving street connections and bike and pedestrian connections implemented by development (Figure 6.3). These are intended to improve local circulation for people living along and visiting the corridor by creating a more complete and permeable street grid within development.

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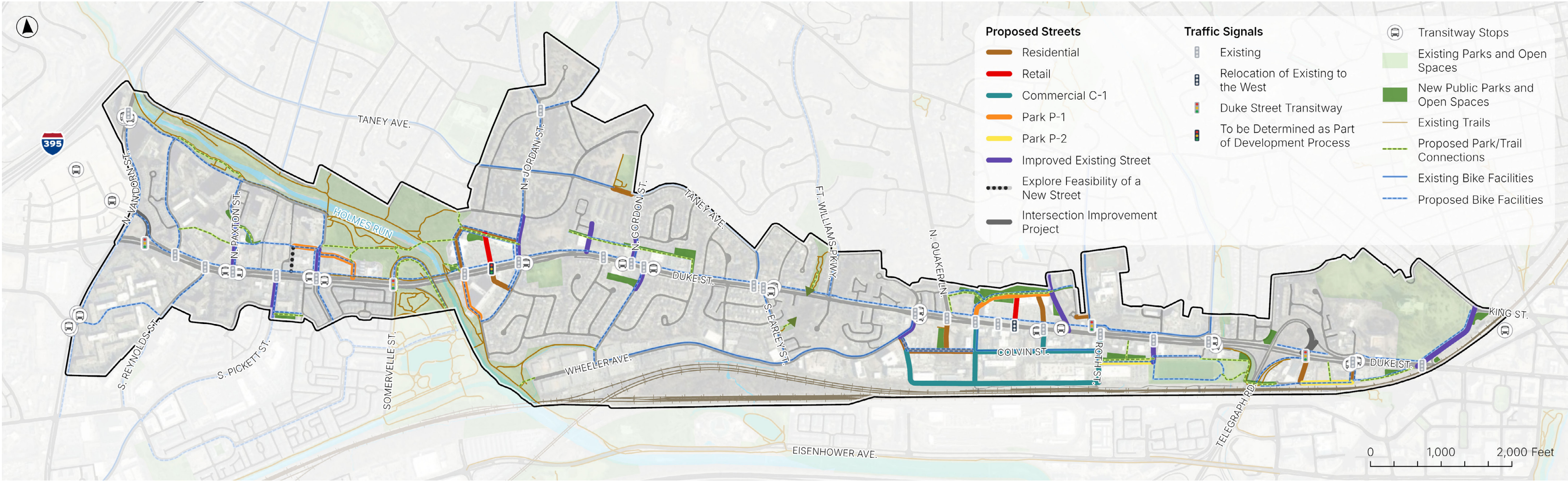


Figure 6.3 Street Network

Streets, *continued*

These new connections will increase route choice and improve mobility for all modes, reducing dependence on Duke Street for short neighborhood trips by providing more direct access between destinations.

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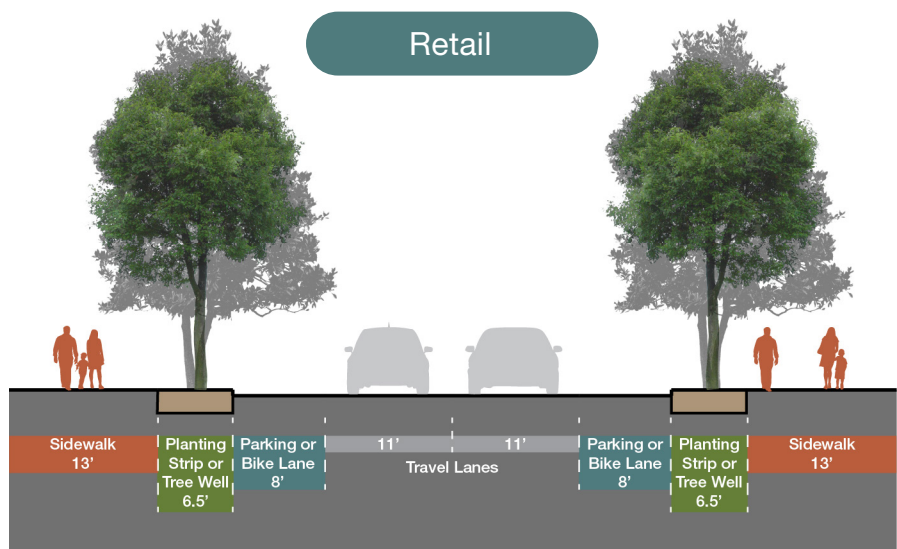


Figure 6.4 Retail Street Section

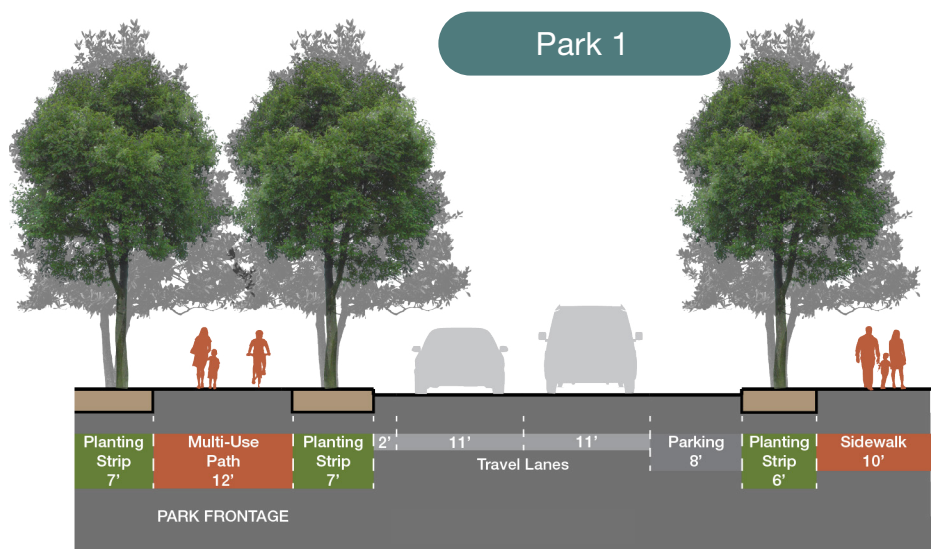


Figure 6.6 Park P-1 Street Section

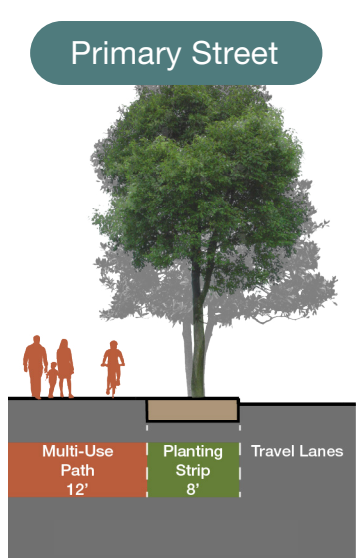


Figure 6.8 Primary Street Frontage

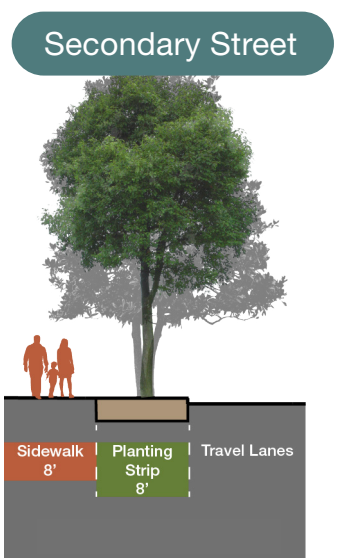


Figure 6.9 Secondary Street Frontage

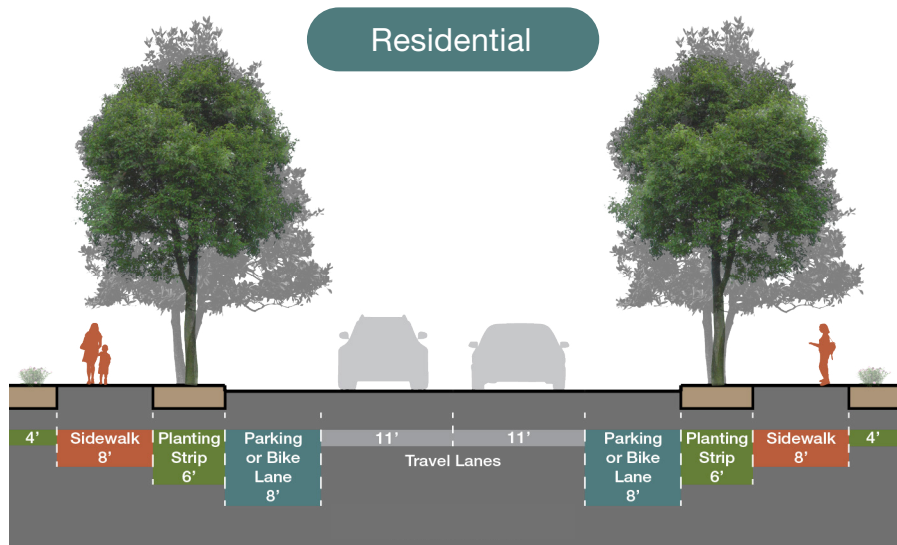


Figure 6.5 Residential Street Section

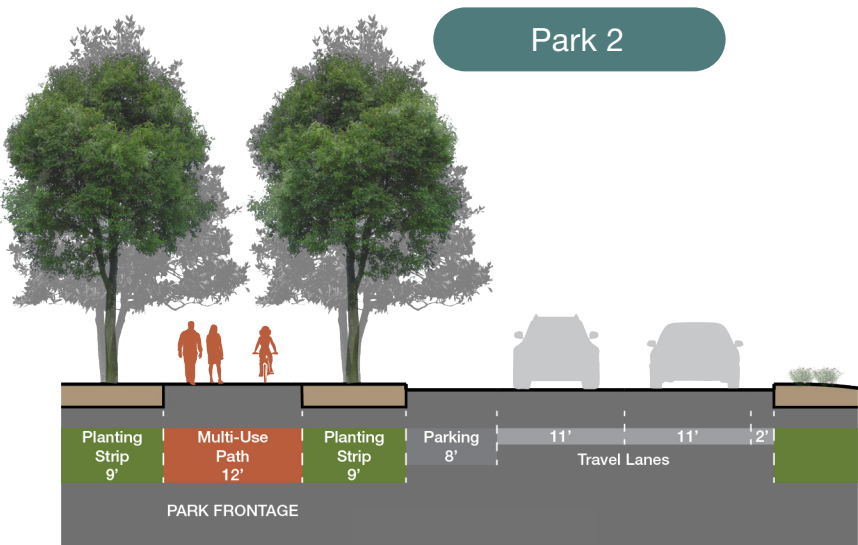


Figure 6.7 Park P-2 Street Section

Figure 6.4 Retail Street Section Note

Retail Streets should consider a shared and/or flush street design to encourage a pedestrian-oriented street.

Figure 6.8 Primary Street Frontage Note

Primary street applies when a cross-section is not specified for a street or portion of a street. Primary streets are N. and S. Pickett, N. and S. Jordan, and N. Quaker.

Figure 6.9 Secondary Street Frontage Note

Secondary street applies when a cross-section is not specified for a street or portion of a street and is not designated as a primary street.

Streets, *continued*

In addition to providing more options for drivers, new streets will prioritize pedestrian safety and comfort, incorporating wide sidewalks, clearly marked crossings, and pedestrian-scale lighting. A variety of bicycle facilities within the street network will help connect the area to the regional bicycle network. New streets are intended to be consistent with the cross-sections in Figures 6.4 - 6.9.



Streetscape design prioritizing pedestrian safety and comfort

Runberg Architecture Group

North-South Connectivity

Concepts for a potential north-south connection between Duke Street and Eisenhower Avenue have been considered in previous planning efforts. These concepts reflect ongoing interest in improving cross-corridor connectivity across the rail line.

Any future connection should be evaluated through a separate study that considers travel demand, neighborhood impacts, multimodal access, engineering feasibility, environmental constraints, costs, property considerations, and community input. Future development and public investment should be designed and constructed not to preclude a future connection.



Potential bridge connection

9th Street NE



Pedestrian bridge detail

Flickr

Expanded + Connected Network, *continued*

Bicycle + Pedestrian Connections

Layered onto the street network is an interconnected bicycle and pedestrian network, including the shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.). The Plan recommends new connections (Figure 6.11) to be implemented through a combination of development and City or grant funding. Some connections will require coordination with private property owners to assess the feasibility of trails along pedestrian desire paths or property boundaries. The Plan also proposes converting some existing street connections — the existing Leibach Bridge, a section of Hilton Street, and the east side of the Telegraph Road ramp on Duke Street — to enhanced pedestrian and bike connections. New connections will have different typologies based on location. Most connections will be paved; some may be unpaved.

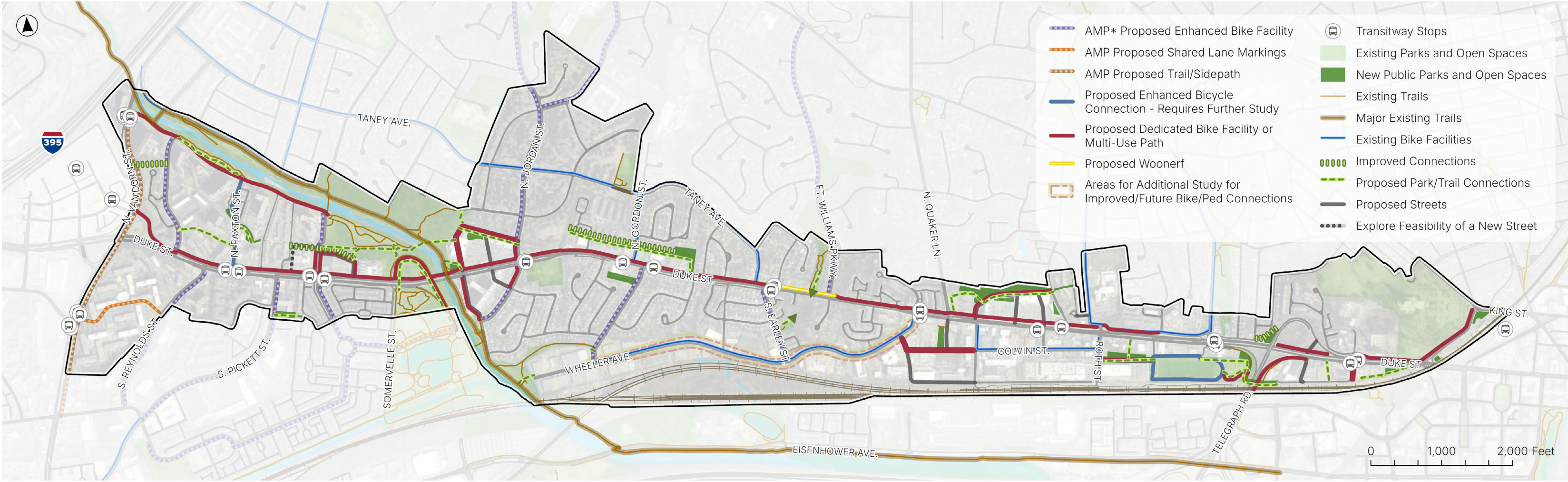


Figure 6.11 Bicycle and Pedestrian Network

Map Notes

- 1. AMP: Alexandria Mobility Plan.

Expanded + Connected Network, *continued*

Regional Trail/Transit Connectivity

Figure 6.12 shows how the Plan's recommendations for mobility improvements for walking, biking, and taking transit connect this corridor to the broader regional trail and transit system.

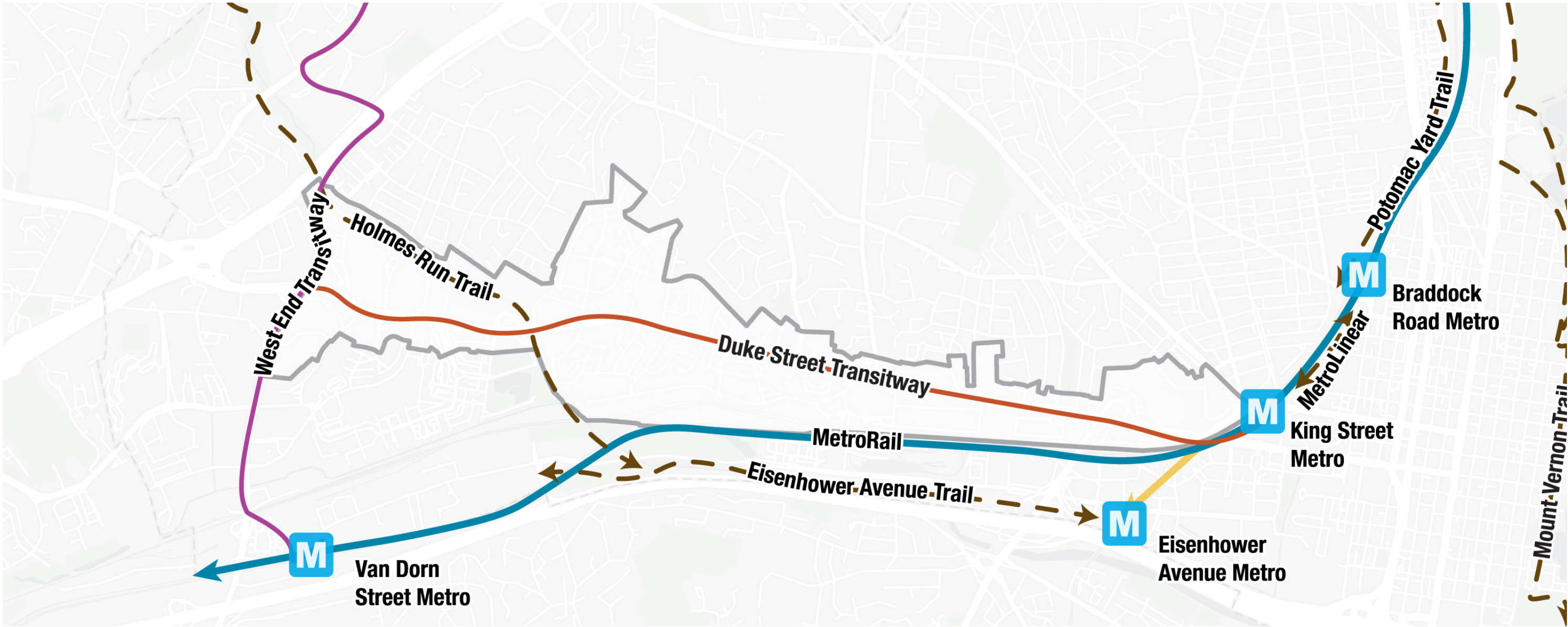


Figure 6.12 Regional Trail and Transit Connections

Enhanced Safety

The Plan emphasizes a systems approach to safety that could include a range of implementation strategies such as improved pedestrian crossings, shorter crossing distances, intersection redesign concepts, traffic calming on parallel streets, enhanced lighting, signal timing adjustments, transit priority treatments, and other measures that reduce conflict points and improve predictability for all users.

Areas for potential improvements are based on collision frequency data, consistent with the City’s Vision Zero goal to eliminate fatalities from traffic collisions by 2028, targeting high-volume intersections along wide roadways, also known as “high crash corridors.” These areas and others recommended for improved safety and connectivity are identified in Figure 6.13.

The intent is to guide future decision-making so that safety improvements are consistently considered alongside development, infrastructure investment, and corridor management activities.

