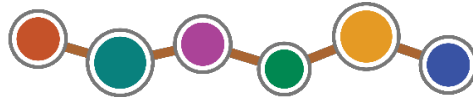


DUKE STREET LAND USE PLAN



Working Draft Recommendations Glossary

Last updated: July 20, 2026

Land Uses

Residential Low - Areas primarily intended for lower-scale residential neighborhoods, including single-family homes, townhouses, and other smaller-scale residential development. Examples may include garden apartments, single-unit, two-unit, and townhouses.

Residential Medium - Areas intended for a range of multifamily residential buildings, including apartments and condominiums, and townhouses with urban scale building heights and densities that support walkable neighborhoods and access to transit.

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

Business/Commercial 1 (BC-1) – Areas intended for a range of commercial, employment, retail, and service uses that support economic activity, and provide needed goods and services.

Business/Commercial 2 (BC-2) - Areas with the same intent as BC1 that are in closer proximity to Duke Street transit, and as such, may pursue potential redevelopment at higher intensity, subject to consistency with the Plan, described further below.

Civic-Institutional - Uses that include public, private, nonprofit, or community-based activities, including schools and municipal buildings.

Civic-Services and Functions - Land areas that allow for city operations, maintenance and storage of City vehicles, and City administrative offices.

*Note that Civic Uses and Continuum of Care Uses are allowed in all land use categories above.

The Land Use map (Figure 2) depicts two potential development options for the area surrounding Luckett Field. Luckett Field is a highly utilized recreation resource and should be retained as a use here or elsewhere in the City. If another location is secured for the field, the Plan offers Option B as an alternative land use and development approach.

Utility/Transportation - Infrastructure that supports utilities and transportation systems, such as power, water, transit, sewer, and roadway infrastructure.

Required Retail - Uses that will have required ground-floor retail frontage.

Optional Retail - Uses where ground-floor retail will be encouraged.

Proposed Parks and Open Spaces - Publicly-accessible parks and open spaces that are proposed to help expand and connect the existing parks and open space network.

Existing Parks and Open Spaces - Publicly-accessible parks and open spaces that already exist in the Plan area.

Proposed Streets - New streets that are proposed as part of the mobility network and would be built as part of potential development.

Transitway Stops - Transit stops proposed as part of the approved Duke Street Transitway.

Building Heights

Proposed Streets - New streets that are proposed as part of the mobility network and would be built as part of potential development.

Transitway Stops - Transit stops proposed as part of the approved Duke Street Transitway.

Change in Height – Delineates that the proposed allowed height maximum is different than what was originally allowed in the previous small area plan and/or Zoning Ordinance.

Maximum Heights with Section 7-700 – The building heights shown in parentheses on the heights map legend reflect maximum heights that can be achieved with the use of Zoning Ordinance Section 7-700, a zoning incentive that allows for increases in height up to 25 feet in exchange for one third of the additional units being provided as committed affordable housing units.

Proposed Parks and Open Spaces - Publicly-accessible parks and open spaces that are proposed to help expand and connect the existing parks and open space network.

Existing Parks and Open Spaces - Publicly-accessible parks and open spaces that already exist in the Plan area.

Urban Design Strategies

Signature Facades as Gateways - Gateways are places that invoke a sense of transition or entrance, which can be enhanced with signature facades on new buildings.

Vistas - Vistas are points with a sightline that offers broad, sweeping views. These vistas should be preserved, especially with new development.

Landmarks - Landmarks are easily identifiable objects that serve as reference points. Landmarks are highly visible, unique, and significant historically, culturally, or functionally. They should be preserved and unobstructed by development.

Nodes - Nodes are significant gathering spots. The nodes identified are people-oriented public spaces such as markets and plazas that should be preserved or enhanced by new development.

Placemaking Opportunities - These are key locations along the corridor where targeted investments can strengthen identity, enhance the public realm, and create a stronger sense of place. Opportunities may include creative infrastructure, public art, lighting installations, streetscape enhancements, and other pedestrian-oriented improvements that reflect the planned districts and will help contribute to a more vibrant, welcoming, and memorable Duke Street corridor.

Parks and Open Space Network

Proposed Streets – New streets that are proposed as part of the mobility network and would be built as part of potential development.

Transitway Stops - Transit stops proposed as part of the approved Duke Street Transitway.

Proposed Parks and Open Spaces - Publicly-accessible parks and open spaces that are proposed to help expand and connect the existing parks and open space network.

Existing Parks and Open Spaces - Publicly-accessible parks and open spaces that already exist in the Plan area.

Existing Tree Canopy - Areas covered by existing tree canopy.

Proposed Park/Trail Connections - Proposed off-street connections that connect existing and proposed parks along the corridor.

