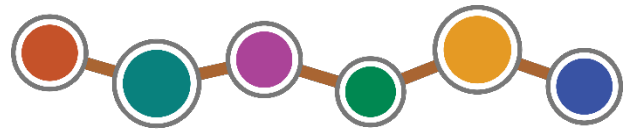


DUKE STREET LAND USE PLAN



Duke Street Land Use Plan: Phase 2 Analysis of Community Input

Executive Summary of Phase 2 Engagement

Alexandria's Department of Planning and Zoning completed Phase 2 of its Duke Street Land Use Plan at the end of February 2026. During this phase, the project team developed the Draft Plan Principles, articulated a set of Land Use Themes for the plan area, and began developing specific land use concepts to provide direction for the corridor for the next 25 years. Hundreds of residents and business owners from the corridor took part in one or more community engagement activities during this time.

Across all Phase 2 engagement activities (October 2025-February 2026) for the Duke Street Corridor Plan, community members shared ideas, identified areas for improvement, and offered recommendations for changes to the corridor.

Overall, residents expressed a strong preference for connectivity across the corridor, greater aesthetics throughout, and the revitalization of key areas into more dynamic, mixed-use spaces.

Specific recommendations came in several broad categories. Ideas for:

- More housing and greater affordability
- Improved bike and pedestrian infrastructure
- More dynamic mixed-use and commercial, small business areas
- Better open space, parks, and recreation opportunities
- Improved the character and coherence of the corridor
- Preservation of small businesses while expanding opportunities for new ones
- Addressing significant traffic challenges

More Housing and Housing Affordability

For housing, there were significant concerns about how expensive housing has become along the corridor and fears that it will become even more unaffordable in the near future. Especially among tenants, there were fears that renters would be increasingly likely to be displaced.

Many residents have also called for far more new housing to be built, with a wider variety of types at more price points and often greater density in specific segments of the corridor. Finally, on housing, residents want to see types of housing integrated with other uses (especially commercial) along the corridor, in ways that make much of the corridor far more walkable, bikeable, and accessible, requiring significant transportation improvements.

Bicycle and Pedestrian Safety and Infrastructure

A large number of residents called for significant improvements to bike and pedestrian infrastructure in a corridor with very limited infrastructure. These improvements, residents said, would not only enhance the safety of cyclists and pedestrians but also promote more active lifestyles, increase equity and access, improve connectivity within the corridor, and support greater community cohesion.

A Focus on Mixed-Use Redevelopment

Many residents also envision a corridor with more locations offering a dynamic mix of uses, especially parcels that combine residential and commercial uses, including retail, restaurants, and various forms of entertainment. They also want to explore a mix of uses that includes green space and higher density in mixed-use locations, especially near the future Duke Street Transitway stops and other primary shopping centers. Residents and small business owners want strategies that preserve existing small businesses, increase the number of new small businesses, and integrate business areas more effectively into mixed-use locations.

Improved Open Space, Parks, and Recreation

Residents recommended more outdoor, higher-quality recreational areas and parks along the corridor that serve multiple purposes. Proposed facilities included additional basketball courts (with lights), soccer fields, playgrounds, and pools. There was also a call to improve existing parks and to find new ways for parks to serve as gathering and civic spaces.

A Corridor in Need of Redesign

A number of residents described the corridor as disjointed and lacking cohesion. Critiques included that it feels "messy" (with abandoned and unkempt spaces), has no real identity, not even in any single segment of the corridor, and lacks consistent architectural or design elements. Residents proposed more cohesive design guidelines, a stronger identity (or identities) along the corridor, hubs of activity potentially tied to BRT stops, and mixed-use housing and retail with more character.

Traffic Challenges and Improvements

Residents and small business owners identified numerous traffic-related challenges along the corridor and proposed a range of improvements, most of which targeted specific locations and intersections. Business owners, in particular, want to see improvements to curb cuts, ingress and egress, parking availability, and customer accessibility. Specific solutions from residents included reducing community "cut-through" traffic, improving traffic patterns and street networks, reducing vehicle speeds, better synchronizing traffic lights, and adding dedicated bus lanes, among others.

Small Business Preservation and Expansion

Residents and business owners want to preserve as many small businesses as possible along the corridor while also providing redeveloped spaces that are attractive, higher quality, and, where possible, integrated with housing. Residents also expressed a desire for more and greater variety of local small businesses, including restaurants and boutique shops.

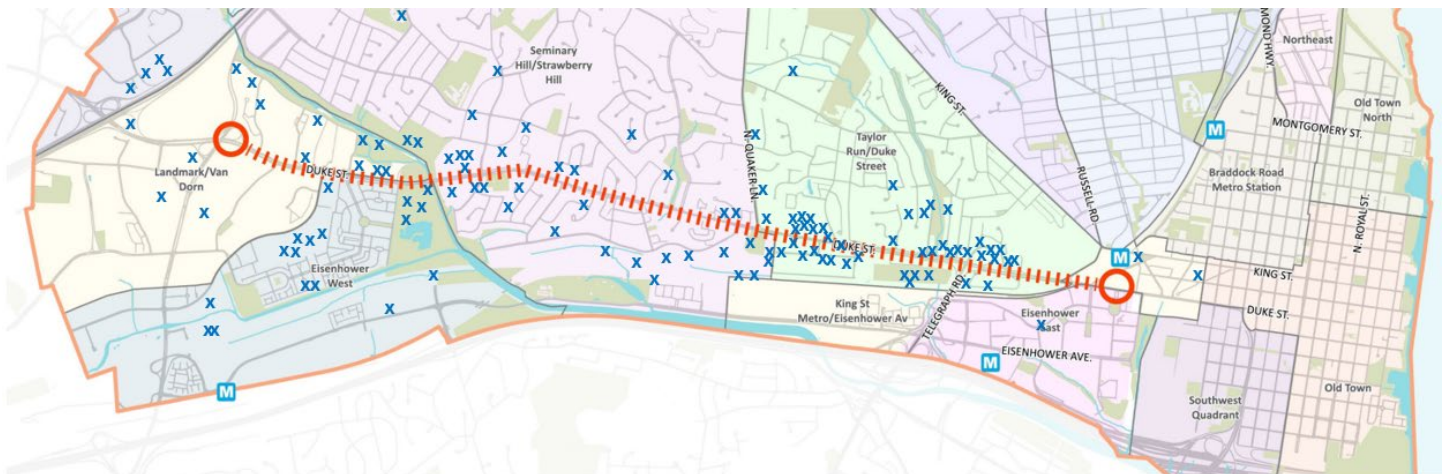
Location-Specific Recommendations: Three Geographic Concentrations

The Duke Street Land Use Plan team asked community members at in-person meetings and on the Engagement Hub to identify specific locations (ideally with street addresses) where they wanted to see redevelopment, to make recommendations for improvements, or to propose better connections or infrastructure to create a more dynamic, cohesive corridor.