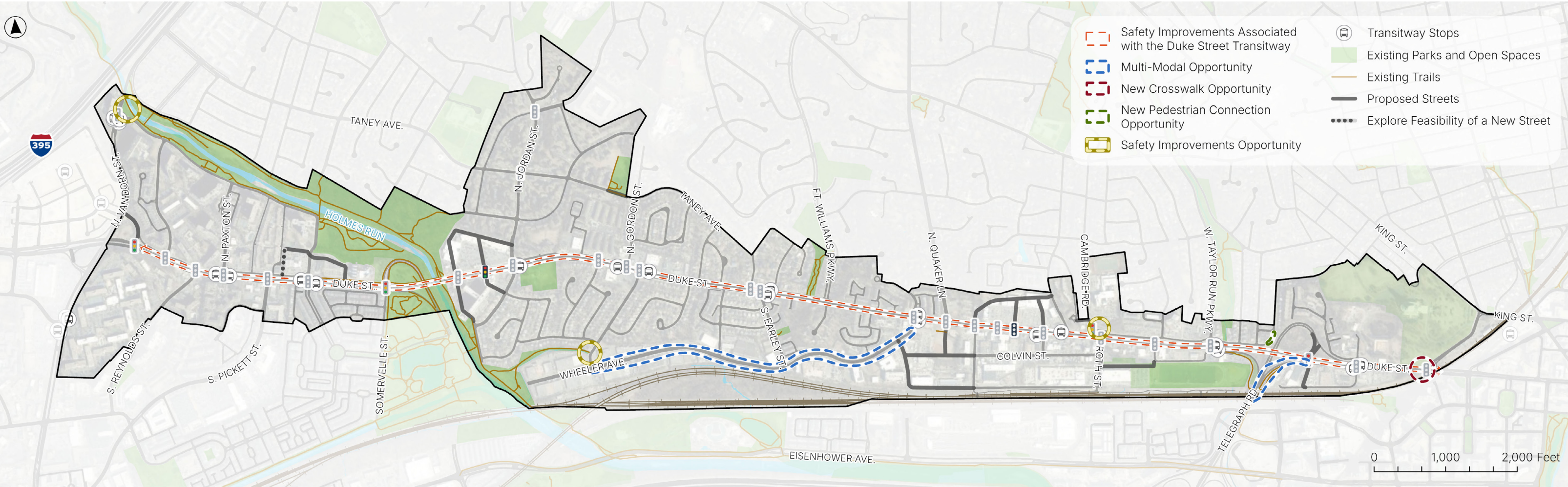


Figure 6.13 Mobility Network Study Areas

Map Note

- The boundaries of the Mobility Network Study Areas are meant to be general in nature and further evaluation of these locations and boundaries may be required before any study can begin.

Parks, Open Space + Green Connections

7

Intent

Parks, open spaces, trails, and green connections are essential public infrastructure elements that support a healthy, resilient, and connected Plan area. As Duke Street evolves, the open space network will grow alongside new development to create a more connected network of neighborhood-serving parks, civic spaces, green streets, plazas, trails, and natural areas linked by comfortable walking and bike routes.

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Guiding Principles

Principle 14

Pursue new neighborhood-serving parks and public open spaces.

Principle 15

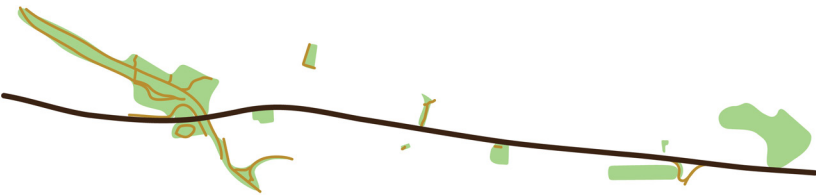
Pursue opportunities for new City-parks and public open spaces.

Principle 16

Make it easier for people to connect to and enjoy existing parks and public open spaces.

Principle 17

Ensure parks and public open spaces include a wide range of amenities.



Parks, Open Space + Green Connections — Before



Parks, Open Space + Green Connections — After

Context

The Plan area benefits from significant natural and recreational assets, including stream valleys, large regional parks, playing fields, and regional trail connections (Figure 7.1). While these resources provide a strong foundation and important ecological functions, they are unevenly distributed and can be better connected. For example, existing stream valleys and natural areas are not always accessible or integrated into the open space network, and bicycle and pedestrian connections for parks and destinations are fragmented.

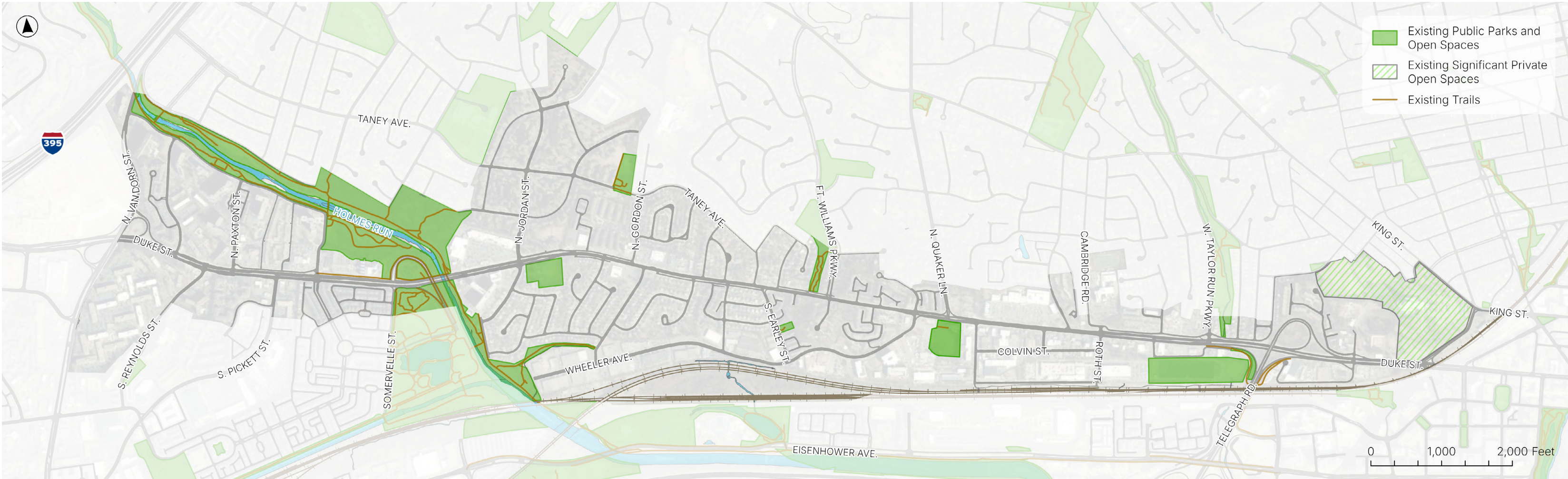


Figure 7.1 Existing Parks + Open Spaces

The Importance of Parks + Open Spaces

Local public parks and open spaces that are free and accessible to the community serve a critical role in making neighborhoods livable and enjoyable for all. These natural and programmed spaces provide a setting in which people can play, explore, relax, exercise, and connect with the environment and each other. Spending time outdoors and playing or walking in parks and open spaces directly benefit individuals' physical, mental, and emotional health.

Parks and open spaces continue to demonstrate why they are an integral part of planning complete neighborhoods.



Neighborhood park

Kate Joyce



New planned park in the Market District | *The rendering is for illustrative purposes.*

AI-Generated



New planned park in the Parkside District | *The rendering is for illustrative purposes.*

AI-Generated

Framework

The Parks and Public Open Space strategy is organized around four key elements:

1. Duke Street as a “green spine”;
2. Stream valleys, blueways, and environmental corridors;
3. New and existing neighborhood-serving public open spaces; and
4. Improved connections to local and regional parks.

Individually, these elements are important resources for the community and the environment. As a network (Figure 7.2), they provide more extensive and connected opportunities for recreation and relaxation, and deliver numerous ecological and social benefits.

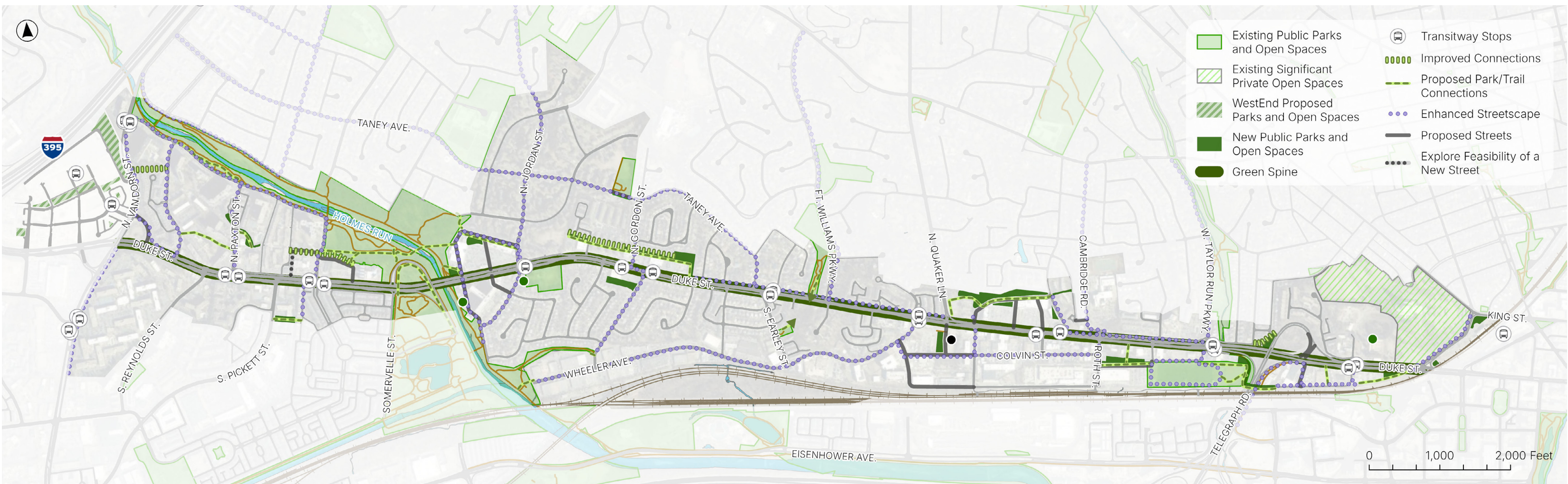
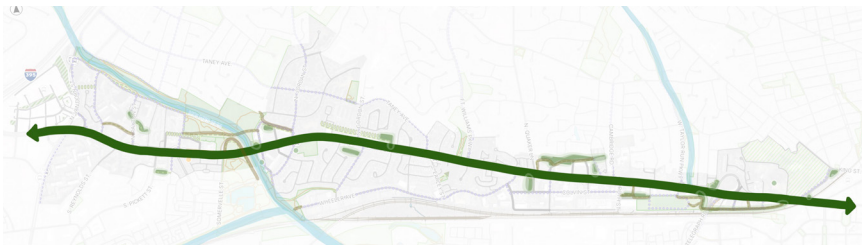


Figure 7.2 Planned Parks + Open Spaces Network

Map Notes

1. The final design, configuration, and amenities of the public open spaces/parks will be subject to the intent of the Plan and determined through the City review process.
- The City will work with property owners to evaluate opportunities to secure additional public open space on a portion of these sites.
- As a highly utilized City recreational resource, Lockett Field should be retained or located elsewhere in the City. Should another location be secured for the field, the Plan offers an alternative land use and development option. Chapter 9 shows options for both Lockett Field retention and alternative development.

Green Spine



As streetscape improvements are implemented, Duke Street will become a “green spine,” a safer, more people-oriented, tree-lined corridor that provides environmental benefits while continuing to serve as an important transportation route. Amenities such as benches, public art, and improved bus stop infrastructure will complement the streetscape improvements, enhancing comfort for people walking and biking.



Tree-lined corridor

Getty



Tree-lined street

PLANT Architect, Inc.

Stream Valley + Environmental Corridors



Stream valleys like Holmes Run and natural areas like Fort Williams Park are among the Plan area’s greatest environmental assets. These landscapes provide opportunities to protect ecological health while creating recreational and mobility connections, as well as places to pause and enjoy. The Plan encourages retention of these stream valleys and natural areas as ecological infrastructure, which support habitats, stormwater management, and climate resilience, and at the same time provide safe and scenic connections between parks, neighborhoods, and civic spaces.

Design elements such as interpretive signage, wayfinding, and gathering spots will enhance the user experience and celebrate the ecology of these important resources.

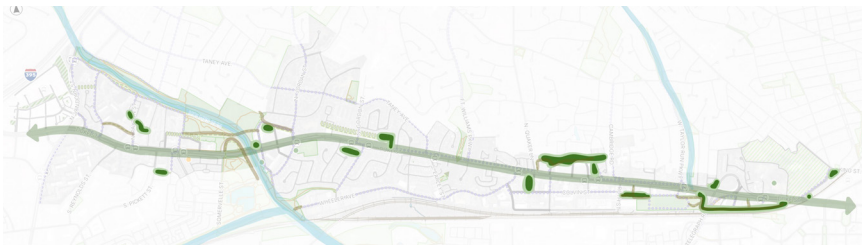


Holmes Run



Taylor Run at Angel Park

Neighborhood-Serving Parks



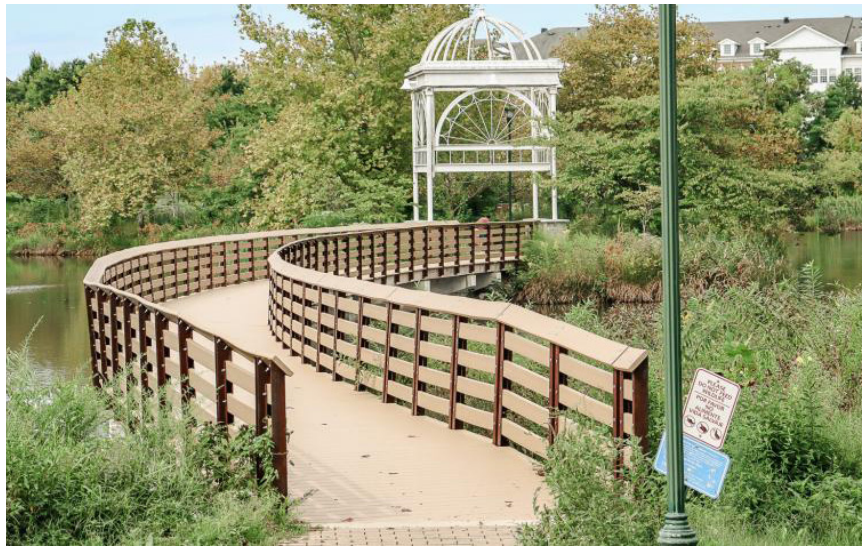
Throughout the planning process, the community consistently expressed a desire for more neighborhood-serving public open spaces with amenities for people of all ages and abilities. The Plan recommends approximately 9 acres of new public open space to strengthen the existing public open space network and provide more convenient access throughout the corridor.

Many of these spaces will be provided through development. Their size, design, and amenities should respond to their surroundings and the types of adjoining uses. For example, an urban neighborhood park serving multifamily housing and retail may offer a broader range of amenities than open space associated with a townhouse development.

New public open spaces should be clearly identifiable as public and easy to access. Depending on their setting, amenities may include trails and walkways, lighting, paved gathering areas, flexible seating and lawn areas, shade structures, exercise and play features, tot lots, playgrounds, and dog parks. Parks should also incorporate appropriate lighting to support safe use of the parks.

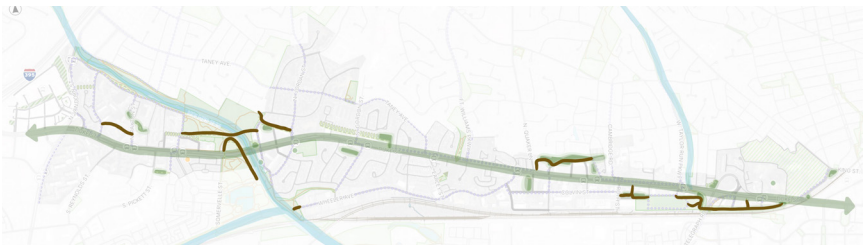


Witter Fields



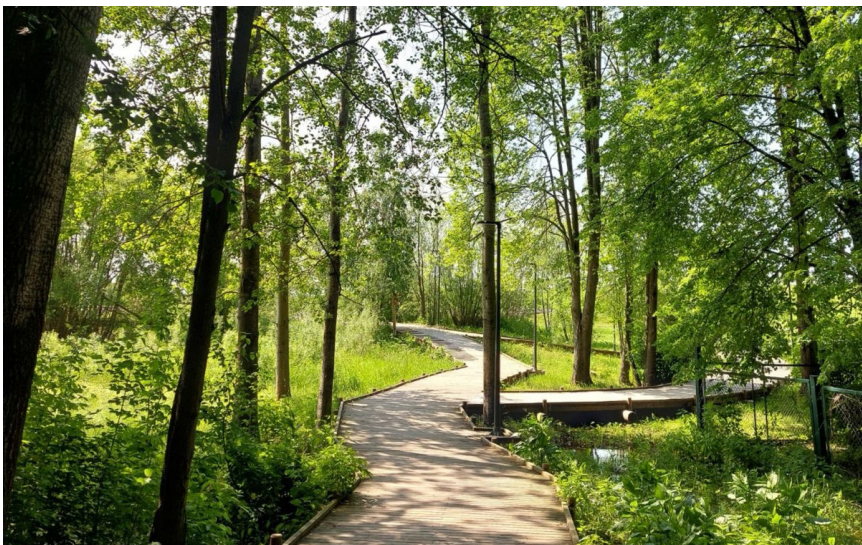
Ben Brenman Park

Local + Regional Trail Connections



The Plan recommends several new local trail connections, which link both new and existing public open spaces. These connections provide pedestrians and bicyclists varied access to different parts of the Plan area, achieving a cohesive public open space network to ensure that all residents have access within a 15-minute walk.

The Plan also strengthens connections to existing and future regional trail systems, creating opportunities for both recreation and daily transportation. Improved bicycle and pedestrian facilities are intended to connect neighborhoods to regional multi-use trails, transit stations, schools, employment centers, and surrounding neighborhoods.



Nature trail

Polesie National Park



Nature-lined multi-use trail

Jiang Dan

Sustainability + Health



Intent

The Plan treats sustainability like core infrastructure and embeds environmental stewardship into the transformation of the Plan area. In the future, Duke Street will be more sustainable and climate-resilient, while integrating environmental justice as a key guiding principle. As redevelopment occurs, new buildings, public infrastructure, and public open spaces will work together to create healthier places to live by increasing urban tree canopy, reducing urban heat island impacts, and improving stormwater management.

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Guiding Principles

Sustainability Principles

Principle 18

Promote a sustainable urban environment, energy-efficient buildings, and renewable energy.

Principle 19

Implement green infrastructure throughout the corridor.

Principle 20

Protect the integrity of the corridor's stream valleys, floodplains, and resource protection areas and expand the tree canopy.

Principle 21

Strengthen the corridor's resilience against the impacts of extremes in heat and cold through the design of new development, parks and infrastructure.

Health Principles

Principle 22

Ensure equitable access to services and resources that improve physical and mental health and wellbeing.

Principle 23

Provide opportunities for physical activity, community gathering areas, and social connection.

Principle 24

Expand access to affordable goods and services such as food and other resources.

Principle 25

Provide shade and other heat mitigation strategies in new developments, infrastructure, and new and existing parks and open spaces.

Context

The Plan area’s natural assets, including large and small parks, wooded trails, stream valleys, and mature tree canopy are exceptional resources that community members consistently pointed to when identifying the strengths of their neighborhoods. At the same time, there are some areas with limited tree canopy, extensive paved areas that do not detain or treat stormwater, lack of shade at transit stops and public gathering places, and areas where heat impacts are concentrated. Each of these impact the natural environment and also show up as impacts on community health, revealed in indicators such as asthma rates or high heat index days. Similarly, existing land use patterns in the Plan area can impact health by limiting opportunities for recreation, social connection, access to daily needs, and green space.