Proposed Linear Greenways – Wide, pedestrian pathways with green spaces on either side. In some cases, may be adjacent to buildings or public park/open space on one side.

Enhanced Streetscape – Upgrades to existing streets that consider elements, such as tree canopy, width, lighting, and street amenities (such as benches and trash receptacles) that prioritize attractive, people-scaled design.

Existing Trails - A trail is a pedestrian pathway (paved or unpaved) typically located within natural areas and public parks.

Street Network

Existing Trails - A trail is a pedestrian pathway (paved or unpaved) typically narrower than a greenway. Typically located within natural areas and public parks.

Existing Parks and Open Spaces - Publicly-accessible parks and open spaces that already exist in the Plan area.

Proposed Parks and Open Spaces - Publicly-accessible parks and open spaces that are proposed by the Plan to expand/connect existing parks and overall open space network.

Transitway Stops – Transit stops proposed as part of the approved Duke Street Transitway.

Traffic Signals – Four categories:

- Duke St Transitway – Proposed signals that will be built as part of approved Duke Street Transitway.
- Existing – Traffic signals currently in place and operating today.
- Relocation of Existing Signal to the West – Traffic signal that will be moved to a nearby location as part of future development.
- Signal to be Determined as Part of Development Process – Traffic signal(s) whose feasibility will be reviewed as part of the development process.

Proposed Street Typologies – Categories that will correspond to future street layouts with unique streetscapes (i.e. different widths for landscape, sidewalks, parking, etc.).

- **Residential** – Generally more residential/narrower; may accommodate parking or bike lanes.
- **Retail** – Generally wider with on-street parking, as well as wider sidewalks that support retail foot traffic and outdoor retail uses.
- **Commercial C-1** – Located within small business and City Campus areas south of Duke Street. Generally constrained in width and may have limited ability, unless there is redevelopment, to improve existing streetscape.
- **Park P-1 and P-2**– Adjacent to proposed greenways or open spaces, accommodates parking and wider sidewalks/multi-use paths.
- **Improved Existing Street** – Existing streets that will be upgraded over time, particularly as adjacent properties redevelop.
- **Intersection Improvement Project** – Approved and proposed infrastructure projects for pedestrian and circulation improvements.

Existing Bike Facilities – Existing bike lanes, sharrows, or multi-use trails.

Proposed Bike Facilities – Proposed bike lanes, sharrows, or multi-use trails, including facilities previously approved in the Alexandria Mobility Plan and other City plans as well as new ones proposed as part of this planning effort.

Proposed Park/Trail Connections - Proposed off-street connections that connect existing and proposed parks along the corridor.

Bicycle and Pedestrian Network

Existing Trails - A trail is a pedestrian pathway (paved or unpaved) typically narrower than a greenway. Typically located within natural areas and public parks.

Existing Parks and Open Spaces - Publicly-accessible parks and open spaces that already exist in the Plan area.

Proposed Parks and Open Spaces - Publicly-accessible parks and open spaces that are proposed by the Plan to expand/connect existing parks and overall open space network.

Transitway Stops – Transit stops proposed as part of the approved Duke Street Transitway.

Existing Bike Facilities – Existing bike lanes, sharrows, or multi-use trails.

AMP Proposed Enhanced Bike Facility – Bike lanes, paths, or otherwise protected bike facilities, previously approved in the Alexandria Mobility Plan (AMP).

AMP Proposed Shared Lane Markings – Sharrows or similar markings that delineate bicyclists utilize the same lane as other vehicles, previously approved in the Alexandria Mobility Plan (AMP).

AMP Proposed Trail/Sidepath Connections – Trails or paths that connect to other existing trails, paths, or sidewalks, previously approved in the Alexandria Mobility Plan (AMP).

Proposed Dedicated Bike Facility or Multi-Use Path – Bike lanes or paths that have dedicated space designated in the streetscape for pedestrian and bicycle usage, including facilities or multi-use paths previously approved in the AMP and other City plans, as well as new ones proposed as part of this planning effort.

Proposed Linear Greenways – Wide, pedestrian pathways with green spaces on either side. In some cases, may be adjacent to buildings or public park/open space on one side.

Proposed Enhanced Bike Connection - Requires Further Study – Proposed bike lanes, sharrows, or multi-use paths that would be added to select streets, pending location-specific studies that explore the feasibility of these connections.

Proposed Woonerf – Proposed “shared” street for multiple transportation modes which incorporates accessibility, safety, and traffic management elements that elevate pedestrian and bike usage while maintaining shared street space with vehicles.

Areas for Additional Study for Bikes – Areas where no changes are currently proposed but should be studied in the future for bicycle facility improvements.

Proposed Park/Trail Connections - Proposed off-street connections that connect existing and proposed parks along the corridor.