On the map below and on the [Engagement Hub](#), three geographic clusters of locations proposed by the community are evident:

1. At the east end of the corridor at Telegraph Road and locations within 1-3 blocks in all four directions
2. Also on the east end, the Alexandria Commons area on the north side of Duke Street, the immediate blocks on the south side of Duke Street, and to the south on Colvin.
3. Closer to the west end of the corridor, from North Jordan Street (anchored by the Shoppes at Foxchase) to North Pickett Street (anchored by the Beatley Library), including Ben Brenman Park

The blue X's on the map mark specific locations where residents suggested changes and improvements.



Community Input Analysis: Activity by Activity

Residents along the corridor had ample opportunity throughout Phase 2 to raise questions, identify concerns and challenges, and propose solutions and recommendations for the plan.

Those opportunities included:

- October 23rd Forum on housing and transportation issues
- December 10th Open House with ten interactive stations
- Online Community Open House that ran for 30 days in December and January
- Three rental community Open Houses at Foxchase, Mason at Van Dorn, and Victory Temple
- January 15th workshop for small business owners
- Three late-January community workshops focused primarily on housing, mixed-use redevelopment, bike and pedestrian infrastructure, and parks and open space

In the pages that follow, wherever you see an *address or location in italics*, it indicates an idea, issue, or recommendation at a specific address, intersection, or segment of the corridor.

Most of the comments and questions are either verbatim or near-verbatim reproductions of the original respondent's words.

Issues & Questions Raised for the October 23rd Forum on Housing and Transportation

The City of Alexandria's Department of Planning and Zoning held Community Meeting #3 of the Duke Street Land Use Plan on October 23, 2025, focusing on housing, mobility, and safety issues. A key objective of the plan is to transform the corridor into a more accessible, mixed-use area.

The meeting highlighted feedback on increasing housing density, ensuring affordability, and integrating transportation improvements. Residents asked nearly four dozen questions during the meeting, including creating more housing, addressing affordable housing, bus and transit issues, key traffic challenges in the corridor, possibilities for mixed-use redevelopment and bike and pedestrian infrastructure, and potential support for renters.

Question and Answer Categories

Housing (10 issues)

- **Affordable Housing (4 issues)**
 - The need for affordable housing in the corridor, specifically the 94 units at *Witter Place* and future opportunities at *Landmark Mall*. Preservation of affordable housing units as a part of Housing 2040
 - Naturally occurring affordable housing (NOAH) = housing that is affordable up to 60% of the area median income in the city
 - Supply of housing and increasing the number of housing options, and their subsequent impact on affordability

- Parking mandates for housing complexes and their impact on providing affordable units
- **More Housing (6 issues)**
 - The need for "missing middle" housing – different building types and sizes at different price points
 - Converting office buildings into residential units – track record?
 - Speeding up and increasing the efficiency of new housing construction
 - Current lot size minimums for housing
 - Market demand for age-restricted communities
 - Diversity of housing stock and ensuring people can work and live here

Buses, Transit (8 issues)

- Bus service connections to the Duke Street Transitway
- DASH bus frequency. Doing full-operational planning. Looking at connections to the Duke Street transitway
- BRT, Potomac Yard Metro, and ridership levels
- Duke Street transitway and the use of DASH and WMATA buses
- Duke Street BRT – dedicated bus lanes or mixed traffic? Or both (like Route 1)?
- Safety from crime on buses
- Dealing with cut-through traffic and redesigning roads to make that more difficult
- Dealing with BRT – medians, sidewalks, signal changes, pedestrian safety

Traffic (7 issues)

- Potential traffic reduction with new redevelopment in parts of the corridor
- Signal timing at *Telegraph Road and West Taylor Run*
- Potential for introduction of new streets and connections along the corridor where it makes sense
- Widening the on-ramp at *Telegraph Road* vs. limiting cut-through traffic
- Distinctions between cut-through (no stops, just passing through) and visitor traffic (coming to the corridor to make stops along the way)
- Smart traffic signals
- *Witter Place* development and its impact on traffic

Mixed Use Redevelopment (6 issues)

- Integrating land use, transportation, housing, and parks together in the corridor
- Transform some sections of Duke Street into destinations with parks, connectivity, and mixed use
- Incorporating a variety of redevelopments along the corridor

- What's happening with the *West End development*, including hospital, fire station, transit hub, mixed-use development with housing
- *Witter Place* and its lack of ground-floor retail
- Need to focus on neighborhood-serving retail and small businesses

Bike and Pedestrian Infrastructure (5 issues)

- Bike lanes, pedestrian walkways, and bus lanes near *4600 Duke Street*
- Better bike and pedestrian infrastructure at *Duke Street and Little River Turnpike* (on the Alexandria, not the Fairfax side)
- Better crossings, connections, and sidewalks to make *Duke Street and West Taylor Run* safer and more compact
- Designing the corridor for multi-modal traffic, not just vehicles
- Improving street, pedestrian, bike, and auto connectivity

Support for Renters (3 issues)

- Assisting condo communities with high fees and providing technical assistance for tenants. Reference to homeowners' resource page and governance of "common interest" communities (condos) on the city's housing website
- If landlords are unresponsive to tenants, call the landlord-tenant relations division at the housing department
- The city cannot institute rent control, but has voluntary rent increase policies

Other Issues Raised (3 issues)

- Using 311 to report invasive trees
- Data Center possibility – none in the city currently
- Creating more "third spaces" in the corridor

Community Input from the Online Community Open House

(December 2025-January 2026)

After the December 10, 2025, in-person Open House, the project team launched its online Community Open House from mid-December 2025 to late January 2026. The project's [Social Pinpoint Website](#) presented the same content as at the 12/10/25 meeting and gave community members an opportunity to provide feedback on Draft Corridor Themes and to add opportunities they identified for the corridor to the Interactive Opportunities Map.