Holmes Run



Public park

SAND

Framework

The Plan area is envisioned as a series of complete neighborhoods that promote community health and environmental resilience. Recommendations in the previous chapters of the Plan seek to positively impact physical and mental health, social connection, and community health through changes to land use and urban form that can drive improvements to housing stability, transportation safety, and access to daily needs like groceries, transit, and active recreation or green spaces. In this chapter, complimentary recommendations for trees, green space, heat mitigation, and building/site design further support a more sustainable and resilient future for all. The sustainability strategy has four interrelated components that improve the environment and community health:

1. Urban Tree Canopy
2. Green Infrastructure + Public Realm
3. Climate Resilience + Heat Mitigation
4. Sustainable Buildings



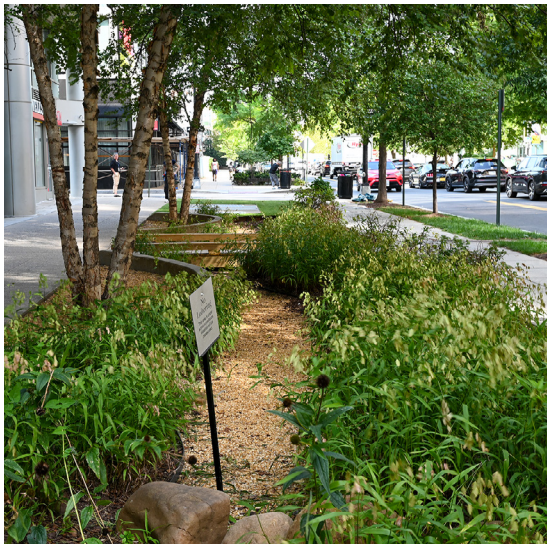
Habitat in Ben Brenman Park

Flickr



Mature tree canopy

Flickr



Green infrastructure: rain garden



Sun-oriented building design

Flickr

Urban Tree Canopy

The large parks and mature trees in some neighborhoods contribute to an overall tree canopy of approximately 30% in the Plan area. However, some parts of the Plan area lack tree canopy, which is directly connected to higher heat (Figure 8.1). Trees are not simply decorative; they are essential public infrastructure.

continued on page 122

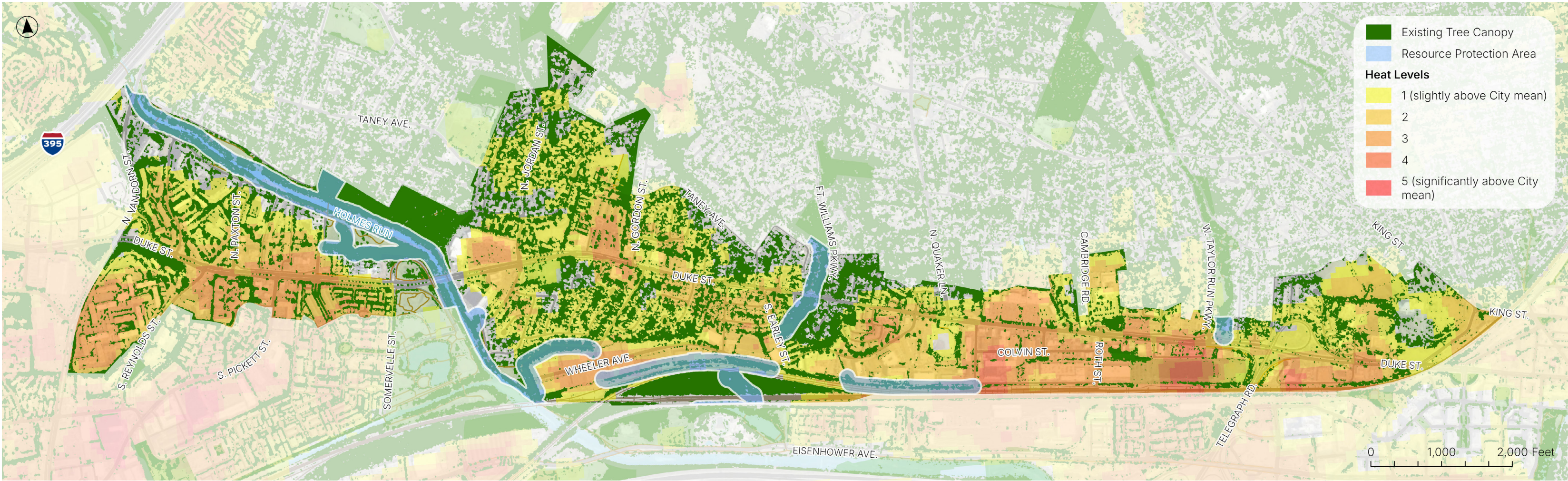


Figure 8.1 Existing Tree Canopy + Heat Severity

Trust for Public Lands. "Heat Severity - USA 2023". ArcGIS Online. April 23, 2024 (sourced 07/07/2026).

Urban Tree Canopy, *continued*

Key Benefits of Trees

1. **Carbon + Climate Mitigation:** Trees absorb carbon and reduce energy demand by shading buildings and streets.
2. **Water Quality and Natural Systems:** Trees absorb stormwater and reduce runoff, mitigate impacts to local waterways, protect neighborhoods from flooding, and support biodiversity and local habitat.
3. **Public Health and Safety:** Trees provide shade, reduce heat- and air quality-related illnesses, encourage walking and community connection, improve mental and emotional well-being, and calm traffic.
4. **Neighborhood Identity and Economic Value:** Trees strengthen the aesthetic character of a place, building a strong urban identity and real estate value.



Tree-lined public space

Flickr



Colvin Street with limited street trees



Colvin Street with continuous street trees

AI-Generated

The rendering is for illustrative purposes.

The Plan emphasizes:

1. Retention of mature trees;
2. Expansion of the urban tree canopy through development, public investment, and partnerships with property owners and others to provide trees in areas that are lacking;
3. Protection and enhancement of Resource Protection Areas (RPAs), stream corridors, and other environmentally sensitive lands;
4. Strategic expansion and connection of existing forested areas;
5. Planting of large-canopy, climate-resilient native species to maximize shade, biodiversity, longevity, and carbon sequestration efforts; and
6. Partnering with property owners to encourage long-term preservation of wooded areas, including the approximately 16-acre wooded area adjacent to the rail corridor.



More sustainable Wheeler Avenue | *The rendering is for illustrative purposes.*

AI-Generated

Green Infrastructure + Public Realm

The Plan encourages streets, parks, and public spaces to function as an integrated green infrastructure network that supports environmental performance and creates a more attractive, walkable, and resilient corridor.

Key elements include:

- Expanded street tree planting, landscaped medians and continuous canopy corridors;
- Stormwater management features in streetscapes and open spaces;
- Native, drought-tolerant, and climate-adapted planting strategies;
- Restoration of environmentally sensitive areas and habitats, such as areas adjacent to streams;
- High-quality pedestrian and bicycle environments that prioritize shade and comfort; and
- Sustainable park design that balances recreation with ecological function.

Individual interventions (Figure 8.2) have environmental and health benefits that compound when multiple interventions are applied to a site (Figure 8.3).

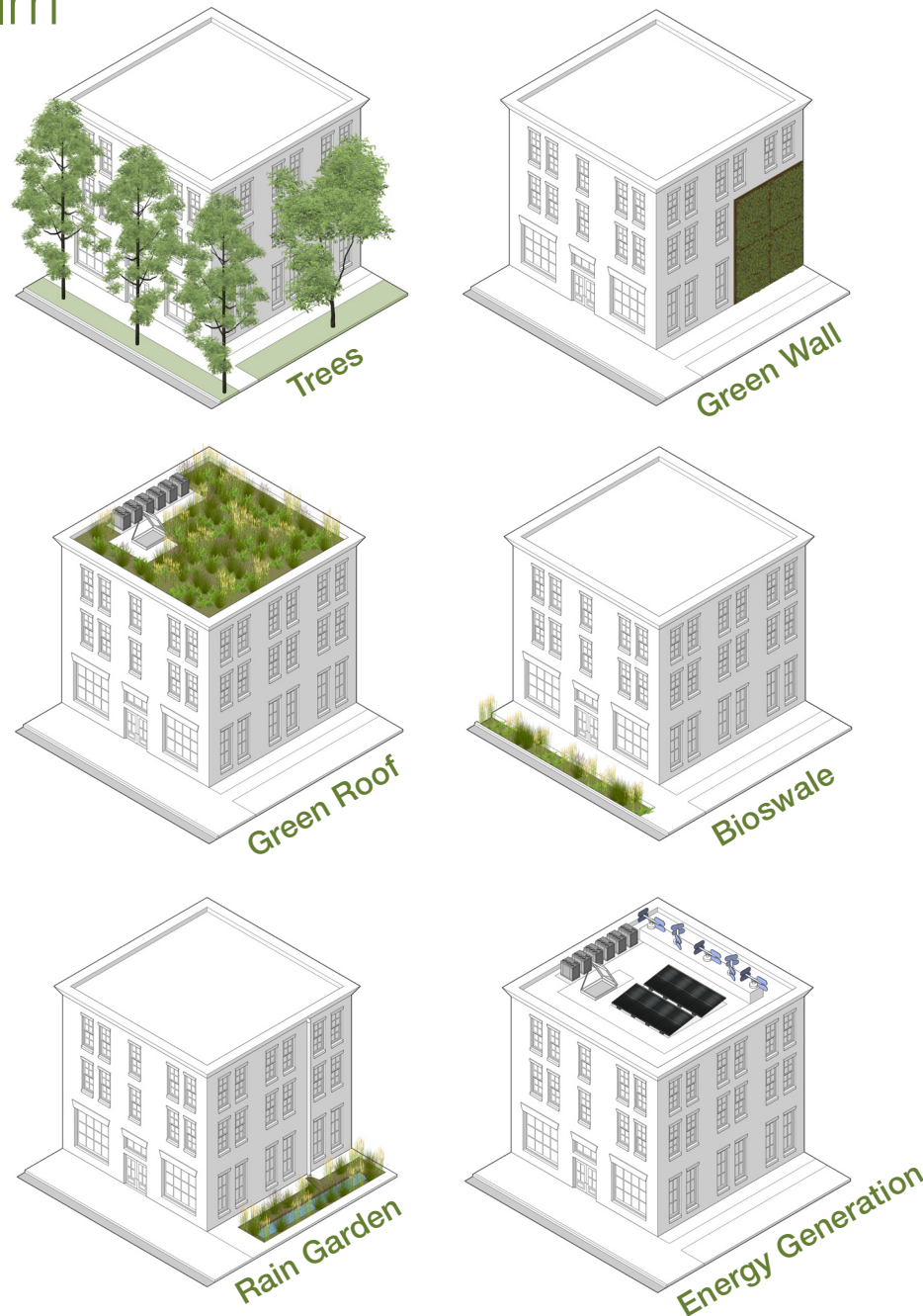


Figure 8.2 Green Infrastructure Options



Figure 8.3 Green Infrastructure

Climate Resilience + Heat Mitigation

Heat can be responsible for substantial impacts to human health, with a disproportionate impact felt by disadvantaged communities such as the elderly, small children, those with chronic illnesses or disabilities, and lower income households. Heat can make the simplest daily activities such as shopping or waiting at a bus stop a serious challenge. Estimates project that Alexandria will experience more than 70 days annually above 90 degrees in the 2050s. The Plan promotes intentional design strategies that reduce heat impacts and enhance comfort across public and private spaces. Recommendations include:

1. Site design and building orientation to maximize shade on sidewalks, plazas, and public spaces;
2. Expanding tree canopy coverage in streetscapes, parks, and redevelopment sites;
3. Using reflective materials where appropriate to reduce heat absorption in hardscape areas;
4. Incorporating shade in parking areas not expected to redevelop; and
5. Integrating green infrastructure into streetscapes and public spaces to mitigate stormwater impacts.

Together, these strategies will help create cooler, healthier, and more walkable neighborhoods while reducing energy demand and improving outdoor usability during extreme heat conditions.



Sidewalk shaded by building orientation and trees

Airbnb

Sustainable Buildings

Future development in the Plan area will implement the City's long-term climate, energy, and sustainability goals. Sustainable buildings will not only reduce environmental impacts but also improve indoor comfort, lower operating costs, and enhance long-term resilience to climate and energy-related risks. All new development will be consistent with the City's [Green Building Plan](#).

Districts



Intent

Development will be implemented over time consistent with the Plan’s vision and community goals for complete, connected, walkable, identifiable neighborhoods linked by high-quality transit, new streets and trails, public parks and open spaces, diverse housing choices, and neighborhood-serving businesses.

Framework

This chapter provides a development framework for each District (Figure 9.1 Districts) to guide future development to support the Plan’s vision, while also allowing flexibility to respond to changing market conditions, property ownership, and site-specific circumstances. Each site presents unique opportunities and constraints, such as existing development patterns, topography, nearby environmental features, and real estate market conditions.

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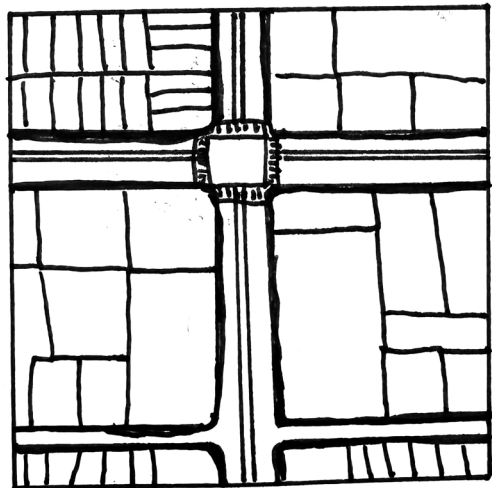
6 Districts



How the Districts Work

A. District Illustrative Graphics

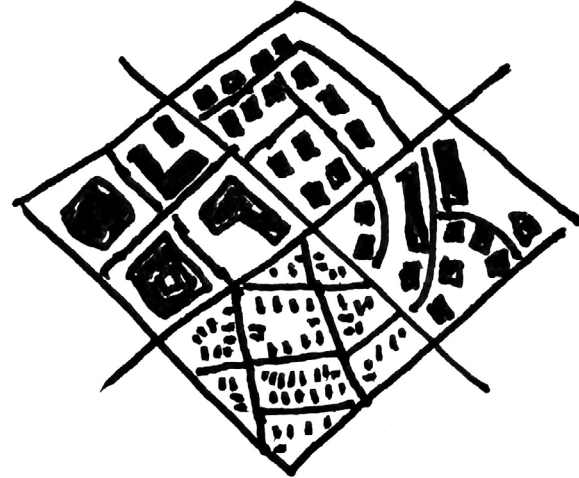
Each District includes a conceptual illustrative graphic with parcel configurations, block layouts, and rights-of-way. Final development patterns will be established through the City review process.



Blocks and Parcels diagram

B. District Tables

Each District includes a table that identifies the land uses, floor area ratio (FAR), building heights, retail, open space, and other development parameters to support the Plan's vision.

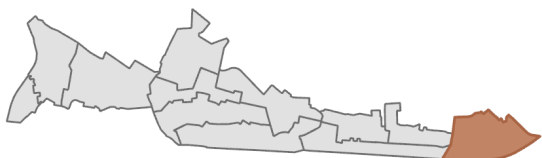


Districts diagram

C. Other Sites

Proposals for development on properties not designated as development blocks may be considered, provided they are consistent with the intent of the Plan. Such proposals should not be interpreted as an amendment to the land use strategy, but rather as an opportunity to implement the Plan's broader objectives while responding to changing conditions.

1. Temple



The Temple District, adjacent to Old Town, occupies the prominent eastern gateway to the Corridor, defined by the George Washington Masonic Temple, for which the District is named, Alexandria Union Station, and the King Street–Old Town Metrorail Station. Together with Telegraph Road, these landmarks establish one of the Plan area's most recognizable civic and transportation gateways.

The Plan's intent is to transform this area into a transit-oriented, mixed-use, and walkable urban environment. A new network of streets, sidewalks, bicycle facilities, and a linear greenway will create new development blocks, improve neighborhood connectivity and strengthen access between surrounding communities and Witter Fields.

Collectively, development should strengthen the District's role as a memorable gateway to Duke Street with a distinct sense of arrival from both the east and west. The first site on Duke Street encountered from the east should incorporate high-quality architecture, a prominent building frontage, and a publicly accessible gateway open space that creates a welcoming civic presence and reinforces the corridor's identity.

Building height, massing, and site design should reflect the District's transit-oriented character while remaining respectful of Union Station and the Masonic Temple.



Temple District redevelopment

The rendering is for illustrative purposes.

Temple District



Figure 9.2 Temple District Detail , for illustrative purposes

Temple District, *continued*



Potential bicycle-pedestrian connection between Duke Street and Eisenhower East | *The rendering is for illustrative purposes.*

AI-Generated



Potential redevelopment on Dove Street | *The rendering is for illustrative purposes.*

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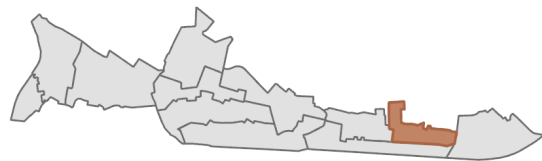
Table 9.1 Temple District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
1A	Residential/Commercial Medium	3.0	85	7,000
1B	Residential/Commercial Medium	3.0	85	20,000
1C	Residential/Commercial Medium	3.0	85	N/A
1D	Residential/Commercial Medium	3.0	85	N/A
1E	Residential/Commercial Medium	3.0	85	N/A
1F	Residential Low	See Note 2	45	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in [Figure 7.2 Planned Parks + Open Spaces Network](#) and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

2. Ridgeview



The Ridgeview District includes Bishop Ireton High School and a mix of established residential communities.

Ridgeview District, named for its ridge elevation and view to Duke Street, is intended to better integrate the north and south sides of the Corridor, prioritizing comfortable and safe pedestrian and bicycle crossings in response to community comments. New building frontages oriented to consistently frame and activate Duke Street will help calm traffic and create a more welcoming place to walk. The Plan also proposes new public open spaces with larger development sites on the south side, as well as public greenways that stitch the district east to west and improve access to Witter Fields.



Potential redevelopment adjacent to Witter Fields

The rendering is for illustrative purposes.

Ridgeview District



Figure 9.3 Ridgeview District Detail , for illustrative purposes

Table 9.2 Ridgeview District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
2A	Residential/Commercial Medium	3.0	85	7,000
2B	Residential/Commercial Medium	3.0	85	N/A
2C	Residential/Commercial Medium	3.0	85	N/A
2D	Residential/Commercial Medium	3.0	85	9,000
2E	Residential/Commercial Medium	3.0	85	5,000
2F	Residential Medium	See Note 2	150	N/A
2G	Residential Medium	See Note 2	150	N/A
2H	Residential/Commercial Medium	3.0	60	N/A
2I	Residential Medium	See Note 2	150	N/A

Table 9.2 continued

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
2J	Residential Medium	See Note 2	150	N/A
2K	Residential/Commercial Medium	3.0	60	N/A

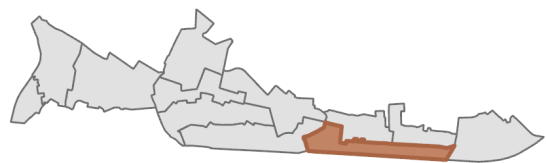
- Table Notes
1.

Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2.

Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3.

Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

3. Orange



The Orange District is named after the Orange & Alexandria Railroad, the first railroad constructed in Alexandria, which still runs adjacent to the area today. The 54-acre District serves as the City's primary municipal campus, accommodating a wide range of operational, maintenance, transportation, utility, and public service functions that are essential to the delivery of City services. This area will continue to accommodate municipal uses that support day-to-day functions.

The Plan proposes potential development of the City-owned area closest to Duke Street for residential, commercial, or civic uses, acknowledging that development is contingent upon the successful relocation of the existing uses in this location.



Orange District redevelopment

The rendering is for illustrative purposes.

Orange District

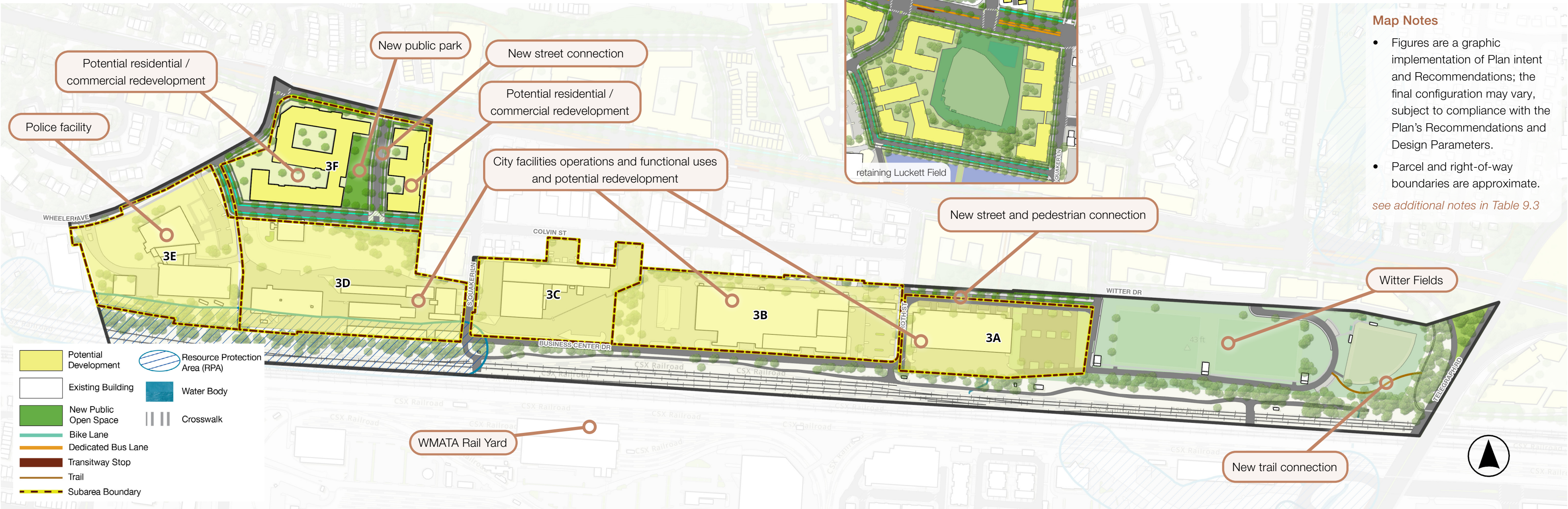


Figure 9.4 Orange District Detail , for illustrative purposes

Orange District, *continued*



Colvin Street with street trees | *The rendering is for illustrative purposes.*

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Orange District redevelopment | *The rendering is for illustrative purposes.*

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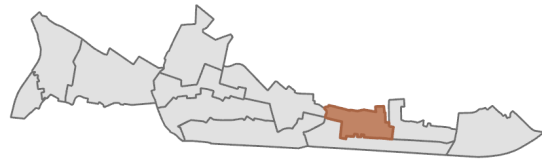
Table 9.3 Orange District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
3A	Civic Services and Functions	3.0	150	N/A
3B	Civic Services and Functions	3.0	150	N/A
3C	Civic Services and Functions	3.0	150	N/A
3D	Civic Services and Functions	3.0	150	N/A
3E	Civic Services and Functions	3.0	85	N/A
3F	Residential/Commercial Medium	3.0	85	25,000

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in [Figure 7.2 Planned Parks + Open Spaces Network](#) and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

4. Market



The 70-acre Market District, so named for its current and intended future use as a commercial retail area, serves as a key node linking North Quaker Lane and Duke Street. The Plan intends retention or replacement of the full-service grocery store and associated grocery-anchor retail on the north side of Duke. Development in this location represents an opportunity to support the community's vision for a more complete and connected neighborhood, retaining/concentrating neighborhood retail, introducing new public parks and open spaces, and introducing a street network that improves connections to adjacent neighborhoods. While the Plan anticipates predominantly multi-unit residential development, some townhouse development may be appropriate if connected to a larger development project.

Potential approaches for the fire station include redevelopment, integration within a new development, or relocating the facility elsewhere.

The south side of Duke is one of the Plan's two Small Business Theme Areas, containing a diverse mix of locally-serving businesses. As an anti-displacement strategy, the Plan does not anticipate or incentivize large-scale development in this area and instead supports the long-term stability and continuity of existing small businesses. However, given the proximity to Duke Street and transit, the Plan allows for flexibility to explore development at higher intensity. Proposals must meet the intent of the Plan as described in Chapter 4 Land Use + Design.



Market District redevelopment

The rendering is for illustrative purposes.

Market District



Figure 9.5 Market District Detail , for illustrative purposes

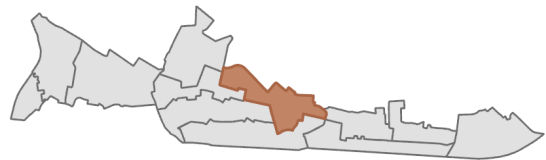
Table 9.4 Market District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Ground Floor Retail	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
4A	Residential/Commercial Medium	3.0	No	85	N/A
4B	Residential/Commercial Medium	3.0	No	60	N/A
4C	Residential/Commercial Medium	3.0	No	60	8,000
4D	Residential/Commercial Medium	3.0	No	85	8,000
4E	Residential/Commercial Medium	3.0	Yes	85	N/A
4F	Residential/Commercial Medium	3.0	Yes	85	13,000
4G	Residential/Commercial Medium	3.0	No	N/A	80,000
4H	Residential/Commercial Medium	3.0	No	85	12,000
4I	Residential/Commercial Medium	3.0	No	50	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in [Figure 7.2 Planned Parks + Open Spaces Network](#) and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

5. Fort Williams



The Fort Williams District, named for the park and parkway of the same name, is defined by its distinctive topography, mature tree canopy, and a diverse mix of residential building types and scales. Neighborhoods on both sides of Duke Street include a variety of single-unit, two-unit, and townhome communities.

The Plan does not recommend significant changes to existing land uses, density, and building heights in this area, however properties may utilize zoning provisions that could provide opportunities for infill development, subject to City policies and regulations in place at the time of development.

Consistent with the intent of the Plan to expand housing affordability without permanently displacing residents, the Plan does enable opportunity for additional height and density at ARHA's Arell Court site located on the easternmost border of this District.



Aerial photo of Fort Williams District area, 2025

Fort Williams District



- Map Notes**
- Figures are a graphic implementation of Plan intent and Recommendations; the final configuration may vary, subject to compliance with the Plan's Recommendations and Design Parameters.
 - Parcel and right-of-way boundaries are approximate.
- see additional notes in Table 9.5*

Figure 9.6 Fort Williams District Detail , for illustrative purposes

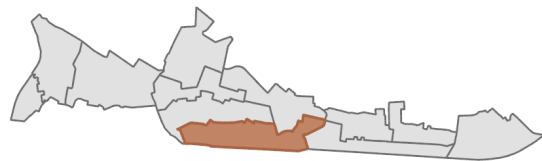
Table 9.5 Fort Williams District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
5A	Residential Low	3.0	60	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

6. Commerce



The Commerce District is home to a diverse mix of commercial uses along Wheeler Avenue that contribute to the City’s economic diversity and employment base. Many Wheeler Avenue small business owners noted that this area is one of the only places in the city where they can afford to locate and operate businesses that need large flexible spaces. Community members consistently commented on the desire to retain this local business area.

As an anti-displacement strategy, the Plan identifies this as one of the Plan’s two Small Business Areas, and does not anticipate or incentivize large-scale development, instead supporting the continued operation, potential expansion, and stability of existing businesses. The Plan recommends retaining the current densities and building heights and refining the existing zoning to better align with current development patterns, land uses, and the Plan’s long-term vision.

A key objective in this area is to improve multimodal connectivity and strengthen access to the City’s parks and open space network, including a new access point to Tarleton Park and Holmes Run at the terminus of Wheeler Avenue. The Plan also recommends working with the property owner of the 16-acre parcel located between the rail tracks, to retain the parcel’s substantial tree canopy and environmental features.



Existing business on Wheeler Avenue, 2025

Source



Commerce District redevelopment | *The rendering is for illustrative purposes.*

AI-Generated

Commerce District

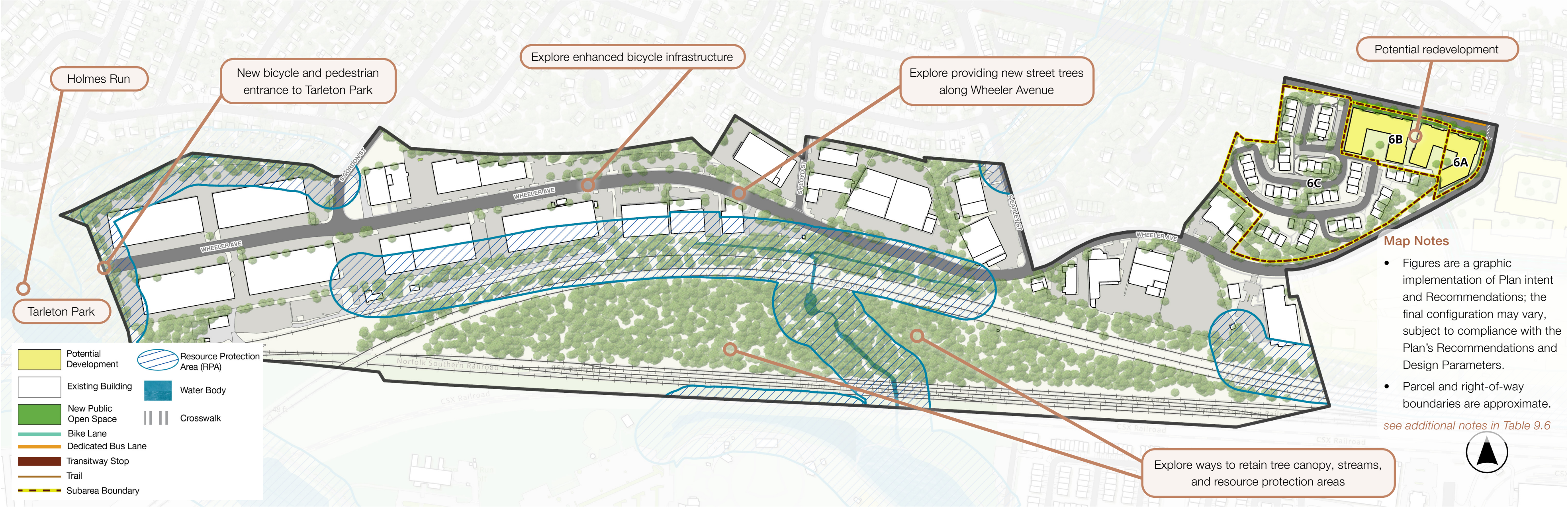


Figure 9.7 Commerce District Detail , for illustrative purposes

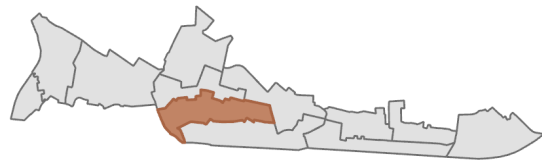
Table 9.6 Commerce District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
6A	Residential/Commercial Medium	3.0	85	N/A
6B	Residential/Commercial Medium	3.0	85	N/A
6C	Residential Low	See Note 2	45	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

7. Parkside



The Parkside District is named for its proximity to Holmes Run, Ben Brenman Park, and Tarleton Park. It is primarily composed of established residential neighborhoods featuring a range of housing typologies, including single-unit, two-unit, and townhome communities. The District includes the Wakefield–Tarleton neighborhood, which provides market-rate homeownership opportunities. In order to maintain this homeownership resource, the Plan does not recommend changes to existing land uses, density, and building heights in this area, however properties may utilize zoning provisions that could provide opportunities for infill development, subject to City policies and regulations in place at the time of development.



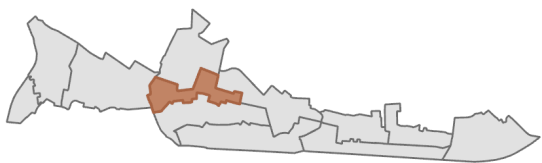
Aerial photo of the Parkside District area, 2025

Parkside District



Figure 9.8 Parkside District Detail , for illustrative purposes

8. Exchange



The 60-acre Exchange District is so named for having one of the major retail nodes along the Corridor. The Shoppes at Foxchase shopping center is highly valued by the community for its full-service grocery store and associated retail. The Plan recommends retention or replacement of the shopping center and full-service grocery as a destination for neighborhood-serving retail and services that support the community in a more walkable, connected district.

The District is intended to accommodate a mix of uses, predominantly residential with ground floor neighborhood-serving retail, which will help activate the public realm along with enhanced streetscapes, complimented by an east–west greenway along the north side of Duke Street that links a series of new and enhanced public open spaces. New internal streets and connections are intended to improve circulation, support pedestrian safety, and improve access between the Exchange District and adjacent Districts.

Finally, in order for the community to have better access to and better visibility of Holmes Run, the Plan proposes new parks and a gateway element adjacent to the existing trail.



Exchange District redevelopment

The rendering is for illustrative purposes.

Exchange District



Figure 9.9 Exchange District Detail , for illustrative purposes

Exchange District, *continued*



Exchange District redevelopment | *The rendering is for illustrative purposes.*

AI-Generated



Exchange District redevelopment | *The rendering is for illustrative purposes.*

AI-Generated

Exchange District, *continued*



Exchange District redevelopment | *The rendering is for illustrative purposes.*

AI-Generated



New park in the Exchange District | *The rendering is for illustrative purposes.*

AI-Generated

Table 9.8 Exchange District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Ground Floor Retail	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
8A	Residential/Commercial Medium	3.0	No	85	N/A
8B	Residential/Commercial Medium	3.0	No	85	25,000
8C	Residential/Commercial Medium	3.0	No	85	N/A
8D	Residential/Commercial Low, Residential Medium	1.25	No	150/50	45,000
8E	Residential/Commercial Medium	3.0	No	85	45,000
8F	Residential/Commercial Medium	3.0	No	85	14,000
8G	Residential/Commercial Medium	3.0	No	85	5,000
8H	Residential Low	See Note 2	No	45	N/A
8I	Residential Low	See Note 2	No	45	N/A

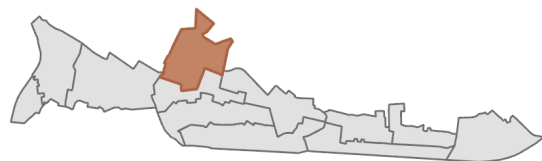
Table 9.8 continued

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Ground Floor Retail	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
8J	Residential/Commercial Medium	3.0	No	85	7,000
8K	Residential/Commercial Medium	3.0	Yes	85	N/A
8L	Residential/Commercial Medium	3.0	Yes	85	20,000
8M	Residential/Commercial Medium	3.0	No	85	13,000

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
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3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

9. Myers



The Myers District is named for a neighborhood of the same name that recalls many of the same features as Foxchase, in particular the rolling, curvilinear, tree-lined streets and housing. Foxchase Apartments is an approximately 76-acre residential community consisting of over 2,100 units, most of which are at or below 80% AMI. Because this site is a significant source of market-affordable housing within Alexandria and along the Duke Street corridor, the Plan supports a long-term, phased approach to development that retains existing housing where feasible, minimizes displacement, and provides new on-site committed affordable units.

Consistent with the intent of the Plan for complete connected communities, future development should create an interconnected street network that improves the circulation within the site and connects to surrounding neighborhoods, transit, and public open spaces. New publicly accessible open spaces should be integrated into this network and located for convenient neighborhood access. Development should build on the existing character of the site, including its curvilinear streets and tree canopy.



Aerial photo of the Foxchase neighborhood in the Myers District, 2025

Myers District



Figure 9.10 Myers District Detail , for illustrative purposes

Myers District Building Heights

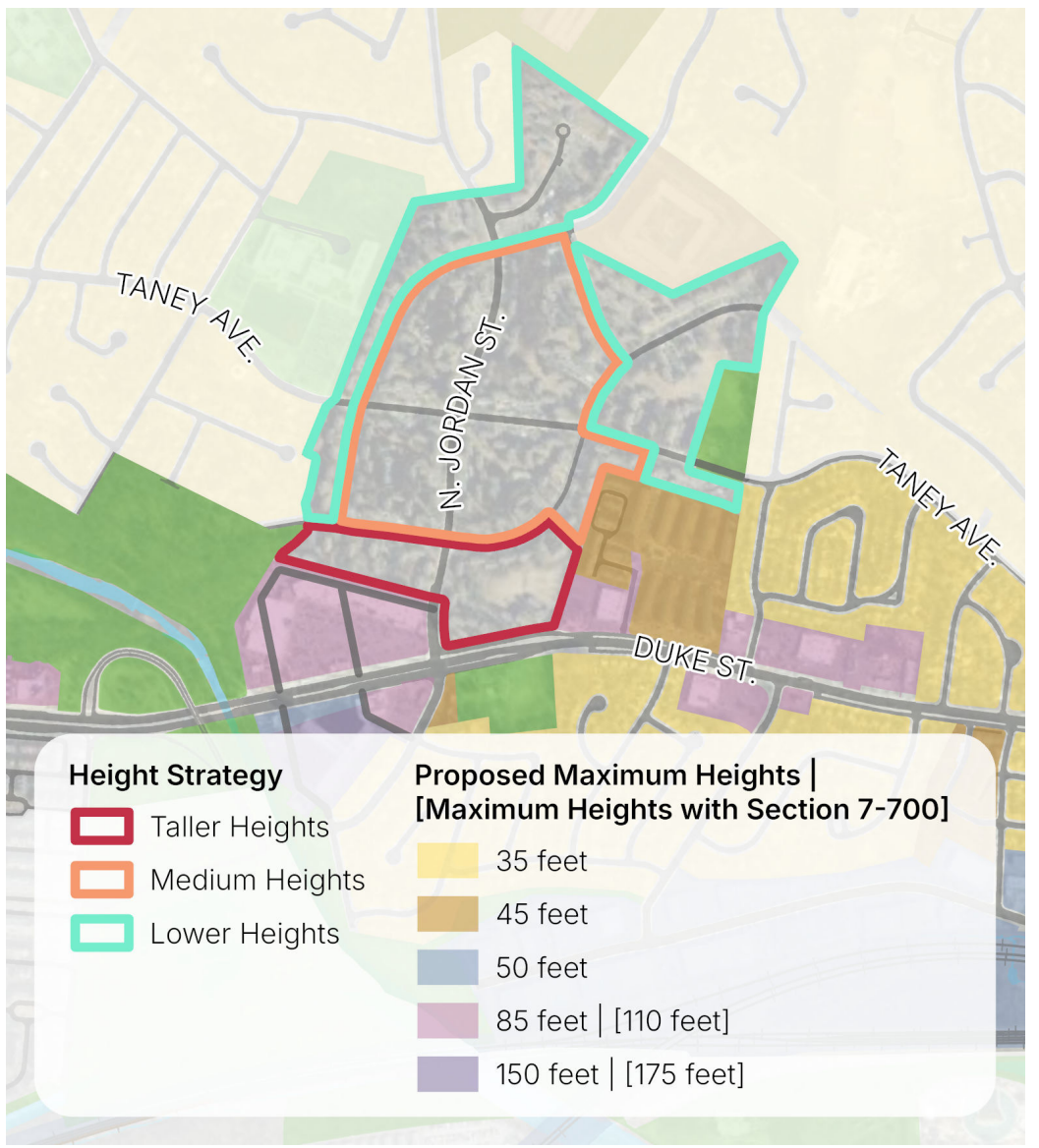


Figure 9.11 Myers District Building Heights

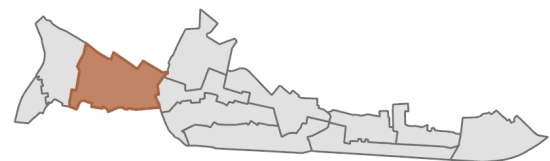
Table 9.9 Myers District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
9A	Residential/Commercial Medium, Residential Low	See Note 2	45	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

10. Blueway



The Blueway District is named for its proximity to Holmes Run, one of the City’s most prominent stream corridors. The neighborhood is also influenced by Ben Brenman Park and the Beatley Library, which together form a major civic and recreational destination.

Because community feedback consistently highlighted the recreational and civic importance of these resources, the vision for this District builds on the existing fabric of the neighborhood, balancing development opportunities with preserving key civic and environmental assets, while improving multimodal connectivity across Holmes Run and surrounding neighborhoods.

Strategic infill development, including potential redevelopment of the Paxton Street Fire Station, can better define and activate streets, parks and civic spaces, and in some cases create opportunities for ground floor neighborhood serving uses.