The results from the six-week online forum are below:

Summary of Comments on Opportunities Theme

Comments on the Opportunities theme focused primarily on increasing housing in the corridor and enabling greater economic diversity among a wider range of small businesses.

- Include small-business areas as 'opportunities' for redevelopment. Many are in disrepair, and the areas are not walkable
- Increase housing in Central Alexandria – important for the school district
- Maximize housing supply along the BRT – great targets. Why are there no redevelopment areas in residential-only neighborhoods?
- Bring in small, local developers to develop smaller plots. Divide large parcels into multiple parcels to enable greater economic diversity

Summary of Comments on Affordability Theme

Comments on the Affordability theme addressed a range of ways to improve affordability within the corridor, from building new units to preservation to streamlining the redevelopment process.

- New affordable units should be integrated into the housing stock rather than being segregated, which creates concentrated areas of low-income residents
- Preserve affordability by increasing supply. Redevelop strategically to reduce immediate displacement
- Make redevelopment less cumbersome
- Many current affordable units are old, unsafe, and infested with mold and pests

Summary of Comments on Civic/City Campus Theme

Comments on the Civic/City Campus theme focused on ways to reutilize city land, including parks and public spaces, housing, and improved bike and pedestrian connectivity.

- More parks and public spaces – we desperately need more green space
- Add housing where feasible, especially near Duke Street BRT
- Improve bike/pedestrian connectivity
- City-land should be an opportunity for affordable housing by eliminating some of the land costs

- Build units in mixed-use developments that include city services (e.g., like Potomac Yard Fire Station)

Summary of Comments on Small Business Theme

Comments on the Small Business theme explored strategies to preserve space for small businesses, encourage new small businesses to locate here, and integrate small businesses across locations in the corridor.

- Yes, to preserving space for small businesses, but don't keep them segregated from other shopping/business opportunities in the corridor
- Integrate small businesses into larger shopping complexes
- Encourage more small businesses, not just preserve existing ones.
- Need more small-format retail space
- Industrial areas near BRT should be open to add homes
- More focus on small business growth, not just retention
- Create small commercial spaces for more retail? Flexible vending rules in parks for food carts? Neighborhood retail in residential areas?

Engagement Hub Online Open House, [Location-Specific Comments](#)

(24 total; 13 of them upvoted once or twice)

Bike & Pedestrian Safety and Improvements (13 comments)

Residents provided 13 comments related to improved infrastructure and connections for bikes and pedestrians, as well as bike and pedestrian safety; community members upvoted three comments twice online and five others once apiece.

- Improve pedestrian and bicycle safety at the *Duke St - Telegraph Rd junction*. It's currently perilous for pedestrians!! (105 Moncure, east end) – **upvoted twice**
- The fence in the Duke St Median between Cameron Station and the library (*near 5101 Duke Street*) needs to be removed. There's demand to cross the street here for the library - we should be meeting that demand with a crosswalk, not blocking it with a fence for the sake of speeding cars down Duke Street – **upvoted twice**
- *Quaker Lane (at 501 North Quaker)* is a huge barrier to east/west travel. It's unsafe to cross Quaker here, cutting off an otherwise functional east/west bike/ped route. Safe crossings here would be a big help. **Upvoted twice**
- Reduce curb cuts along the south side of Duke Street in this area to reduce conflict points between pedestrians/bikes and vehicles. Encourage redevelopment of this section that has walk-up storefronts on Duke and car access from Colvin Street. (*3208 Duke St, across from Giant/Alexandria Commons*) – **upvoted once**
- Dedicated bike lane along Duke St to King St Metro station. (*Duke Service Road*) – **upvoted once**

- Add a connection at 622 South Pickett (*east of Cameron Station*) from the park to the parking lots here so bikes/peds don't need to go all the way up Cameron Station Blvd then down S. Pickett to reach a destination that should take a couple of minutes
- Better bike/ped connections between shopping centers and neighborhoods are needed. **Upvoted once**
- *Quaker Lane* needs better sidewalks, protected bike lanes, and ideally some bus service. It's hard to get from the Duke corridor to parts of Northeast Alexandria like Del Ray using anything but a car, and Quaker is a big part of that issue. **Upvoted once**
- Building a bike/ped bridge over Backlick Run (*5185 Brawner*) to connect with Eisenhower would vastly improve accessibility to Van Dorn Metro, especially with the planned bike/ped improvements already coming on Eisenhower. **Upvoted once**
- Existing connections need wayfinding and to be made more accessible with ramps and curb cuts. New connections should be made, too. Not just at West End Village (*300 South Pickett*) but throughout the corridor
- Gaps like this one between *Taney and Fort Worth (3940 Fort Worth)* pervade central Alexandria and encourage driving for trips that should be walkable or bikeable, if not for the winding & disconnected streets.
- Adding small cut-through paths connecting parallel streets would be a huge improvement. A good example is the trail between *Taft & Fort Williams* (though this isn't bikeable), or the sidewalk connecting *Key Drive and Chinguapin Drive*
- Add wayfinding & street signs to the trail (*5225 Brawner*) to make it a more effective transportation artery.
- I love the trail here (*Holmes Run Trail*) but to improve it as transportation, not just recreation, it needs better wayfinding. The access trails should have street signs added so people know which street they're getting off on. Wayfinding for the school, library, etc. would be great too

Potential Redevelopment Sites (9 comments)

Residents submitted nine comments about potential redevelopment sites along the corridor; community members upvoted three comments, one each.

- Redevelop this strip mall (*Alexandria Commons*) at 3127 Duke Street to make it more walkable with more shops and restaurants. Put the surface parking underground. **Upvoted once**
- The lots here (*4601 Duke, Shoppes at Foxchase*) are never full, and force pedestrians to cross huge areas to access retail that's entirely car-oriented. Lots should be rebuilt with housing and more retail, parking put into a garage as needed, and the area should be made more person-centered instead of car-focused. **Upvoted once**
- Businesses at *4207 Wheeler* should be encouraged to sell locally with storefronts, not just produce goods to be shipped out in large trucks for sale elsewhere. The bakery here smells great all the time, but they won't sell anything from the location! Encouraging more obvious storefronts for local use could make this a really nice retail corridor. **Upvoted once**

- This area (*4141 Duke Street, east end*) is very underutilized for retail. Surrounded by lots of residential areas that would love to walk to more shops and restaurants here. Will also be on a BRT stop in the future. Encourage redevelopment to a shared, smaller parking lot and denser use of space for more businesses and community space.
- The small shopping center at *4 South Jordan* holds local businesses but is also a safety hazard because of the awful parking lot. Cars constantly drive on the sidewalk to get in and out. Encouraging renovation or redevelopment with safety improvements will be important as this is immediately next to a planned BRT stop
- Vacant lot here (*4410 Duke Street*) should be redeveloped as housing and/or commercial, very close to planned BRT stop
- The library's huge parking lot (*5005 Duke Street*) is never full, with at least 2 rows next to CVS almost always completely empty. This could be used for affordable housing or redeveloped into mixed residential & commercial use to help fund the library.
- This industrial area at *125 South Gordon* has lots of great businesses but really needs to be more walkable to function as a local amenity. Allowing housing here to spur some redevelopment, with pedestrian improvements, would be great. It also needs much better tree planting, and to reduce the huge, underused parking surfaces that blight the area. One lot being used to store construction equipment could easily have an apartment building instead.
- Adding neighborhood retail in more areas *throughout the corridor* would improve walkability and reduce traffic on duke itself. *N Jordan or Taney* would be a great place for this, with the large population in Fox Chase.

Residents provided far fewer comments on other issues, such as traffic challenges (one of which was upvoted), housing, and parks and open space.

Traffic challenges (2 comments)

- Reduce the *Duke St bridge over the RR tracks* to 2 lanes in each direction to create more pedestrian space with buffers from fast traffic. At least 1/3 of traffic seems to turn left at Callahan anyway. (beyond east end) – **upvoted once**
- Improve the streets! Alexandria keeps adding stoplights, and the backups are only getting worse (*5247 Duke, west of the library*)

Housing (1 comment)

- We need way more housing in central Alexandria. Right now, kids in the corridor are getting moved out of a local, walkable elementary school to be bused elsewhere.

Parks and Open Space (1 comment)

- *311 North Pickett* is a huge park that's severely underused because it's almost entirely devoid of amenities. Add a trail connection directly to the library to encourage more foot/bike traffic through it, a playground for children, signs about the blackberries and wineberries that flourish here in summer, more picnic tables, etc. The empty field along N Picket should be

used more productively either by reforesting it, adding more amenities, or developing it into housing/retail. ***Upvoted once***

Renters' Open House at Foxchase, December 2025 – Opportunities

Residents provided nearly two dozen comments at the Foxchase Open House. The vast majority focused on recreation and park-related activities. Each of the following topics received four comments: building more housing, improving bike, pedestrian, and car safety, and adding new food and retail options.

Recreation and Parks

- A basketball court
- NFL stadium
- Casino
- Arcade
- More basketball courts
- Outdoor free gym
- A futbol/soccer field
- Basketball court with lights
- Kids playground
- Improve existing parks and add new park
- Gym
- Opportunity for new parks
- Opportunity for trimming old trees and branches

Housing

- New apartments
- New apartments
- New affordable housing
- More condos and townhouses

Bikes, Pedestrians, Cars

- Additional car + bike route from Duke to Eisenhower
- Safer pedestrian access for Holmes Run Trail, including ADA compliance
- Bike/ped connection
- Connection between Wheeler Ave and Holmes Run Trail

Food and Retail

- A Buldak store
- More retail to fill the empty retail/restaurant spaces
- Food trucks
- Zoe's kitchen

[Renters' Open House at Mason at Van Dorn, December 2025 – Opportunities](#)

At the Van Dorn renters' open house, residents offered far fewer comments than at Foxchase. There were nearly two dozen comments at this Open House, covering similar topics. Comments focused on recreation and parks; bike infrastructure; housing; and services targeted to specific populations.

- **Recreation and Parks**
 - Kids' playground
 - Indoor pool
 - New volleyball courts
 - New volleyball and basketball courts
- **Bike Infrastructure**
 - Bike connection from Cameron Station toward Annandale (generally north)
 - Not bike-friendly
 - Bike connection
- **Housing**
 - Apartment complex
 - New housing
- **Serving Specific Populations**
 - Daycares
 - Senior Center
- **Costco**

[Renters' Open House at Victory Temple, December 2025 – Opportunities](#)

At the Victory Temple renters' Open House, the project team received the fewest comments from residents, with four in total, three of which addressed housing issues. You can find them below.

- **Housing**
 - More housing
 - Deeper affordability
 - More senior housing
- Possible safe crossing at Duke Street

Community Feedback

The December 10, 2025, Duke Street Land Use Plan Open House at Bishop Ireton High School (201 Cambridge Road) featured ten interactive stations and ample opportunities for community members to engage with staff about specific opportunities they see along the corridor, weigh in on proposed corridor themes, and learn about the planning process.

More than 60 community members provided input on traffic, pedestrian and cyclist safety, housing strategies, and future development and land-use opportunities from Union Station to Van Dorn Street.

Bicycle and Pedestrian Connections

Community members generated the most ideas and concerns about bike and pedestrian connections, access, and safety. Twenty-two of the improvement and enhancement ideas identified specific locations (highlighted in yellow) along the corridor where improvements were needed. Participants also identified seven additional ideas that were not location-specific and pertained to bicycle and pedestrian issues and concerns.