The Plan also aims for more seamless access to the broader open space and pedestrian and bicycle trail network by recommending conversion of the Leibach Bridge to a bicycle- and pedestrian-only path for a safer and more convenient connection across Duke Street and new east–west connections, particularly across Holmes Run and between the Exchange and Hillside Districts.



Blueway District redevelopment

The rendering is for illustrative purposes.

Blueway District

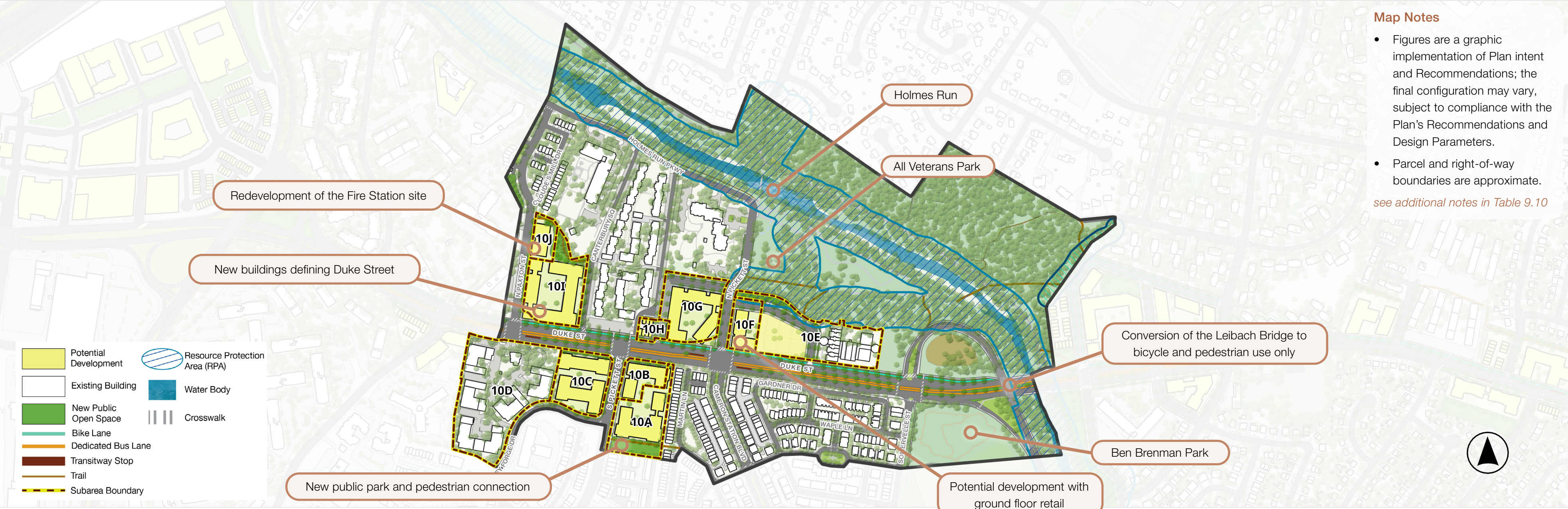


Figure 9.12 Blueway District Detail , for illustrative purposes

Table 9.10 Blueway District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
10A	Residential/Commercial Medium	3.0	85	25,000
10B	Residential/Commercial Medium	3.0	85	N/A
10C	Residential/Commercial Medium	3.0	85	N/A
10D	Residential Medium	See Note 2	150	N/A
10E	Civic/Institutional, Residential/Commercial Medium	3.0	85	N/A
10F	Residential/Commercial Medium	3.0	85	N/A
10G	Residential/Commercial Medium	3.0	85	N/A
10H	Residential/Commercial Medium	3.0	85	N/A
10I	Residential/Commercial Medium	3.0	85	15,000

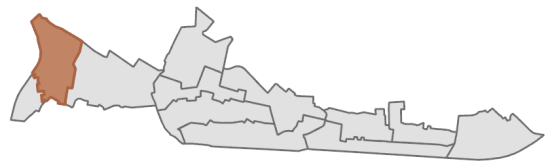
Table 9.10 continued

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
10J	Residential/Commercial Medium	3.0	85	6,000

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

11. Hillside



Perched on the hill near Van Dorn Street adjacent to Holmes Run, the Hillside District is home to a diverse mix of low-rise and high-rise condo and rental residential communities. Many of these properties currently provide market-affordable rental and ownership housing, an important resource for the corridor and City. As such, strategic development with taller heights and increased density can be considered consistent with the Plan’s intent for maintaining and expanding affordability.

To further expand housing opportunities, redevelopment of commercial sites at Duke and Reynolds Streets is envisioned.

Community input indicated a strong desire to improve neighborhood connectivity overall, as well as between the Hillside District and the WestEnd development. Potential for a pedestrian and bicycle connection is subject to coordination with property owners and a feasibility analysis.



Hillside District redevelopment

The rendering is for illustrative purposes.



Hillside District redevelopment

The rendering is for illustrative purposes.

Hillside District

Community input indicated a strong desire to improve neighborhood connectivity overall, as well as between the Hillside District and the WestEnd development. Potential for a pedestrian and bicycle connection is subject to coordination with property owners and a feasibility analysis.

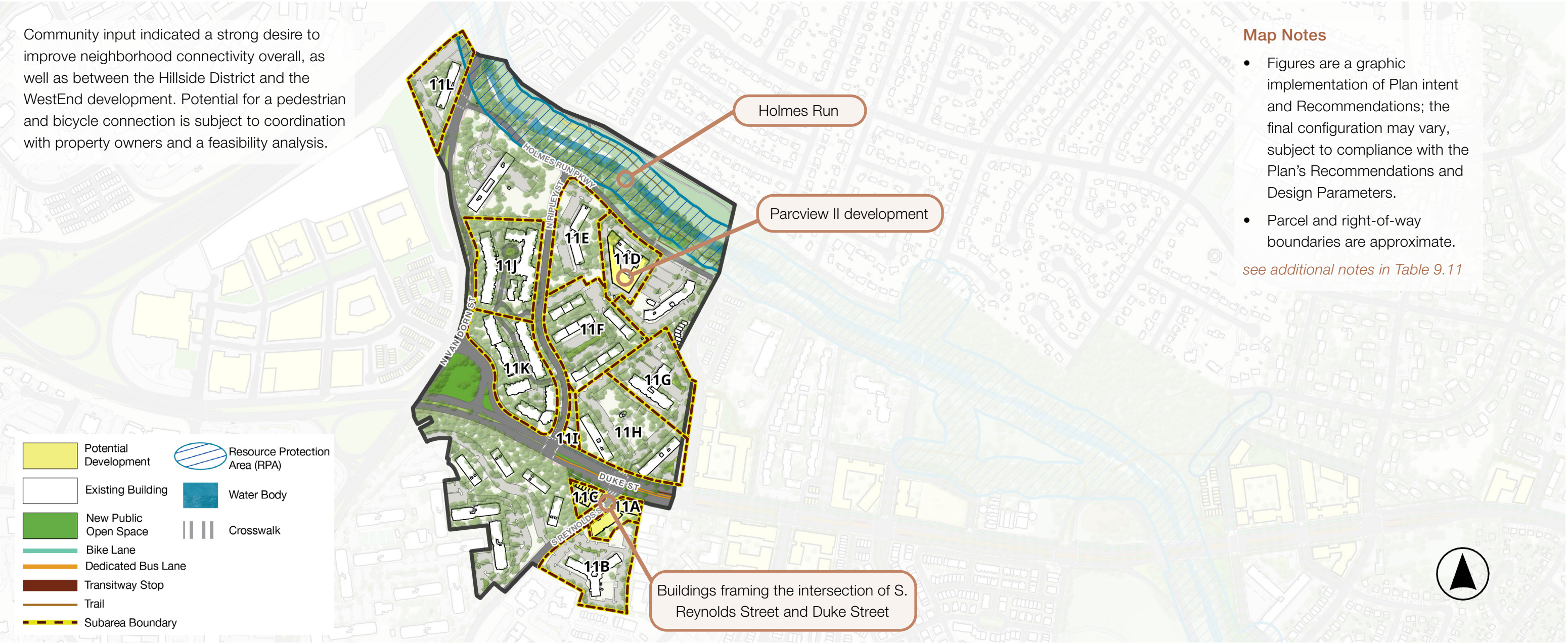


Figure 9.13 Hillside District Detail , for illustrative purposes

Table 9.11 Hillside District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
11A	Residential/Commercial Medium	3.0	85	N/A
11B	Residential Medium	See Note 2	150	N/A
11C	Residential/Commercial Medium	3.0	85	N/A
11D	Residential Medium	See Note 2	150	N/A
11E	Residential Medium	See Note 2	150	N/A
11F	Residential Medium	See Note 2	150	N/A
11G	Residential Medium	See Note 2	150	N/A
11H	Residential Medium	See Note 2	150	N/A
11I	Residential/Commercial Medium	3.0	85	N/A

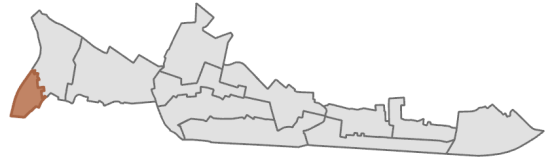
Table 9.11 continued

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
11J	Residential Medium	See Note 2	150	N/A
11K	Residential Medium	See Note 2	150	N/A
11L	Residential Medium	See Note 2	150	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

12. Vista



The Vista District encompasses the Mason at Van Dorn Apartments, an approximately 40-acre residential community consisting of over 1,800 units constructed in the 1950s. With all of the units at or below 80% AMI, the site currently provides a significant share of the corridor's market affordable rental housing and represents a key housing resource within the Duke Street corridor.

The intent of this District is to support long-term housing stability and affordability through a comprehensive, phased development approach that preserves existing housing while enabling additional committed affordable units over time. The Plan envisions that increased density and building height may be used, while ensuring that development is phased to balance retention, an increase in committed affordable units, and expansion of the existing housing stock.

Future development should be organized around a coherent network of interconnected streets, providing improved multimodal connections, internal circulation, and enhanced access to surrounding neighborhoods, transit, and open space. The District should also include new publicly accessible open spaces that are integrated into the overall site framework and intentionally placed to ensure convenient neighborhood access.



Aerial photo of Vista District area, 2025

Vista District



Figure 9.14 Vista District Detail , for illustrative purposes

Vista District Building Heights

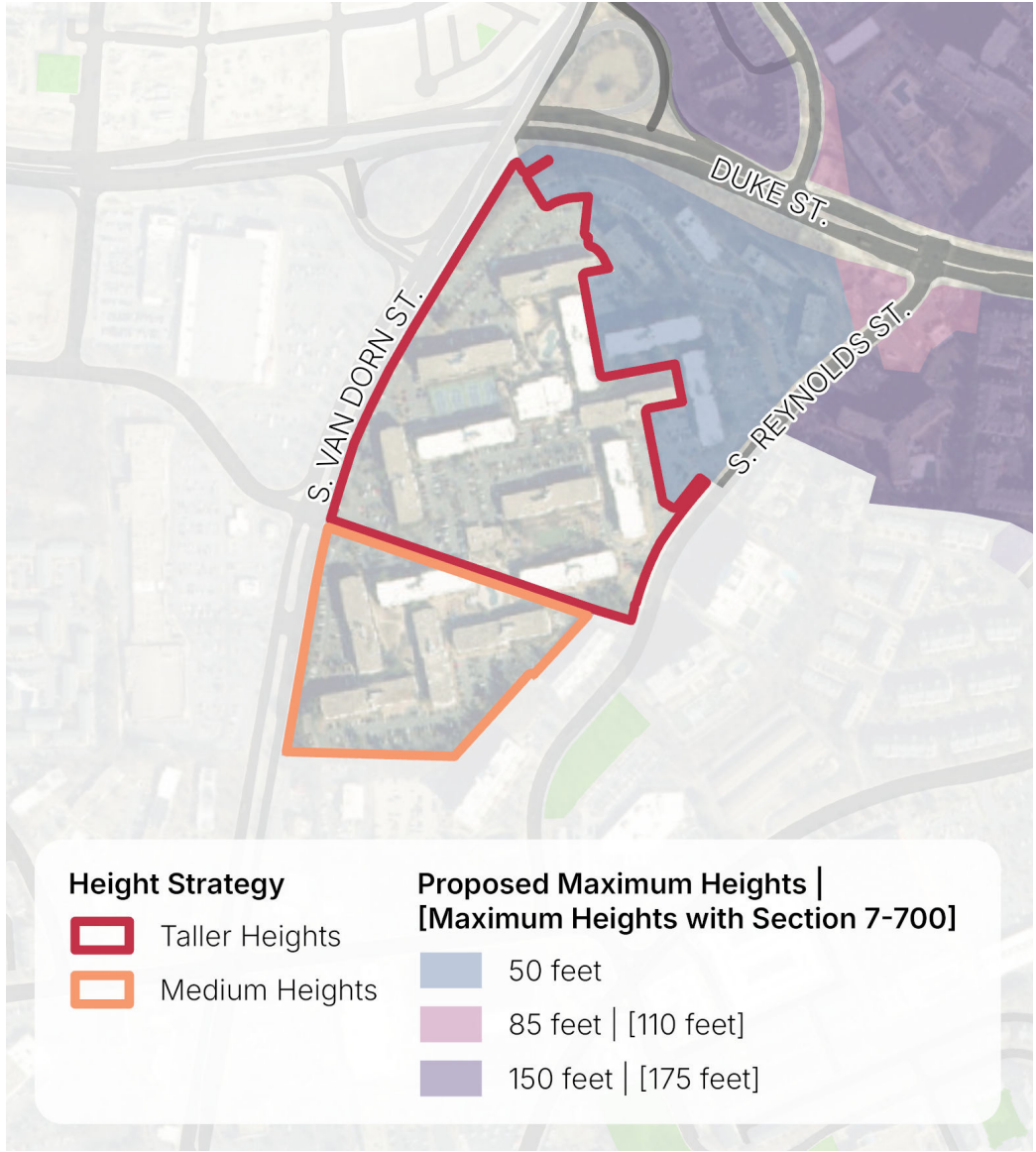


Figure 9.15 Vista District Building Heights

Table 9.12 Vista District

Block	Future Land Use	Plan Floor Area Ratio ^{1, 2} (FAR)	Plan Building Height ² (ft.)	Public Open Space ³ (sq. ft.)
12A	Residential Medium	See Note 2	50	N/A

Table Notes

1. Development will provide committed affordable housing equivalent to 10 percent of the additional residential floor area enabled by the Plan above the residential floor area permitted by the applicable base zoning. The calculation methodology will be consistent with City housing policy. For purposes of this calculation, neither base residential FAR nor additional residential FAR includes floor area devoted to parking or nonresidential uses.
2. Taller heights and higher density are envisioned for Affordability and Growth areas, consistent with Plan goals of maintaining and expanding affordability, to be approved through the City review process and subject to Note 1, above.
3. Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9, does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade. Outdoor park amenities will be provided taking into consideration the type and intensity of proposed development and will be finalized as part of the City review process.

Recommendations

10

Purpose

This chapter consolidates the Plan’s recommendations for Land Use and Design, Housing Affordability, Mobility and Safety, Parks and Open Space, and Sustainability. Together with Chapter 9, this chapter facilitates ease of use and transparency for members of the community, decision makers, and property owners, establishing clear guidance for Plan implementation.



Aerial photo of the Duke Street corridor, looking west, 2025

Land Use + Design

1. **Defintion 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 3.3 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 4.4 Land Uses. Development in these areas will be 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. Changes may be considered during the City review process if they meet the intent of the Plan.

4. **Retail:** Retail uses will 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 4.4 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 or advance the small business objectives of the Plan 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 4.7 Building Heights and any applicable provisions of the Zoning Ordinance.

7. **Community Facilities:** As part of future development, explore the feasibility to redevelop, integrate with redevelopment, or relocate City Fire Station #207.

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. Buildings should create a continuous streetwall that frames the public realm, supports an active pedestrian environment, and enhances the character of adjoining streets.

d. Buildings with active ground floors will open onto the sidewalk with transparent façades and frequent entrances, bolstering retail and other community uses that animate the public realm.

e. Multi-unit buildings will include a primary entrance, with additional entrances to promote greater interaction with the adjoining public realm and parks.

f. Buildings should provide mid-block connections to enhance connectivity, support walkability, and create a more active and inviting public realm.

g. Buildings will not provide new surface parking for development. Structured parking should be underground or, if above ground, screened or wrapped by active uses and/or using materials and fenestration.

h. Building façades should reflect and contribute to the unique character and intent of each Plan District.

i. Signature façades will be at key gateways to mark important locations along the corridor, as depicted in Figure 4.3 Urban Design Strategies.

j. Retail spaces will have sufficient depth (30 to 40 feet) and height (15 feet) to accommodate a range of uses.

k. Façade materials should use a mix of traditional and contemporary building materials with the highest quality materials at the pedestrian level. Materials should be selected for their sustainability and durability, and include materials such as brick, stone, terracotta, metal, wood, or architectural precast concrete. Fiber cement may be a secondary material.

l. Parking structures will be designed to allow future conversion to occupied uses through the provision of appropriate floor to ceiling height and limited ramping.

m. Garages for individual and stacked townhouses will be accessed from a rear alley.

n. As part of new development, all on-site utilities should be located below-grade and on street frontages.

o. 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 preferably from alleys.
- 214 | DRAFT Duke Street Land Use Plan
- DRAFT Duke Street Land Use Plan | 215
- 10
Recommendations

Housing Affordability

9. **Affordability + Growth Areas:** Areas identified in Figure 5.2 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 floor area above the base residential floor area 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. 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 Areas, 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 Figures 4.8 and 4.9, respectively.
 - e. **A Grid of Streets:** Development will establish new streets, alleys, and connections to provide walkable, urban-scaled building blocks.
 - f. **Open Space:** Development will provide new publicly accessible open space to support new residents and the adjoining neighborhoods. Open space may be provided in a combination of at-grade and above-grade open space at an amount appropriate for the site and associated development.

Mobility + Safety

10. **Opportunity Areas:** Residential development in Opportunity Areas will provide 10 percent of any residential floor area above the base residential floor area 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.
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.
13. **Streets, Blocks + Connections:** Development will provide the streets, blocks, and connections as generally depicted in Figure 6.3 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 Figures 6.4 - 6.7 Street Sections and as specified in all applicable figures and tables in Chapter 9 Districts.
16. **Signage:** At the Duke Street and Telegraph Road intersection, replace highway-oriented signs where appropriate with directional and wayfinding signs scaled for a city street. The signs should help people walking, biking, taking transit, and driving navigate the area without dominating the streetscape.
17. **Mobility Enhancements:** The City will work with property owners and other partners to study and address mobility enhancement opportunities at the intersections and areas identified in Figure 6.13 Mobility Network Study Areas, and other areas that emerge as safety and access improvement priorities.
18. **Bicycle and Pedestrian Facilities:** Development and the City will provide a network of bike and pedestrian facilities as generally depicted in Figure 6.11 Bicycle and Pedestrian Network.
19. **Duke Street Transit Right-of-Way:** Development will provide all necessary right-of-way for the Duke Street frontages to accommodate the Duke Street Transitway.

Parks + Open Space

20. New Public Parks + Open Space: Development using the Plan's height and density will provide an at-grade publicly accessible park and open space network as generally depicted in Figure 7.2 Planned Parks + Open Spaces Network.

- a. **Size + Design:** The final design and configuration of the public parks and 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 7.2 Planned Parks + Open Spaces Network will be fully accessible to the public through the provision of a perpetual public access easement(s) to ensure public access.
- c. **Other:** In addition to the recommendations above, public parks and open spaces should provide:
 - i. A mix of amenities (Chapter 7) and park sizes (Chapter 9);
 - ii. Multiple publicly accessible entrances;
 - iii. Design that is multi-functional, inclusive, accommodates all ages 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, consistent with the City's open space policies and overall intent of the Plan.

21. 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 upgrading accessibility to existing trails where feasible.

22. Open Space on Residential Development Sites: Residential development that provides a publicly accessible at-grade park, as shown in Figure 7.2 Planned Parks + Open Spaces Network and all applicable figures and tables in Chapter 9 Districts does not need to provide additional open space onsite. The Plan intends that all other residential development will provide a portion of their open space at-grade.

23. 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.

Sustainability + Health

24. Retain Existing Tree Canopy:

- a. Coordinate with the property owner of the approximately 16-acre wooded area within the rail corridor to encourage tree canopy retention.
- b. Encourage the retention of mature trees as part of new development where feasible.

25. Expand Tree Canopy for Safety, Shade, and Carbon Sequestration:

- a. Pursue grants and partnerships to work 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. Lack tree canopy (and are not otherwise identified for recreational uses) and have higher heat severity, as depicted in Figure 8.1 Existing Tree Canopy and Heat Severity; or
 - ii. Are in Resource Protection Areas or their 100-foot buffers.
- 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 to enable additional mature tree canopy.

26. 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.

Implementation

11

Intent

The Plan's clear vision and framework are supported by a structure and timeline for implementation of the Recommendations that will guide development and investment for future land use, housing, parks, mobility, and sustainability. The timing of private investment and development will occur over 20 plus years and will be influenced by a variety of market drivers, including construction and financing costs, as well as nearby projects such as the WestEnd, and City investment in projects such as the Duke Street Transitway, park improvements, and pedestrian and bicycle safety improvements. When development does occur, it will include the delivery of community amenities and infrastructure to mitigate impacts from development and to provide public benefits within the Plan area.

The Plan acknowledges that near term development projects serving as a catalyst for additional future investment may warrant some flexibility, provided that the proposed development continues to meet the intent of the Plan.



Aerial photo of Duke Street corridor, looking east, 2025

Tasks and Timing

Table 11.1 Implementation Responsibilities + Schedule provides a framework for tracking progress over the life of the Plan once adopted. Each action includes the responsible party and an implementation timeframe: short-term (0-5 years), mid-term (6-10 years), long-term (11-20 years), or ongoing (0-20+ years). This table does not include standard improvements anticipated with development, such as undergrounding utilities, stormwater, sanitary sewer, open space, and streetscape enhancements.

Community benefits that are the responsibility of development will be provided in-kind, rather than as monetary contributions. Larger infrastructure projects, such as improvements to existing roadways (not on development sites) or other benefits within the Plan area, will be implemented by the City with grant funding and/or will compete with other projects for funding through the City’s 10-year Capital Improvement Program (CIP).

Table 11.1 Implementation Responsibilities + Schedule

Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
Land Use + Design						
3	Provide land uses consistent with Figure 4.4 Land Uses.	Developers	●	●	●	○
4	Provide ground floor retail to provide a pedestrian oriented active street frontage and neighborhood-serving uses.	Developers	○	●	●	○
5	Implement interim uses that attract pedestrian activity.	Property Owners + City	●	●	○	○
7	Explore relocation of existing City Fire Station #207 as part of future development.	Developers + City	○	●	○	○

Table 11.1 Implementation Responsibilities + Schedule, *continued*

Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
Housing Affordability						
9a	Collaborate and leverage available tools to maximize retention and preservation of existing committed and market-affordable units.	Developers + City	○	●	●	○
9b	Provide 10 percent of additional residential floor area above the base residential floor area as new on-site CAUs.	Developers	○	●	●	○
Mobility + Safety						
13	Provide streets, blocks, and connections generally depicted in Figure 6.3 Street Network.	Developers + City	○	●	●	○
16	Study and address mobility-related issues at intersections and areas identified in Figure 6.13 Mobility Network Study Areas.	City + Property Owners	●	●	○	○
17	Provide bike and pedestrian facilities as generally depicted in Figure 6.11 Bicycle and Pedestrian Network.	Developers + City	○	●	●	○
18	Provide necessary right-of-way for the Duke Street frontages to accommodate the Duke Street Transitway.	Developers	○	●	●	○

continued on page 224

Table 11.1 Implementation Responsibilities + Schedule, *continued*

Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
Parks + Open Space						
19	Provide at-grade publicly accessible park and open space network, as generally depicted in Figure 7.2 Planned Parks + Open Spaces Network.	Developers	○	●	●	○
20	Explore feasibility of improved access to, and between, existing public and public easement parks. Specifically, explore future connections between stream valleys north and south of Duke Street, connecting trails, and accessibility upgrades to existing trails where feasible.	City	○	●	●	○
21	If not required to provide open space as part of Figure 7.2 Planned Parks + Open Spaces Network, residential development will provide a minimum of 25% open space on-site, a substantial proportion of which should be provided at-grade.	Developers	○	●	●	○

Table 11.1 Implementation Responsibilities + Schedule, *continued*

Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
Sustainability + Heat Mitigation						
23	Retain mature trees to the degree feasible on development sites.	Developers	○	●	●	○
23	Coordinate with property owner of the 16-acre wooded area within the rail corridor (Figure 8.1 Existing Tree Canopy + Heat Severity) to encourage the retention of mature tree canopy.	City	●	●	○	○
24	Expand tree canopy for safety, shade, and carbon sequestration by expanding existing consolidated, forested areas; prioritizing large-canopy, climate-resilient tree species that maximize shade, longevity, and environmental benefits; and undergrounding utilities to enable additional mature tree canopy.	City, Developers, Property Owners	○	○	○	●
24	Pursue grants and partnerships with private, institutional, and non-profit property owners to preserve and expand tree canopy in the Plan area over time, prioritizing areas that are in Resource Protection Areas or their 100-foot buffers; or lack tree canopy (and are not otherwise identified for recreational uses) and have higher heat severity, as depicted in Figure 8.1 Existing Tree Canopy + Heat Severity.	City	○	○	○	●
25	Encourage and implement heat mitigation strategies, including: the orientation of new buildings and trees for passive shade on adjoining sidewalks and parks; the use of materials for sidewalks and paved trails that reduce heat absorption; and 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.	City, Developers, Property Owners	○	○	○	●

Appendix

12

Historical Context

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. Currently available prehistoric settlement models suggest that the floodplains and terraces adjacent to 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 Duke Street area, it is evident that Native Americans lived nearby.

European settlement of the area began in the early 1600s. 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.

Until World War II, much of the area was devoted largely to agriculture. 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 majority of the Duke Street corridor was annexed from Fairfax County in 1951 (Figure 12.1).

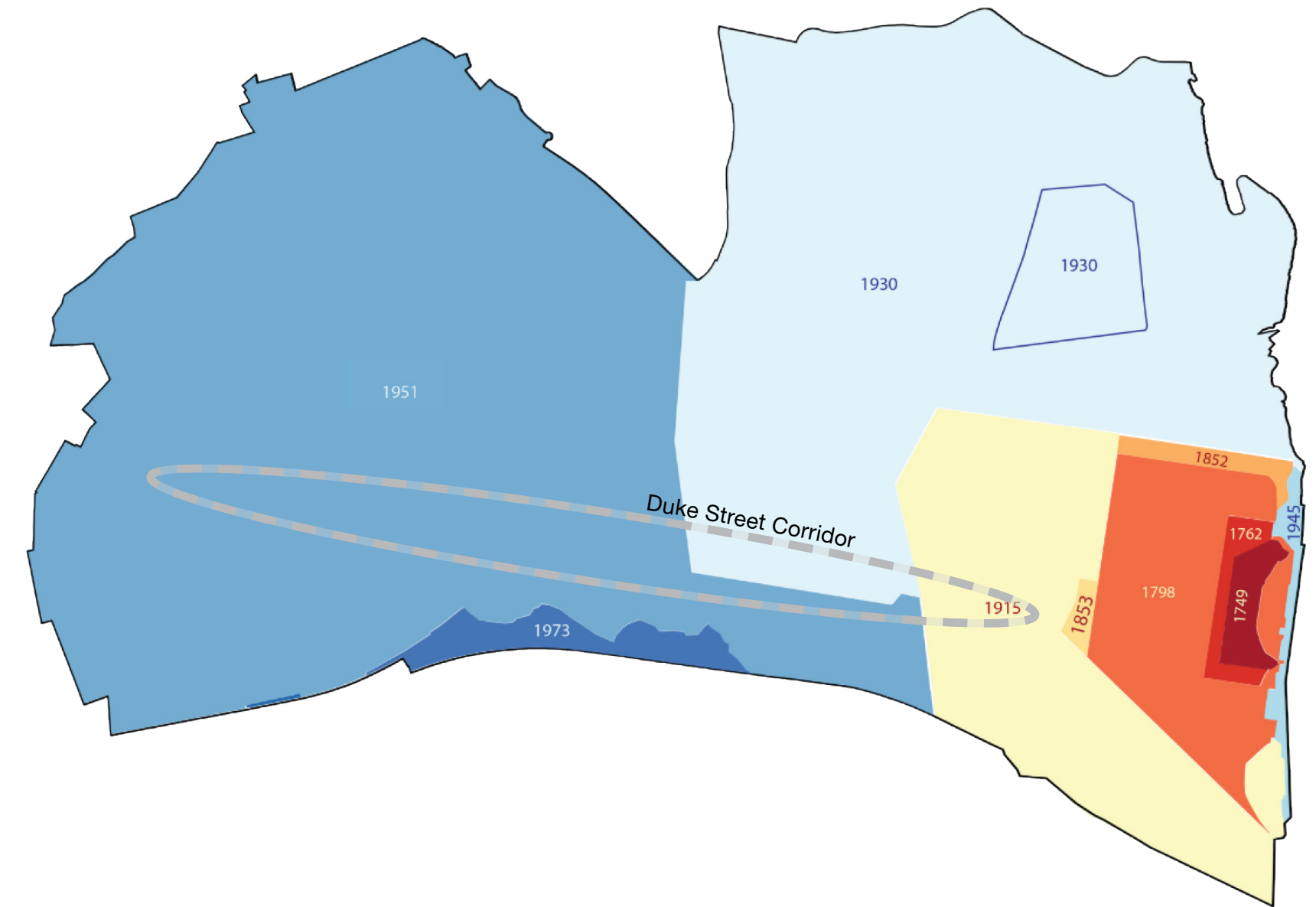


Figure 12.1 Annexation Map

Historical Context, *continued*

Little River Turnpike/Duke Street

In 1795, residents in Loudoun County petitioned the legislature to build a road from Little River to Alexandria. An act was passed that year that formed the Fairfax and Loudoun Turnpike Road Company. The company tried selling stocks to subscribers to raise funds for the road, but this was unsuccessful. In 1802 the Virginia Assembly stepped in and passed an act creating the Little River Turnpike Company to begin construction of the Turnpike (now Duke Street in Alexandria) which was completed in 1811. Figure 12.2 shows the Turnpike on an 1861 map. 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.

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.



Figure 12.2 Map of Little River Turnpike through Alexandria, 1861



Little River Turnpike, 1919

Railroads

In the late 1840s, Alexandria became involved in several major railroad construction projects. One of the projects linked Alexandria with Gordonsville, VA by way of Orange and Culpeper. The Orange and Alexandria (O&A) Railroad was chartered in 1848. By 1851, it was completed from Alexandria to Manassas. Another project, the Manassas Gap Railroad, opened a line to the Shenandoah Valley. The O&A Railroad helped to boost Virginia commerce by allowing farmers in Central Virginia to more cheaply ship their products to the markets of Washington, D.C., Richmond, VA, 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 and required major reconstruction after the war.

During the mid- to late-19th century, several other railroads were constructed in Alexandria. 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 eventually became Alexandria Union Station. These changes resulted in a substantial relocation and consolidation of the existing tracks within Alexandria.



Workers constructing barricades along Duke Street to protect the O&A Railroad from the Confederate Cavalry, 1861

Historical Context, *continued*

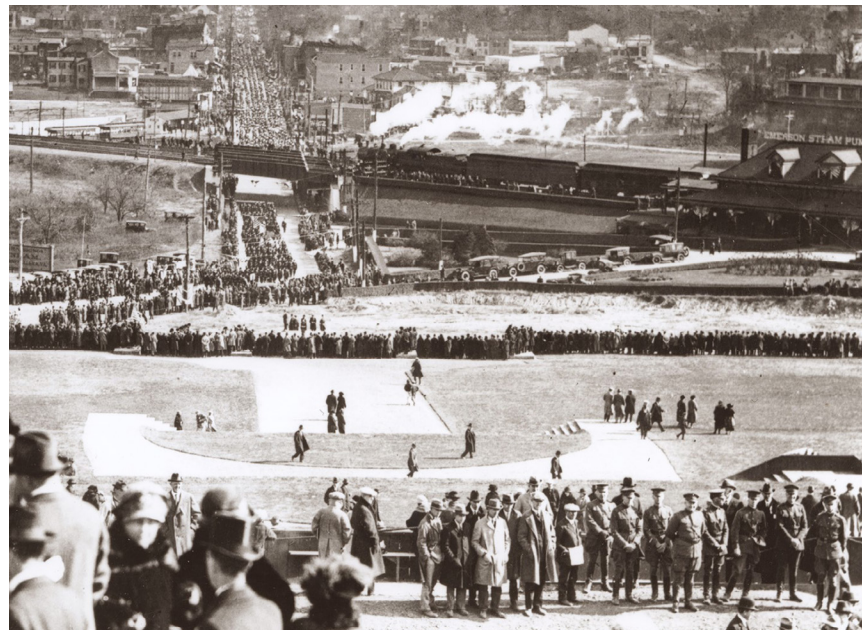
Alexandria Union Station

Alexandria 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. 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.

The one-story station includes a passenger depot and a baggage building. In 1997, the City 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 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.



Alexandria Union Station, undated

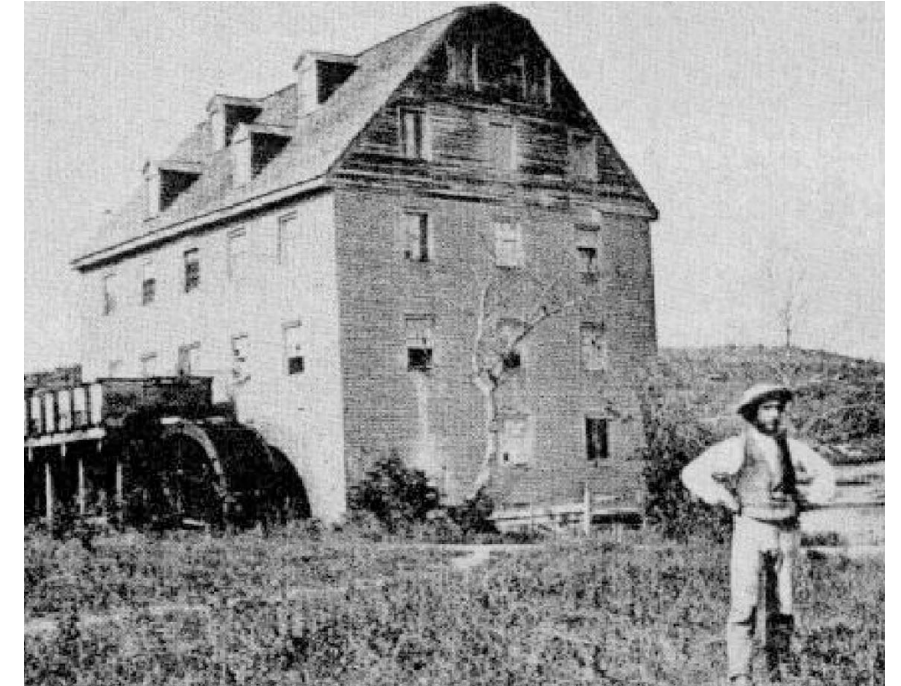


Alexandria Union Station during the dedication of the George Washington Masonic National Memorial, 1923

Mill History

Phoenix Mill

Phoenix Mill, also known as Brown's Mill, was built in 1801 by William Hartshorne and George Gilpin. It is the last standing grist mill in the City of Alexandria and is located between Holmes Run and Duke Street (see Figure 12.3). 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. Operations at the mill ceased in 1921 and 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.



Civil War-era Phoenix Mill, undated



Figure 12.3 Map of Phoenix/Brown's Mill, 1865

Mill History, *continued*

Cloud's Mill

In 1813 Triadelphia Mill was built near what is now Paxton Street just south of Holmes Run. The mill was purchased by James Cloud in 1835, who 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 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. In honor of the area's mill history, the developer named the new community Mill Streams and named one of the streets "Cloudes Mill Drive."



Cloud's Mill historical marker

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, 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.

While the Potomac River forts were being built, planning and surveying was ordered for an enormous new ring of forts to protect Washington. 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". 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 Duke Street area (see Figure 12.4). Fort Ellsworth, named for Col. Elmer Ellsworth, the first officer killed in Alexandria during the conflict, was constructed on Shuter's Hill. From its position on one of the highest points west of Alexandria, the fort overlooked the O&R Railroad and the Little River Turnpike.

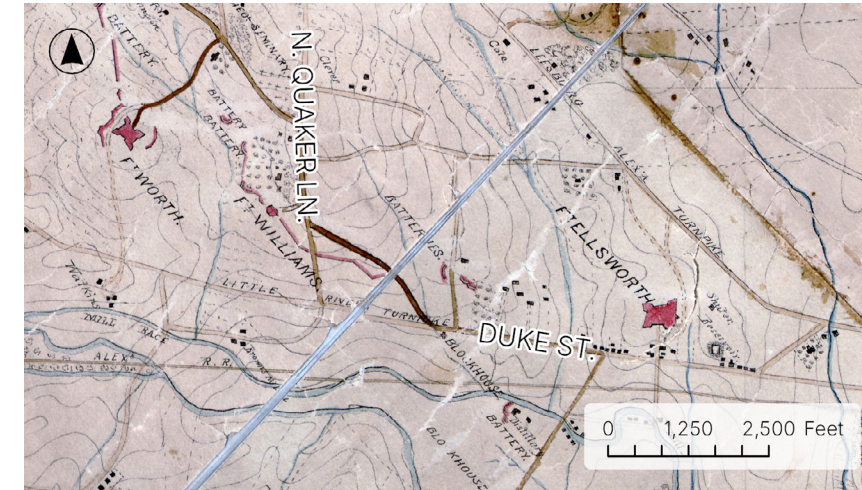


Figure 12.4 Map of Fort Ellsworth and Fort Worth, 1865



The view from Fort Ellsworth, early 1860s

War History, *continued*

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. 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.

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. 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 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 depot became known as Cameron Station. During the Korean War, Cameron Station served as the War Dog Receiving and Holding Station, and it 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 and its 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. Figure 12.5 shows an aerial image of Cameron Station in 1959, and Figure 12.6 shows an aerial image of Cameron Station today.



Figure 12.5 Cameron Station, 1959



Figure 12.6 Cameron Station, 2026

Housing History

By the mid-20th century, there were residential uses both north and south of Duke Street. Over time, the uses north of Duke Street have shifted to include some commercial and institutional. Additionally, industrial and commercial uses have expanded south of Duke Street and very few, if any, residential uses remain. 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 below in Figure 12.7. 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 was redeveloped.



Figure 12.7 Sanborn Map of Duke Street, 1941

Housing History, *continued*

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.

By the late 1970s, the property deteriorated and became overgrown and neglected. The apartments, which represented almost 30% of the City's low-cost housing, closed in 1977, causing hardship for many families who lived there.

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.

A Baltimore developer purchased the apartment community and shopping center in 1980 and renamed it "Foxchase". Sarubin secured a \$77 million 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.



Shirley-Duke, 1970

The GW Masonic National 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, who became a freemason in 1752 at 20 years old. Construction began in 1922 and the exterior of the Memorial was completed in February of 1931. The Memorial was dedicated in 1932. Over the next four decades, various architectural firms and artists worked to complete the Memorial's interior museum space and Freemason meeting chambers. The Memorial opened to the public in 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.

Famed New York skyscraper architect Harvey Wiley Corbett designed 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 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.



GWMNM dedication, 1932

Demographic Context

Race and Ethnicity

- The proportion of Duke Street corridor residents that identify as Hispanic or Latino (17%) is comparable to the percentage citywide (18%).
- 33% of corridor residents identify as Black or African American, compared to 21% citywide.
- Non-Hispanic whites make up 34% of the corridor population, compared to 49% citywide.

Foreign-Born

- Roughly 31% of corridor residents originate from another country, compared to 25% of residents citywide.
- Approximately 35% of the foreign-born residents along the corridor originate from Africa.
- 36% of the corridor population (5-years or older) speaks a language other than English at home, compared to 31% of residents citywide.
- 14% of the corridor population has limited English proficiency (speak English “less than very well”).