- Van Dorn Street is a nightmare outside of a car – *414 South Van Dorn*
- Transit center – *WestEnd development*
- Commuter parking – *WestEnd development*
- Reconsider past Eisenhower and Duke Ave Connection designs – *133 South Quaker*
- Connect Duke to All Veterans' Park with a pedestrian path and bridge east of the Beatley Library – *5005 Duke Street*
- Need pedestrian crossing between Taylor Run and Dove Street – *20 South Dove*
- Please improve pedestrian access to Hoffman/Eisenhower East (death tunnel!!!) and Telegraph Bridge – *2660 Duke*
- Route path/trail in place of one at 2 southbound telegraph ramp to Hinton Street. Close one block of Hinton Street) – *105 Moncure*
- Please rebuild the death tunnel! *2660 Duke*
- With this ~80 unit building, need improved pedestrian and bike access to old town, Metro – *2660 Duke*
- Easier Pedestrian crossing north of the current one (in line with Bridge) – *201 West Taylor*
- Cycle track via City-owned land development – *2700 Duke*
- East-west bike and ped connections – *3101-3231 Duke*
- Redevelop Alexandria Commons to get bus lane – *3101-3231 Duke*
- Reconsider a connection from Quaker Lane to Eisenhower over the train tracks - *133 South Quaker*

- Connect Duke to All Veteran's Park with a Ped Path & Bridge east of the library – *4801 Duke*
- Provide a better bike and pedestrian link (no cars) – *4147 Taney*
- Bike/ped Bridge connecting Duke to Eisenhower – *3550 Wheeler*
- Road Bridge connecting Duke to Eisenhower – *3550 Wheeler*
- Pedestrian Connection – *2806 Dartmouth*
- Duke Street Rail Trail from *Union Station* to *Wheeler*
- Close *Leibach Bridge* to cars
- **Comments made where no target address was given**
 - More DASH routes. You only need to see the increase in ridership and the population of riders to realize how badly it is needed
 - Add bike path on southbound Telegraph Road to Mill Road from Hinton Street
 - Bike/Ped cut-throughs are needed all throughout the neighborhoods north of Duke Street. The network is looping and disconnected.
 - Continuous bike lanes on either side of Duke Street
 - We need more ways to connect by bike, scooter, or foot between Duke and Eisenhower
 - All new apartment buildings need improved bus and/or pedestrian/bike access to Old Town, the metro, and the grocery store. It will be more attractive to DC transplants without cars
 - Increase pedestrian travel along Duke Street. Need to improve walkways

New Housing in the Corridor

Community members recommended a dozen ideas for **new housing in the corridor**: eight location-specific and four more broadly applicable.

- Get rid of the heavy industry – *5601 Courtney*
- Build mixed use near the metro station – *5601 Courtney*
- Housing and retail on this parking lot (and all the others!) – *249 South Van Dorn*
- Affordable housing on the parking lot (Beatley Library) – *5005 Duke*
- Housing and first floor retail on huge parking lot – *300 South Pickett*
- Option for condo association to redevelop - cost of maintenance becoming infeasible – *8 South Van Dorn*
- Affordable Housing – *WestEnd Development*
- Great area/opportunity for dense mixed-use housing – *4801 Eisenhower*
- **Comments made where no target address was given**
 - New "affordable housing" in Alexandria has become virtually completely unaffordable. I've been a tenant during my 13 years here - can't afford to move

- TOD near transit as old buildings redevelop
- Low 3-4 story housing with retail downstairs. Preferably small retail space that's affordable for small businesses
- 30% of all cars are going or leaving schools - build closer, denser housing to schools.

Preservation of Existing Housing

Community members recommended four additional ideas for **preserving existing housing in the corridor**: two location-specific and two more broadly applicable.

- Slow redevelopment using flexibility of Foxchase's open space + parking lots could add supply while preserving affordability – 4474 Raleigh
- Preserve existing housing – *1 South French*
- **Comments made where no target address was given**
 - Building on empty lots in exchange for preservation, like in AlexWest
 - Ensure rents don't go up for properties near the new WestEnd development

Retail /Commercial Activity

Community attendees recommended 17 ideas for **retail and other commercial activity** in the corridor: 10 location-specific and 7 more broadly applicable.

- More corner stores and cafes – *205 Century Place*
- Build Mixed Use here to connect west and Old Town – *2223 Duke Street*
- Cultural activity, art, book gallery, store – *2807 Duke Street*
- Redevelop completely with housing and mixed use – *3128 Colvin*
- More small business spaces like the ones in the old school near Luckett Field – *25 South Quaker Lane*
- Beauty Boutique store + Clothing Luxury Retailers (locally owned) – *4513 Duke Street*
- Retail/Commercial Activity - *4510-4520 Duke Street*
- Redevelop completely with housing + mixed use – *3900 Wheeler*
- Redevelop with housing + mixed use – *19 Sweeley Street*
- **Comments made where no target address was given**
 - No new retail - only causes more congestion and traffic (fully realize the negative tax implications)
 - Allow neighborhood retail in all neighborhoods
 - New retail - please lower my taxes
 - Small retail store fronts, 200 + square feet
 - Mix with residential, using housing to support

- Mixed 3-4 story housing with small retail downstairs
- Ensure ease of access to major commercial centers via bike, bus (+ make them more sustainable)

Improve Existing Parks or Build New Parks

Attendees recommended 13 ideas to improve existing parks or build new ones in the corridor: six were location-specific, and seven were more broadly applicable to the corridor.