Housing

- 70% of housing units along the corridor were built between 1960-2000), whereas only 49% of housing units citywide were built during this time.
- Only 10% of the housing units along the corridor were constructed after 2000.
- Renters occupy 67% of the area households, which is higher than the proportion of renters citywide (58%).
- A majority of the corridor’s households are in residential buildings containing 20 or more units.
- Fewer households along the corridor (6%) reside in single-unit, detached homes than households citywide (14%).

Educational Attainment

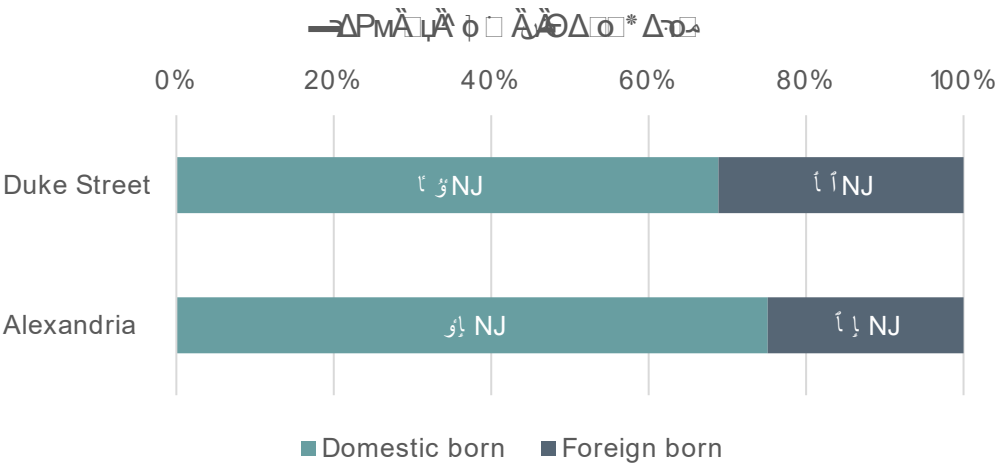
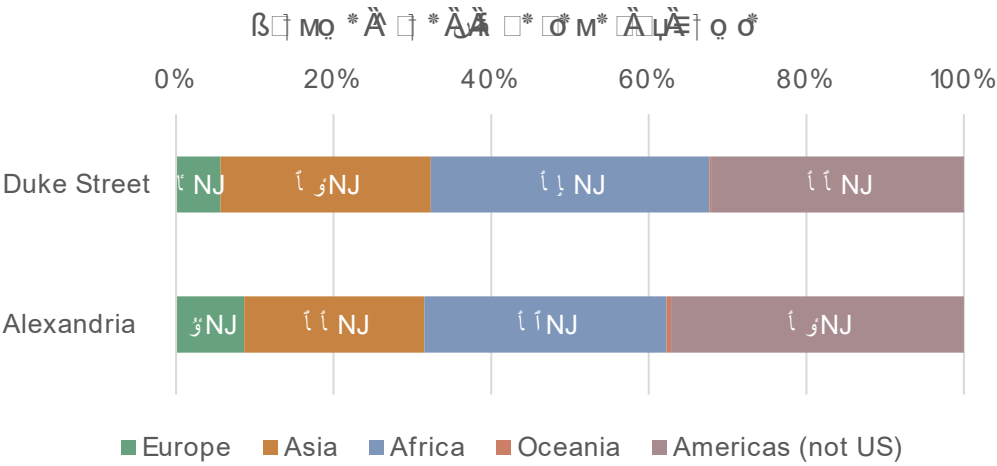
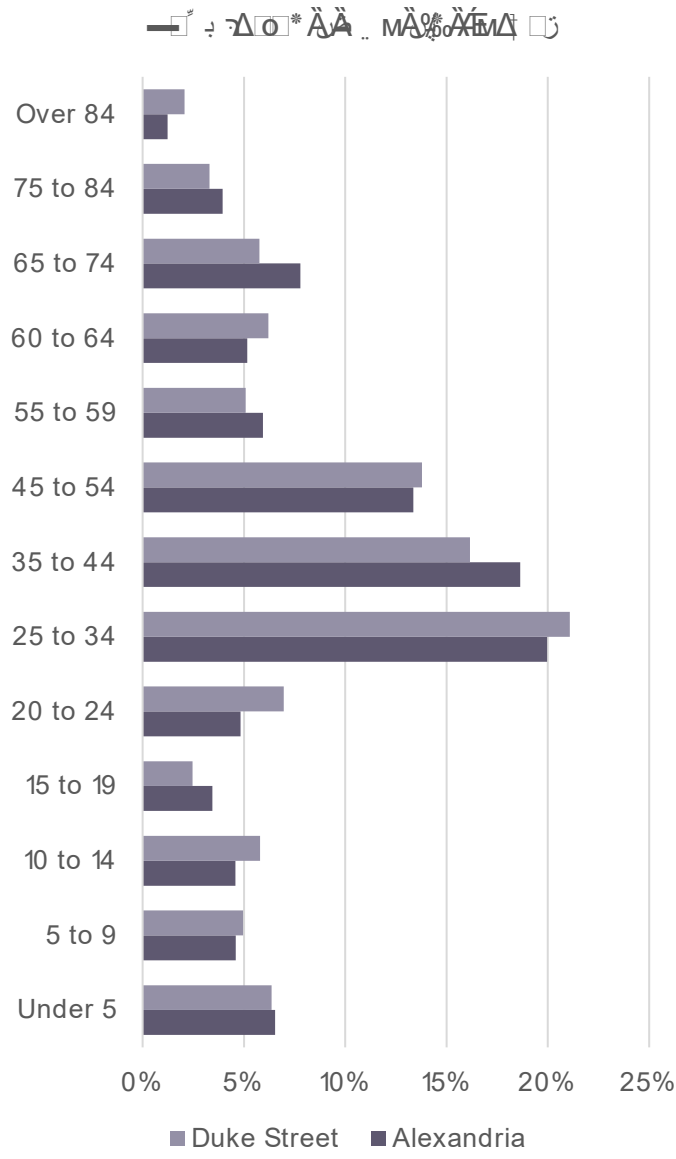
- The corridor has about the same proportion of residents who have completed Bachelor’s degrees (30%) as the proportion citywide (31%); however, the corridor has a lower proportion of residents who have graduate or professional degrees (23% compared to 35% citywide).

Medical Care

- Corridor residents rely on public insurance at rates higher than residents citywide.

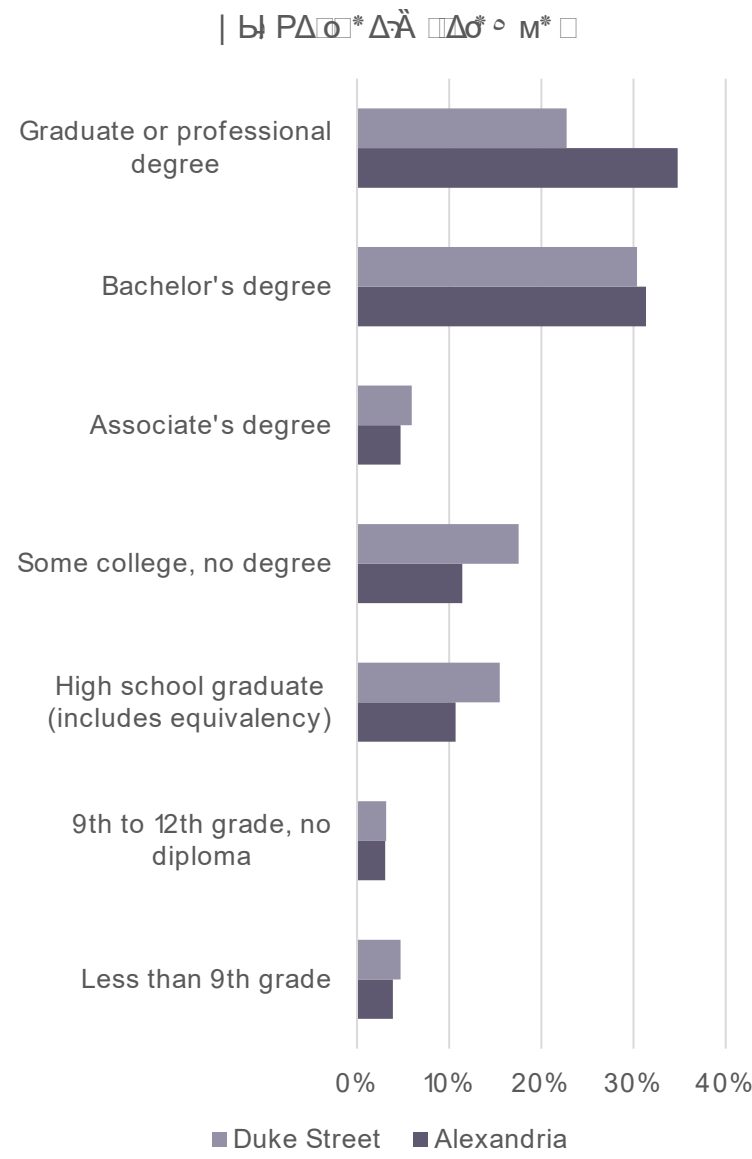
Transportation

- A majority of corridor 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 (55%) than residents citywide (48%).

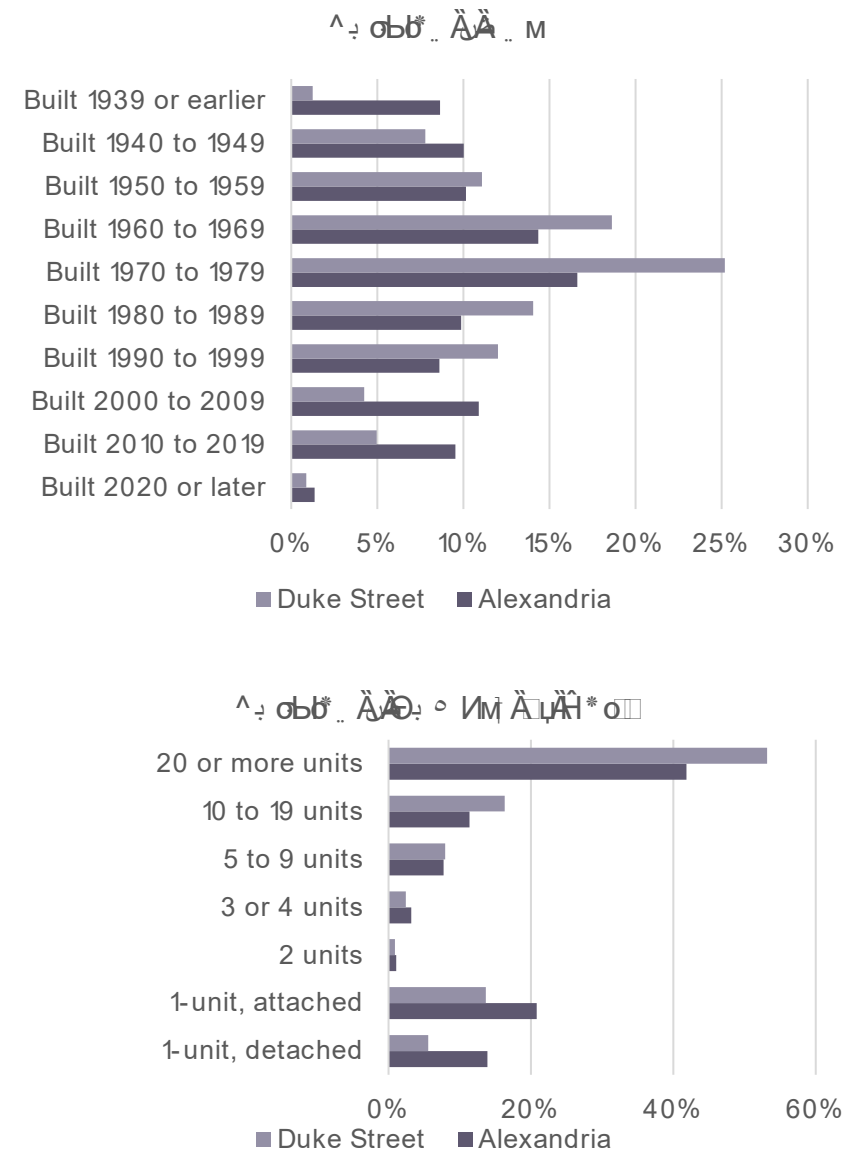
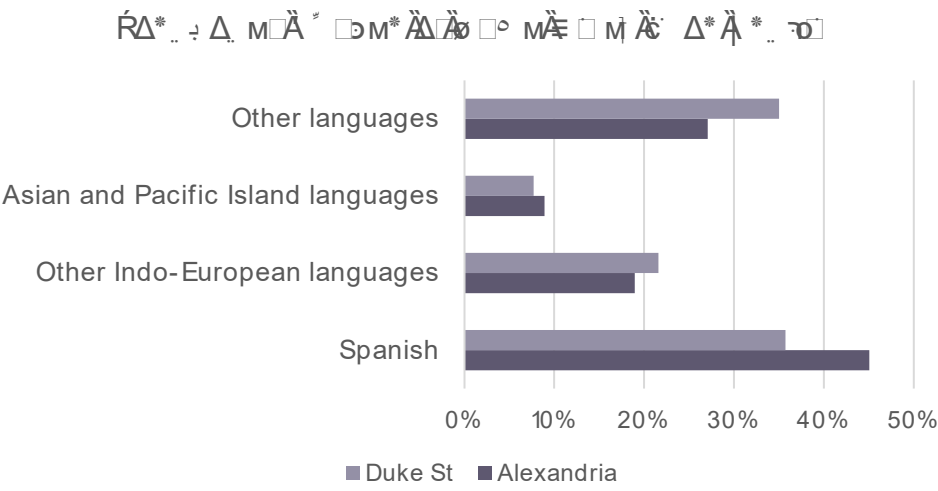
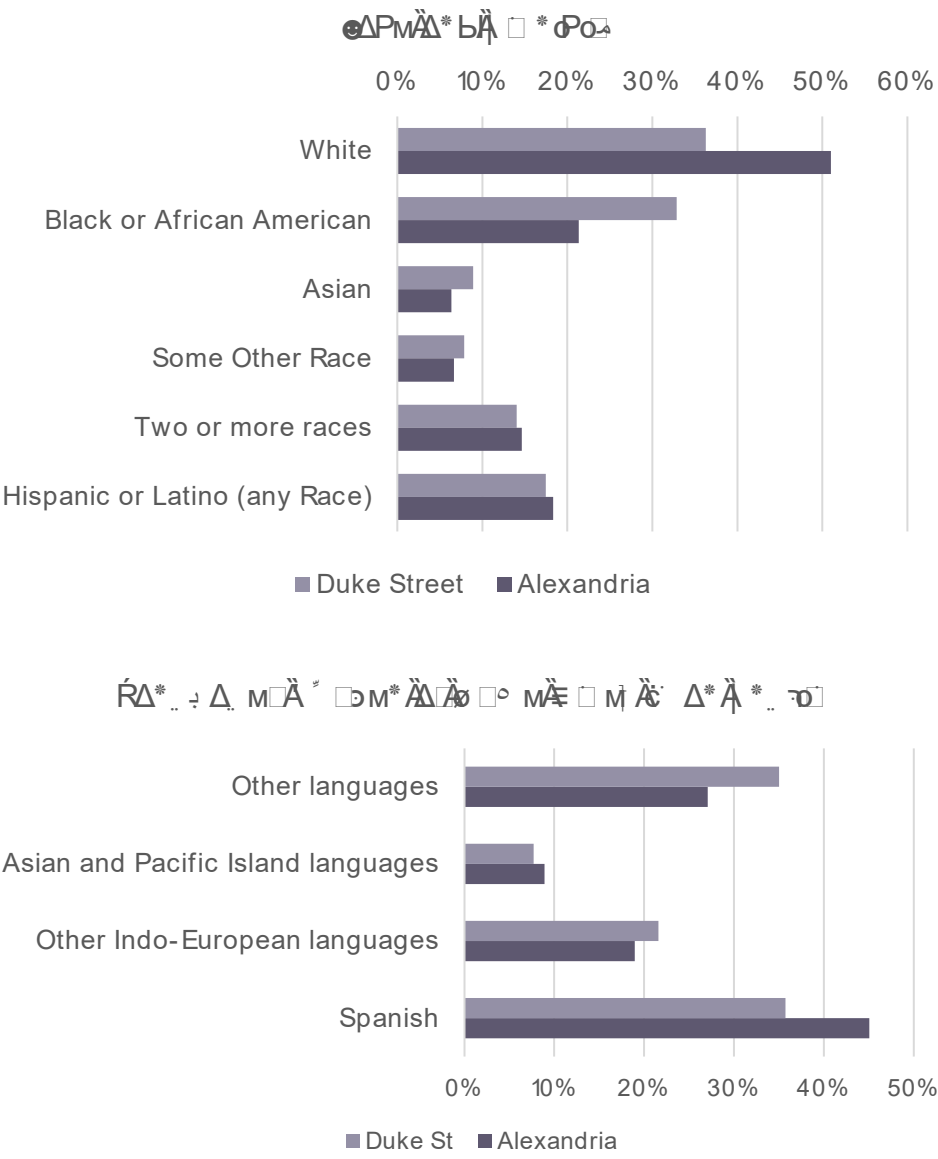


Source: 2024 American Community Survey 5-year Estimates, US Census Bureau

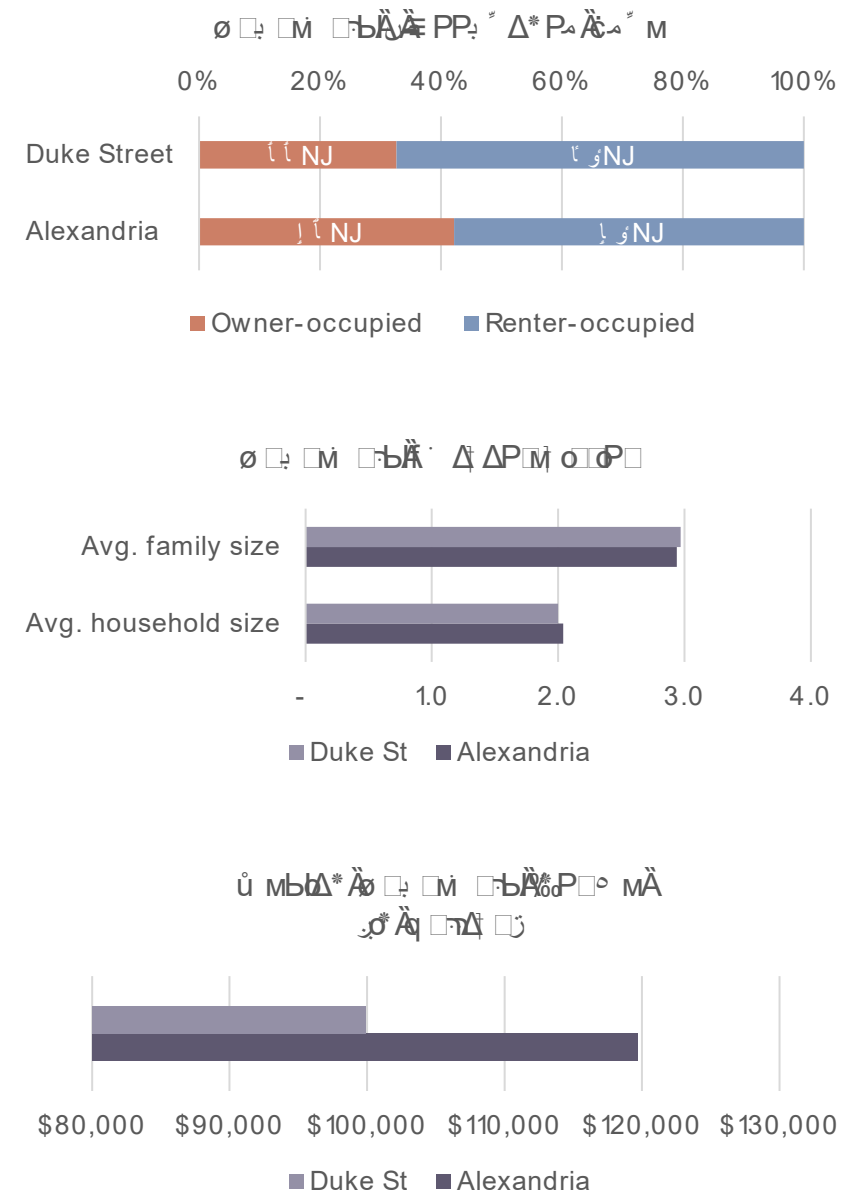
Demographic Context, *continued*



Source: 2024 American Community Survey 5-year Estimates, US Census Bureau



Source: 2024 American Community Survey 5-year Estimates, US Census Bureau



Community Engagement

Overall Approach

The Duke Street Land Use Plan area is extremely diverse, from the community members who live there, to the building typologies and geographies, to the existing land uses. In addition, the neighborhoods in this plan participated in several recent planning processes, including the Duke Street in Motion process. Given this diversity, and the recent history of engagement, staff conducted preliminary engagement to understand the needs of community members. The resulting strategy spread activities and outreach across five discrete phases and utilized current best practices in engagement to reduce barriers to participation, provide equitable opportunities for engagement, and support the involvement of community members who are often underrepresented in planning processes. To support engagement efforts during the planning process, the City hired Public Engagement Associates to conduct on-the-ground engagement work throughout the corridor and planning process.