- New Park/Playground – *101 South Van Dorn*
- Improve trail – *Taylor Run Trail*
- Improve (Angel Park) with more amenities and accessibility (dog park)! – *100 West Taylor Run*
- Toddler Playground – *201 West Taylor Run*
- More light during dark months – *3540 Wheeler Avenue*
- Natural Open Space + Nature Education – *200 Clermont Ave*
- **Comments made where no target address was given**
 - New natural-area parks
 - Public tennis courts
 - Connect existing and new parks
 - Parks and public spaces that are adjacent to public transit.
 - New park areas that require driving defeat the purpose
 - Would like to see new pocket parks
 - Increase green space, sustainable infrastructure, and renewable energy opportunities

Other Ideas and Issues

Finally, residents proposed several additional ideas or registered concerns in the corridor (two of which were location-specific) that did not fit easily into any of the above categories

- Consider train/metro improvements (traffic, temp. parking, mixed use, accessibility, road and intersection redesign) – *110 Callahan*
- Safer Railing on the bridge – *201 West Taylor Run*
- **Comments made where no target address was given**
 - The city is becoming completely unaffordable, yet the population consists of multi-ethnic communities. How do we all afford to stay here?
 - Is there an opportunity to add a commercial compost facility + aim to achieve zero waste for Alexandria?
 - Many rundown pockets east of Quaker, west of Callahan; more housing w/underground parking = lower overall prices/attractive to commuters/ Pair with sufficient Ped and Bike infrastructure to OT/Metro

January 15 Small Business Workshop

Summary Analysis

During the January 15, 2026, workshop for small businesses, business owners outlined challenges and opportunities across four thematic areas:

- (a) traffic challenges and solutions
- (b) addressing high housing costs
- (c) strategies for preserving small businesses, including in industrial spaces
- (d) specific actions the City of Alexandria could take to directly support small businesses

Themes Identified by Owners

- **Addressing traffic challenges and developing solutions**
 - Improving intersections
 - Enforcing traffic rules
 - Providing elevated crosswalks
- **Combatting Housing Costs**
 - Exploring rent control
 - Addressing high housing costs
- **Preserving small businesses**
 - Preserve industrial spaces
 - Preserve mom & pop retail
 - Institute reasonable zoning
 - Preserve non-retail small business spaces
- **Roles the City Might Play**
 - Tax breaks for small businesses
 - Prioritizing small businesses for city government procurement

Business Workshop – Opportunities

- **Traffic-related**
 - Intersection improvements
 - HAWK signals
 - Elevated crosswalks
 - Updated automated traffic controls
- **Other**
 - Preserve industrial spaces along *Wheeler*
 - Assistance with license tax for small businesses
 - New retail and commercial spaces throughout the corridor

Community Workshops: Analysis

Community Workshop: January 20th Data

Land use + Design

Invest In Mixed-Use Redevelopment

- Want mixed use
- Mixed use that has green space
- Higher density housing/retail near *the BRT stops*
- More multi-use, residential/commercial mix (destinations, entertainment)
- Ensure more mixed use – maybe office too! Live/work

Provide Access To More And Better Amenities

- More grocery stores
- Retail opportunities at Metro and VRE
- On *Wheeler Street* – more housing and retail!
- Outdoor public spaces: beyond City minimums
- Outdoor retail uses to socialize
- Access to amenities and necessities by walking/bus
- Encourage neighborhood-serving uses
- Non-profits, services embedded in communities
- Trouble accessing businesses fronting on Duke – improve access and turning
- Use under-utilized spaces

Create A Regional Destination

- What can we attract here: we need a regional attraction, economic engine! Maybe on *Colvin Street*?
- We need a regional destination, like small venues for music, like the Birchmere West
- *Ben Brenman Park* could be a good place for a regional destination
- Corridor lacks an identity: augment with places to gather to give it one
- Identity for Duke Street Corridor through new development

Address Numerous Parking Challenges

- Parking/Housing to have enough parking
 - Make parking underground such as in *Eisenhower*
- Reuse surface parking

- Making sure we have enough parking at *new developments*
- Garages for better development/place (Shirlington)
 - Ex: anchor tenant parking that serves the whole area (like Mosaic)

Other Land Use Issues

- Look at current choke points
- Development that mitigates impacts
- Flood control and mitigation requirements
- Support retail in ensuring health and safety (rodent control)
- Plan informs economic development work

Housing

Integrate Housing with Other Land Uses / Create A Greater Neighborhood Feel

- Would like to see housing integrated with other uses
 - And distributed throughout the city
- Neighborhood feel: smaller lots help to create identity
- Walking to schools is important

Focus on Specific Types Of Parcels For a Range Of Housing Options

- Housing in opportunity areas, smaller options
- Opportunities to develop City-owned land
- *Holmes Run* apartments: growth possibility (5300-5500 *Holmes Run*)

Address Required Balancing Acts Needed: Infrastructure, Transit, Traffic From Outside The Corridor

- Infrastructure should keep pace (Columbia Pike)
 - Balance walkability and access with buses
- Balance transit availability and growth
- Must make sure to accommodate INOVA traffic

Mobility and Safety

Reduce Cut-Through, Vehicle Speeds, Driving Lanes

- Reduce driving lanes
- Reduce vehicle speeds, volume
- Reduce car lanes, increase pedestrian connectivity
- Reduce community cut-through traffic

Invest in Bike and Pedestrian Connectivity and Safety

- Want better executed bike lanes than on *Seminary Road*
- Need a connection near the *Beatley Library*
- Need interconnected parks and trails
- Support structure for *Telegraph Road*
- *Taylor and Telegraph*
 - Pedestrian bridge, bikes to allow for safer crossing (tunnel at Telegraph)
 - Safer sidewalks here
- Bike lanes on Duke should be safer: opportunity for *Telegraph*-grade separation
- Bigger sidewalks throughout the area
- Improve community accessibility to new development
- Expand bike share network on Duke
- Make sure *Landmark* is walkable and integrated with the plan
- Lots of opportunities for pedestrian connections along the corridor
- Making it safer for waiting for the bus (shelters, etc.)