Key Aspects of the community engagement strategy included:

- A variety of engagement opportunities, including hybrid and virtual community meetings, virtual office hours, workshops, pop-ups, online and paper polls, regular digital communication (eNews, emails, WhatsApp), signage up and down the corridor, and information tabling at local restaurants, events, and other open houses.
- Collaborating with trusted community organizations and partners, like churches and teachers, to reach underrepresented groups

- Translation of key documents and interpretation in Spanish and Amharic at all community meetings. Interpretation and translation in Dari, Pashto, and Arabic was also provided upon request.
- A webpage with documentation of all engagement materials, draft plan components, frequently asked questions, meeting Q&As, meeting recordings, reference materials, and other documents.
- Video updates shared on the project webpage
- An interactive digital engagement platform that enabled community members to provide comments and feedback directly on maps, respond to surveys, leave public comments, and see what their neighbors are saying.
- A Business Passport Program to connect community members with businesses along Duke Street.
- Integration of community engagement activities into the curricula of several high school classes.



Pop-up engagement event on June 6, 2026

Community Meetings

Community Meeting 1: Kick Off	6/9/2025
Community Meeting 2	9/25/2025
Community Meeting 3	10/23/2025
Community Open House	12/10/2025
Rental Open House: Mason at Van Dorn	12/16/2025
Rental Open House: Foxchase	12/17/2025
Rental Open House: Carydale Towers, Longview Terrace, Ellsworth Apartments	12/18/2025
Business Workshop	1/15/2026
Community Workshop 1	1/20/2026
Community Workshop 2	1/21/2026
Community Workshop 3	1/22/2026
Community Meeting 4	2/25/2026
Community Meeting 5	4/22/2026
Community Meeting 6	5/28/2026
Community Meeting 7	6/29/2026
Community Meeting 8	8/5/2026
Community Meeting 9	9/29/2026

Community Organizations Met With:

- 4600 Duke Street Condominiums
- Alexandria Chamber of Commerce
- Alexandria Federation of Civic Associations
- Bicycle and Pedestrian Advisory Committee
- Brookville-Seminary Valley Civic Association
- Cameron Station Civic Association
- Cameron Valley ARHA Community
- Canterbury Square Condominium Association
- Colonial Heights Condo Association
- Concerned Citizens Network of Alexandria
- Clover College Park Civic Association
- Friends of Beatley Central Library
- Longview Hill Citizens Association
- Quaker Hill Condominium Association
- Quaker Hill Community Association
- Rosemont PELT
- Seminary Ridge Civic Association
- Seminary Hill Civic Association
- Seminary Walk Condominium Association
- Strawberry Hill Civic Association
- St. Martin de Porres Senior Center
- Taylor Run Citizens Association
- Victory Temple
- YIMBYs of NoVa, Alexandria Chapter
- Wakefield-Tarleton Civic Association
- West End Business Association

Community Engagement, *continued*

Community Engagement by the Numbers

Phase 0: Preliminary Engagement

Beginning in the end of 2024, staff reached out to existing community groups, Civic Associations, faith communities, condominium and homeowner associations, property owners, and other organizations to introduce the planning process, gather information and feedback about their experiences with Duke Street, and answer questions. These conversations identified core community concerns and hopes that helped to shape the initial direction of the planning process and helped staff tailor engagement efforts more specifically to community needs. In addition, these meetings provided staff with additional connections to other community organizations.

During this phase, staff set up and launched the Plan’s webpage, established the WhatsApp group, hosted pop-ups throughout the corridor, installed large banners along Duke Street, placed corrugated signs at bus stops, and distributed yard signs throughout the corridor.

Phase 1: Consult

The planning process officially launched in June, 2025. Phase 1: Consult included the Kick-off Poll, which had over 1700 responses, and 27 pop-ups, which reached over 1000 community members. Phase 1 concluded in September with Community Meeting 2, where staff and community members workshopped the first draft of the Guiding Principles. Key takeaways from the Phase 1 engagement included significant concerns about

traffic, congestion, and safety along Duke Street, interest in more mixed-use development that improves aesthetics on the corridor, appreciation for the area's small and local businesses, and concerns about affordability.

Phase 2: Share and Draft

Phase 2: Share and Draft, lasted from September 2025 through February, 2026, and included Community Meetings 2 and 3, the December Community Open House, three rental community open houses, one business owner workshop, 8 pop-ups, and three community workshops. This phase included the development of the Plan’s Land Use Themes, the introduction of the Districts, and an evaluation of community generated land use ideas. Staff collected community land use ideas throughout the engagement opportunities. At the December Community Open House, community members were able to place toothpicks and sticky notes on a large, corridor-wide map glued to a foam board to indicate where they wanted to see specific updates or changes. The Engagement Hub offered participants an identical, digital map. Community ideas ranged from recommendations for specific improvements (“add a crosswalk here”) to broader, more corridor wide ideas (“more housing in general” and “more trees along Duke Street”). Staff then used the draft Guiding Principles, City best practices, and general economic and implementation feasibility, to evaluate whether the collected community ideas could be reasonably implemented through the plan. 75% of the collected ideas were identified for inclusion in the planning document.

Phase 3: Refine

Phase 3: Refine, ran from March to July 2026 and included Community Meetings 5, 6 and 7 as well as 12 pop-ups and several meetings with community organizations and Civic Associations. During the phase, staff presented the Framework Plan for community feedback. The Framework Plan represented a synthesis of feedback collected to date, including the community ideas, and provided spatial illustrations of the plans goals. Staff refined the Framework Plan based on community feedback and reviews by other department experts, which continued to focus on the need to improve congestion and road safety, provide more affordability, and support the area’s local and small businesses. Community members continued to advocate for improvements in the design and cohesiveness of the development on the corridor.

Phase 4: Adopt

This section will be updated with the release of the Final Plan.

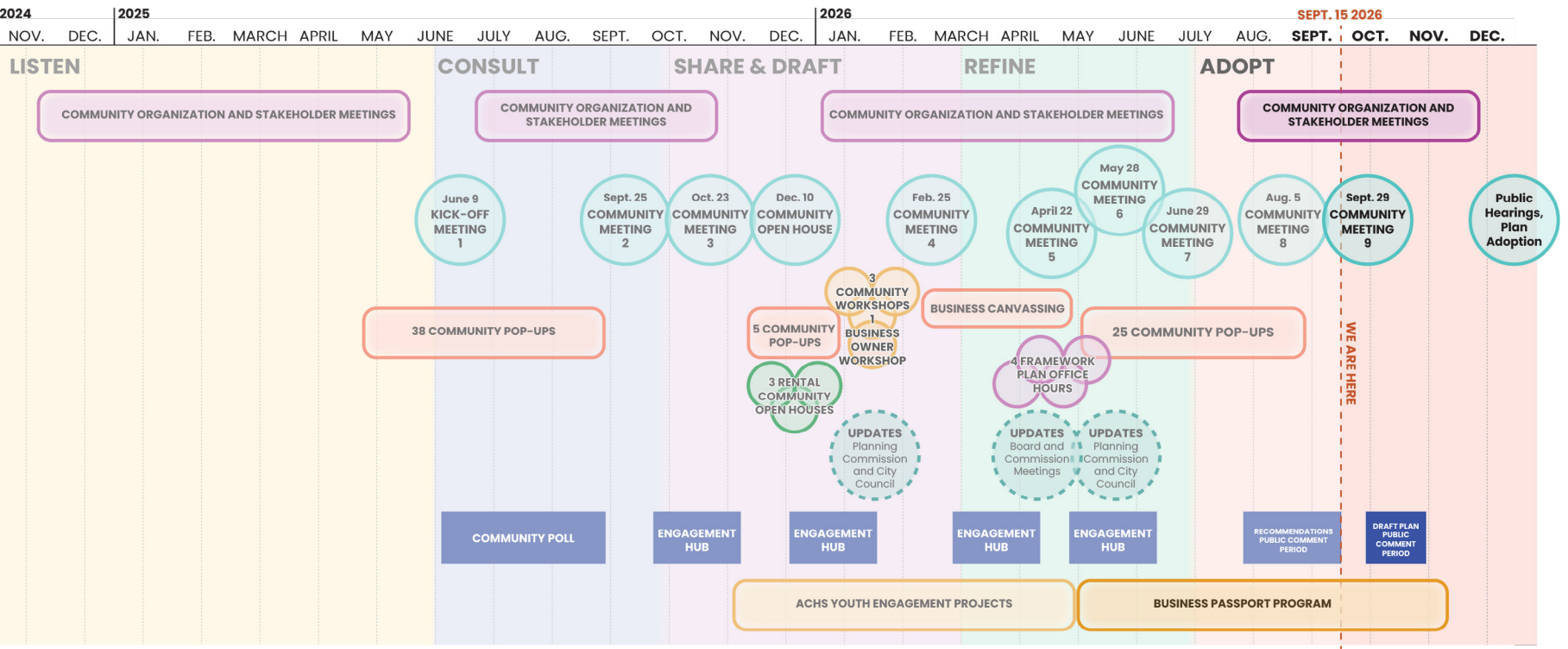
Over 4,000 community members engaged* through:

- 65 Pop-Ups
- 9 Community Meetings
- 1 Community Open House
- 3 Rental Open Houses
- 27 Civic, Condo and Community Organization Meetings
- 4 Workshops
- 4 ACHS Class Projects
- 1 Community Poll
- 5 Engagement Hub Events

*These numbers will be updated with the release of the Final Plan.

Community Engagement, *continued*

Duke Street Land Use Plan Schedule



Engagement activity at Community Meeting #1 on June 9, 2025



Pop-up engagement event on May 20, 2025



Engagement activity at the Community Open House on December 10, 2025



Community Workshop on January 22, 2026

Community Engagement, *continued*

Youth Engagement

Youth engagement formed an important component of this plan. At the outset of the plan, Staff reached out to contacts within Alexandria City High School to develop two different in-class engagement activities for a handful of classes. For the first, activity, staff worked with Jovita Gill, a teacher in the International Academy, and three of her Media Literacy Classes on a photojournalism project. Participating students, all of whom are recent immigrants to the City, were tasked with documenting their neighborhoods through photography. During the course of the project, staff from the Office of Communications and Community Engagement joined staff from Planning and Zoning to lead a Photography 101 workshop to help students understand how best to capture their neighborhood the way they see it. Students provided their photographs, with captions, to Ms. Gill who then shared them with City Staff. Ms. Gill and her classes were invited to Community Meeting #6 to present their work to community members.

For the second activity, staff worked with Conor Fitzpatrick's English Class on a Parcel Design project. Starting in November 2025, staff joined Mr. Fitzpatrick's class for an Urban Planning 101 session and to introduce the Land Use Plan to students. Students then worked on individual proposals for improvement they wanted to see in their own neighborhoods. Mr. Fitzpatrick and staff then grouped students in to five different groups based on their proposals and assigned them each to a vacant or underutilized parcel on Duke Street.

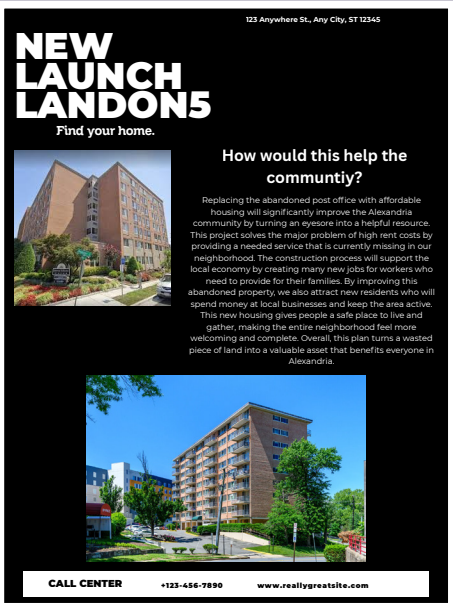
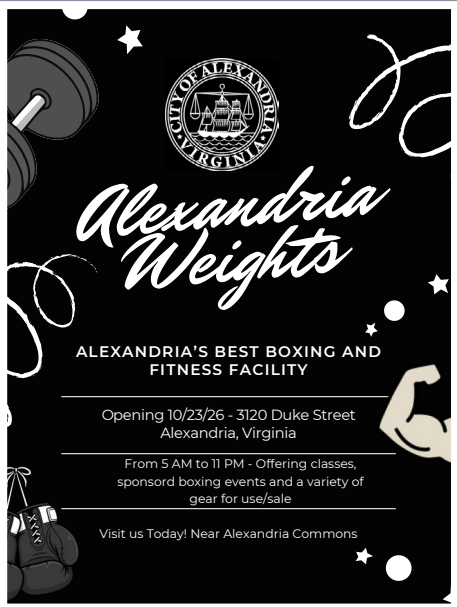
The Parcels included:

- Post Office, 2226 Duke Street
- Closed CVS across from Alexandria Commons, 3120 Duke Street
- Lexus Parking Lot on Wheeler, 3650 Wheeler Ave.
- Fire Station, 3301 Duke Street
- Popeyes, Shell Gas Station, Duke Auto Repair and Service (5220 Duke Street, 5200 Duke Street, 25 S Pickett Street)

Students were asked to prepare a proposal for each parcel that included a description of programming and a explanation of community benefits. Proposals included a job training center, affordable housing, a recording studio, a weight lifting gym, and a homeless shelter. Each proposal was presented to three staff from Planning and Zoning who provided students with feedback. After implementing the feedback, students and Mr. Fitzpatrick were invited to present their final proposal at Community Meeting #5.



Students presenting their final proposal at Community Meeting #5



Final posters from the Parcel Design project with Mr. Fitzpatrick's class

Community Engagement, *continued*

Business Engagement

Duke Street is home to well 250 businesses of many different types and sizes. Given the significant presence of businesses along the corridor, Staff engaged specifically with business owners to ensure that their feedback was included in the planning process. Beginning in Phase 0, staff reached out to business owners to build relationships and introduce the planning process. The Community Poll that staff launched in Phase 1 included questions specifically geared towards business owners and only accessible to respondents if they indicated they owned a business. 77 small business owners responded to this survey. In general, the responding business owners felt that traffic and congestion were the biggest challenges they faced in operating and maintaining their business on Duke Street. Additional challenges included financial pressures and need for increased customer traffic. Many owners reiterated that addressing congestion on the corridor would help customers access their businesses.

During Phase 2, staff hosted a workshop for business owners that corresponded to the three community-wide workshops hosted during the same time period. Participating business owners focused their feedback on identifying discrete traffic challenges near their businesses, overall high cost of housing preventing recruitment/retention of staff, concerns about business longevity due to cost and zoning changes, and some specific ideas that the City could pursue to support small businesses (permitting, grants, etc.). Throughout Phases 2 and 3, staff regularly engaged with Business Owners throughout the corridor through the Business Passport Program.

Business Passport Program

The Business Passport Program launched in May 2026, offering community members a chance to win prizes for visiting local participating businesses on Duke Street. The individual who visits the most amount of unique businesses will receive \$100 to a participating business of their choice. Second place will receive \$50, and third through tenth place will receive \$25.

During Phase 0, when staff collected preliminary engagement data, and again during Phase 1 through the pop-ups and community poll, a large majority of community members voiced appreciation and support for Duke Street’s many small- and locally-owned businesses. At the same time, business owners talked about how difficult it has been to identify and attract customers. The Passport Program is intended to address both of these concerns via the planning process while offering owners and customers a fun way to interact with each other, learn more about the Plan, and provide feedback to the City.

In order to identify interested businesses, staff canvased locations along corridor and advertised on the City’s webpage, with the West End Business Association, and with the Alexandria Economic Development Partnership. This also connected staff with new business owners who were then involved in the planning process.

Participating businesses were provided with two program assets with QR codes on them: one cling film asset that was installed on a storefront or window and a table-top asset for a front desk or similar location.

The QR codes on these assets linked to a check-in survey where participants would register their name and email address indicating that they had visited that location. Each QR linked to a unique version of the survey, so participants had to visit the specific businesses to be able to access the corresponding survey.

In addition, businesses who participated were also offered a social media highlight posted on the City’s social media pages. The highlights featured information about the business and a short description of their relationship with Duke Street.



Engagement materials from the Business Passport Program

Federal Transit Administration Grant

In anticipation of the Duke Street Land Use Plan, the City of Alexandria’s Planning & Zoning Department submitted an application in Fall 2023 to the U.S. Department of Transportation Federal Transit Administration (FTA)’s only transportation-related federal grant: Pilot Program for Transit-Oriented Development Planning – Section 20005(b). This grant was designed to support local planning agencies and their capacity to effectively plan for coordinated land uses and dedicated transit investments, so as to better align future mixed-use development, housing production, transit accessibility, and economic development together, with an emphasis on sustainability, climate resilience, and social equity.

In Spring 2024, FTA awarded the City of Alexandria with a \$550,000 federal grant (with a \$250,000 local match) to support the Duke Street Land Use Plan process. This federal allocation enabled the City to pursue a robust community engagement effort that resulted in increased participation from a broader range of stakeholders, including youth, renters, community organizations, people for whom English is not their first language, and commercial business owners. Increased opportunities for engagement, funded by this grant, included higher attendance at community events and programming that resulted in direct stakeholder feedback and an increased presence of traditional door-knocking, especially for stakeholders who could not participate with the plan’s traditional community meeting formats. The grant also enabled the City to utilize translation and interpretation services to a much greater extent, to better enable participation from stakeholders who were not English-proficient.

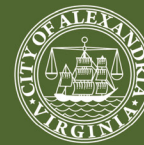
Using grant funding, the City additionally secured a team of consultants to perform a detailed transportation and environmental study to further develop the land use plan. The study’s breakdown of topics included:

- Researching how regional transportation trends impact the Duke Street corridor and neighboring streets,
- Analyzing how future conditions, such as projected development along the corridor, may impact the street network,
- Exploring safety improvements at specific intersections along Duke Street,
- Preparing an environmental risk profile of the Duke Street corridor, and
- Researching climate mitigation strategies to promote the creation of resilient neighborhoods in the future.

Overall, the City has leveraged federal funds to adequately plan for transit-oriented development in and around neighborhoods that will be directly served by the Council-approved Duke Street Transitway, the infrastructure project that is currently in the design phase and will run between the future WestEnd mixed-use development to the King Street Metro area. Centered around the future transitway, the Duke Street Land Use Plan will govern future development in the area to meet the community’s needs for the next few decades.

Sanitary Sewer Capacity

Ensuring adequate sanitary sewer infrastructure capacity is a critical aspect of planning for the future to protect the health of the community and waterways. The Duke Street corridor falls within the AlexRenew service area. Wastewater, or sanitary sewage, is channeled via collector pipes owned by the City and then sent to the nearest pumping station before going on to a wastewater treatment facility. Analysis of forecasted development indicates that there is adequate capacity in the sewershed. New development will comply with the most current requirements for sanitary infrastructure.



DEPARTMENT OF
**PLANNING &
ZONING**

DUKE STREET

LAND USE PLAN

Working Draft | September 29, 2026