Explore Options For Improving Traffic Flow

- Need to get traffic patterns/street network right
- Diversify routes west on *Quaker*
- Expand east-west roads
- Better understanding of Duke Street in Motion and its impact on the Land Use Plan
- *Taylor and Telegraph*
 - Reduce the speeds at the interchange
 - It's a bottleneck; improve traffic management here
- Better synchronization of lights
- *Wheeler and Telegraph* improvements: dealing with cut-through traffic, and the path from *Quaker to Duke to Telegraph*
- Improve bus service at every level (infrastructure and service)
- If the *Colvin* area is redeveloped, make it easier to get in/out of businesses for customers
- Dedicated bus lanes – make it easier to get to *Eisenhower*
- Better investments in transit multi-users

Address Parking Challenges

- Cars going into neighborhoods when there is less parking in business areas
 - Make sure parking ratios are accurate
- Right-size parking requirements

Other Mobility Issues

- Retain businesses but make less car/auto dependent

- Show *BRT on the map* for development opportunities
- Is it a master planning opportunity for large redevelopment sites?
- Prioritize dealing with congestion over other changes
- What about an Eisenhower Connector?
- Make sure the hospital retains access for EMS

Parks and Open Space

Provide More and Better Outdoor Spaces

- Improve resident awareness of parks
- Larger parks need improvements: trails, waterways, and cleanups
- Increase public use of *Alexandria City Public Schools property*
- Designate more outdoor space for community gatherings
- Need more public restrooms at parks
- More regular maintenance

Community Workshop: January 21st Data

Land Use and Design

Better Organization and Cohesion in Redesigning The Corridor

- Cohesion of design, "not messy"
- Feels disjointed, type of use, we want more cohesive uses
- Address abandoned, dirty spaces. Owners should be required to act
- Design guidelines: multiple materials can make it look worse; what is being used in other areas, and what is more beneficial?
- Better organization of land uses- that would help create an identity
- The uses are all on Duke, but they are really spread out and not easy to get to
 - Having hubs, like the opportunity areas by transit stops, is key!
- Taller buildings along Duke with character: housing and retail
- Undergrounding of power lines in new developments
- Eliminate setbacks to make it look cohesive, walkable to businesses
- The corridor is physically oriented towards cars: you have to walk through a lot of parking lots to get to things like the grocery store

More and More Attractive, Retail, and Lifestyle Centers

- *Foxchase and Alexandria Commons*: if made into lifestyle centers (retail and apartments) need sufficient parking
- Redevelop retail across from *Alex Commons*
- More: better restaurant options
- Need an anchor on Duke Street – flexible uses can help accomplish that and encourage diversity

More Diverse, More Plentiful, and More Locations for Small Businesses

- Small Business: more business targeting (example is Pittsburgh??)
- Also, more specialty stores: mom and pop stores on Duke Street
- What will be the criteria for the redevelopment of small businesses in the corridor
- How might we engage more small businesses in this process?
- What are the economic factors in the corridor doing to help businesses
- Apartments and ground-level businesses
- Builders get Floor Area Ratio is supporting small business development, "work where you live"
- Business rent: think of preserving smaller parcels, supporting diversity
- Too many *curb cuts along Duke*: can we cluster areas to businesses?
- Tough exits out of many small businesses along the *south side of Duke*

- How might the city/economic corridor help support small businesses to prepare for relocation?
- Falls Church: Single-family housing and mixed use housing that looks nice, preserves small businesses

More Civic, Public, Gathering, and Recreational Spaces

- More parks for relaxation – maybe with water features
- Making more space for gatherings rather than more parking or "dead spaces"
 - Benches
 - Shaded areas to sit and relax/watch
- More thoughtful civic spaces
- Public art and small parks
- Spaces for gyms and pools!
- Variable streetscapes that are standardized

HOUSING

Provide Housing for Targeted Audiences and Affordability

- Workforce housing (\$\$ to help build) AMI now 163 K, 120% AMI (prioritize workforce housing)
- Middle-income housing as part of the affordability goals
 - Expand affordability to include middle-income renters
- Housing for seniors and veterans (not market rate)
- 0% interest loans for renovation and maintenance based on age, longevity of tenure
- Anti-displacement: replaced buildings should replace units for those who are forced to relocate. How can they return?
 - Tenant Opportunity for Purchase Act (TOPA)
- Accessible housing (housing stock is mostly 2-3 stories) – one-level homes
 - Prioritize accessible housing (i.e. first level)

Provide a Wide Range of Quality and Attractive Housing Types

- Housing stock is diverse, those who want to stay can afford to
- In Single Family Housing areas, larger lots can build larger/taller multifamily units (small town house, for example)
- Build carriage houses/Accessible Dwelling Units
- Diversity of housing stock: 1-4 bedrooms (more options and increase in supply)
- More thoughtful and polished developments for housing
- On top of first floor retail
- Taller buildings on Duke with housing

Include a WestEnd Focus

- The *WestEnd* gets a lot of the planning focus – use a City wide lens!
- Expand some of the land use attention to *WestEnd Transitway*: not much flexibility to meet changing family needs/wants
 - Limitations in heights and Floor Area Ratio

Other Issues

- Bike stores hidden in back – smaller max access
- Tree maintenance by owners
- Metro station at *the railyard! Close to the Civic area*
- Negative space areas: some additional flexibility and change potential in those spaces, for example, single-family areas. The Zoning for Housing plan didn't change the size of the building

Mobility and Safety

Create Greater Pedestrian Safety and Corridor Walkability

- Blinking signage of when to cross – more of a walkable area for pedestrians
- Street lighting, tree line maintenance = safety for peds
- Pedestrian bridge
- Safer and less traffic
- Crosswalk signals = near bus stops, apartments, signal on demand
- Cameras
- *Duke and Cambridge* has lots of pedestrian traffic accidents near the 7-11
- Bus stops: need crosswalks and sidewalks for people waiting or crossing the street (*Seminary Road area*)
- Light at Bus Stops
- Pedestrian safety: shade and nice sidewalks that are connected
- Enforcement of open can drinking in public areas
- Very car-centric: make it easier to walk around
- Areas for walkability – Duke Street, a stretch of empty areas that don't make sense and are not "usable"
 - The *Whiskey and Oyster area* is walkable and safe
- The WestEnd is not a walkable area
- How can we make it walkable in the residential areas in between the opportunity areas
- Having more transportation options for people to get around the Duke Street corridor
 - Work within the railway for walking and bike lanes and other options

Create Greater Access for Those Who Need It

- Street grading to support people with accessibility needs
- Sidewalks accessible for wheelchairs
- Accessibility for walkability – ADA

Address and Improve Traffic Challenges

- Bus routes: areas where traffic is bad to bypass that area
- Better synced lights
- Bike lanes in places where most are needed
- Better separation between roads and pedestrian areas
- Solve traffic issues on *Quaker to Duke* – narrow entry point
 - Increase speed limit from 25 to 35
- Tough right turns into *Foxchase and Alexandria Commons*

Other Issues

- Add "destination islands"
 - Mosaic (in Fairfax County) is a good example
 - A space in every area within the three nodes/hubs
- More trash receptacles and poop stations on sidewalks

Community Workshop: January 22nd Data

Land Use and Design

Increase Walkability and Connectivity in the Corridor

- Walkability!
- More connectivity of the existing trails
- Circuitous bike network + the flow of cars
- Tour De Library ?
- Expanded bike trails
- Prioritize walkability and public transit over parking lots
- Walkability and *connectivity to Old Town*
 - No dead zones
- Appropriate density with good walkability
- Identity: walkable and bikeable
 - High comfort level for cars, bikes, and peds
- Welcome alternatives to driving if infrastructure existed

Increase the Livability, Viability, and Mixed-Use Redevelopment in the Corridor

- More attractive frontage – esp. *East End*
- More focus on community focal points: parks, farmers' market, *eastern end of the map*
- Neighborhood restaurants, coffee shops throughout the community that you can walk to
- Large shopping centers (2-5 stories or higher) – redevelop like Wegmans with underground parking, multistory mixed-use
- Remove large parking areas
- New developments should have a diversity of housing types
- Economically viable for mixed uses
- *Ben Brenman Park* is a huge Plus
- Mixed uses should include housing, retail, offices, public space, fitness, etc.
- Ensure greater density *as you move west toward Landmark*
- *The South side of Duke* should have "destinations" like north side
 - Balance development, mixed uses, and amenities on north and south sides of duke
- *Alexandria Commons* should be mixed-use
- *Alexandria Commons*: parking lot should be redeveloped, more restaurants
- Green spaces around Duke are valuable (*Ben Brenman adds to the livability of Cameron Station*)
- Increase parkland

Other Issues

- Duke Street In Motion: we think the plan makes it worse (i.e. *Telegraph exit*)
- Transportation needs to be solved
- We need new schools
- We don't like the theme areas
- City services available here
- 15 square miles; land is scarce?
- A smaller concentration of businesses
- Can't encourage businesses and amenities if you can't drive
- North and south connector for cars

[Housing](#)

More Housing, Including Affordable Housing

- Housing options that grow with families
- Use city-owned land to build housing
- Affordability
- Zoning and regulation reforms to encourage housing development
- *Wheeler Avenue* small business area: develop mixed-use here
- Affordability is important
- Affordable housing does not exist in the area
- *Central area*: new development needs to focus on affordability
- Homes large enough for families
- Creating more housing at more price points

[Mobility and Safety](#)

Increasing Pedestrian Safety and Walkability

- Improve walkability near *old Landmark Mall*
- Street crossings near *Foxchase*
- Especially with new large developments, make sure that it includes accommodation for cars, bikes, and pedestrians
- Safe ways to stroll around shops and restaurants
 - Between *Roth and Quaker and Colvin*, for example
- Redevelopment should *enhance bike and pedestrian experience*
- Make *Wheeler Ave.* more pedestrian-friendly

Investing in Bike Lanes and Infrastructure

- Even protected bike lanes require drivers to follow the law. Concerned about safety of bikers
- *N. Van Dorn Street* – opportunity for bike lane? *North of the WestEnd development*
- Consider using the center median for walking/biking, *near Old Town*.
- Repurpose service roads for bike lanes w/o getting rid of car lanes

Addressing and Improving Traffic Challenges

- Make streets, safety consistent through the corridor
- Select areas with greater street width for other travel choices
- *At Telegraph Road*, make a T intersection
- Smart signaling – what does it solve?
- Keep it consistent (4 lanes, no 6 lanes)
- Duke will always be important as a pass-through corridor
- More controlled behavior along the corridor with limits

Other Issues

- Improve the look and feel of some commercial areas, increase safety, esp. *near to Old Town* and abandoned, little-utilized businesses
- Corridor needs a usability and accessibility ethos

Synthesis Of Themes Across Three Evening Workshops (January 20-22, 2026)

Land-Use and Design

- Invest in Mixed-Use Development
- Provide Access to More and Better Amenities
- Create a Regional Destination
- Address Numerous Parking Challenges
- Other Land Use Issues
- Better Organization and Cohesion in Redesigning the Corridor
- More and More Attractive Retail and Lifestyle Centers
- More Diverse, More Plentiful, and More Locations for Small Businesses
- Increase Walkability and Connectivity in the Corridor
- Increase the Livability, Viability, and Mixed-Use Redevelopment in the Corridor
- Other Issues

Housing

- Integrate Housing with Other Land Uses / Create a Greater Neighborhood Feel
- Focus on Specific Types of Parcels for a Range of Housing
- Address Required Balancing Acts Needed: Infrastructure, Transit, and Traffic from Outside the Corridor
- Provide Housing for Targeted Audiences and for Affordability
- Provide a Wide Range of Quality and Attractive Housing Types
- Include a West-End Focus
- More Housing, Including Affordable Housing
- Other Issues

Mobility and Safety

- Reduce Cut-Through Traffic, Vehicle Speeds, and Driving Lanes
- Invest in Bike and Pedestrian Connectivity and Safety
- Explore Options for Improving Traffic Flow
- Address Parking Challenges
- Other Mobility Issues
- Create Greater Pedestrian Safety and Corridor Walkability
- Create Greater Access for Those Who Need It
- Address and Improve Traffic Challenges
- Increase Pedestrian Safety and Walkability
- Invest in Bike Lanes and Infrastructure
- Address and Improve Traffic Challenges
- Other Issues

Parks and Open Space

- Provide More and Better Outdoor Space
- More Civic, Public, Gathering, and Recreational Spaces