Community Comment and Response Table

Date Submitted	Source	Comment	Staff Response
Oct 29, 2026, 01:57 PM	EH, Large Comment Box	Consider commuter tolling at all main entrances to the city. It would generate revenue but also discourage drivers cutting through to get to 495/395 and help ease our congestion. I have already made the suggestion to Sen. Bennett	The implementation of commuter tolling (or congestion pricing) is outside of this Plan's scope and would likely need legislative approval at the State level.
Oct 22, 2026, 03:15 PM	EH, Large Comment Box	The proposed housing developments will drastically increase traffic congestion on an already horrendous traffic problem on Duke Street.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. Lastly, although adding capacity to roads through methods like additional travel lanes or expanding access points may seem like the best way to address congestion, decades of data from all over the world indicates that the opposite is true. Adding road capacity increases traffic and congestion in already congested areas in a phenomenon called “induced demand.” The best way to address traffic and congestion is to prioritize road infrastructure that is primarily designed to carry neighborhood traffic, not regional traffic, which means reducing capacity to push regional traffic back onto the highways that are intended to provide that service.

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Oct 16, 2026, 04:08 PM	EH, Large Comment Box	The Duke Street Land Use Plan is driven by earnest work and laudable objectives, but the combined impacts of the plan and Duke Street in Motion have a massive transportation downside. Combining a road diet on this critical (and already unworkable) east-west artery with the proposed residential densification and the major hospital development on the west end, may be a recipe for transportation failure. The city is essentially making a high-risk bet that, by making an already often-unpassable road even more narrow and crowded, people will abandon their cars and take the bus or bike, when it's unclear if any have the luxury of that option. The city is also betting that the impassability built into the Duke Street Corridor due to the new residential density would cause regional drivers to abandon Duke Street and use I-495 and I-395 instead. That's a totally unproved hypothesis, and policymaking by wishful thinking. The negative mobility impact is likely to prove to be a self-inflicted wound driven by urban ideology instead of realistic and inclusive policy development. This impact will make Alexandria less livable and will worsen our hopelessly obsolete transportation model. The refusal of VDOT to help Alexandria address the gridlock on the ramp from Duke to I-495 will further exacerbate the situation. Drivers desperate for alternatives will flood side streets and transverse other neighborhoods as they look for ways to avoid Duke Street Corridor gridlock. These outcomes could become an epic safety failure and a huge liability for the city. Emergency vehicles, ambulances, parents trying to get their kids to school or the doctor, or nurses running late for their shifts will all face his inevitable gridlock along the four-mile stretch of Duke	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. Although adding capacity to roads through methods like additional travel lanes or expanding access points may seem like the best way to address congestion, decades of data from all over the world indicates that the opposite is true. Adding road capacity increases traffic and congestion in already congested areas in a phenomenon called "induced demand." The best way to address traffic and congestion is to prioritize road infrastructure that is primarily designed to carry neighborhood traffic, not regional traffic, which means reducing capacity to push regional traffic back onto the highways that are intended to provide that service.

		Street. That would be unsustainable and should be unacceptable. Ironically, the greatest impact will likely to be on lower income drivers and working families who will occupy the eight-story committed affordable buildings envisioned along the route. They have no choice but to drive their cars to school, work, the doctor, or to the shopping center on what will become a traffic-dense corridor, resulting in the pain of this policy falling disproportionately on the poor and working middle class. The tag line in the plan – "Every small step is a step towards a better Duke Street" seems to me to be a platitudinous bromide that won't stand up to the transportation mess I fear is baked into this plan.	
Oct 16, 2026, 01:37 PM	EH, Large Comment Box	Hello, I am writing regarding the Ridgeview District. I live on Viewpoint Rd directly behind this district and have concerns regarding the new proposed building heights. These new building heights will negatively affect the Longview Hill Neighborhood by increasing traffic, putting our neighborhood in constant shade, and by blocking off our views from our hilltop vantage. I kindly ask that you reduce these proposed building heights to what currently matches the neighborhood. I also have concerns regarding the Duke Street service road. I see a lot of new slip lanes and the removal of parts of the service road in this plan. This does not match what city council approved of as part of Duke Street in Motion	The two sites that you are referencing are Housing Alexandria sites (2I and 2J) that the Plan designates as Affordability and Growth areas — areas that provide market affordable or committed affordable rental housing that the Plan seeks to retain or expand. Under the current zoning, 2I and 2J have a 150 feet height maximum. The Plan does not recommend specific changes to current height or density for these properties (we typically do not use small area plans to reduce height or density on properties), or for any of the Aff. And Growth areas for that matter. Instead, if and when they decide to redevelop, the Plan provides some height and density flexibility to encourage the property owners to work with the City through the review process, and using strategic height and density, retain some affordability and produce new committed units. This also enables the property owner and the City to work through things like site constraints, adjacent neighborhoods, affordability and preservation needs, and more without requiring a master plan update. The Plan is not contemplating any changes to what was approved during the *Duke Street in Motion* project for Duke Street, including the slip lanes or service roads.

		in 2024. Please provide some clarification on this. Thank you	
Oct 15, 2026, 06:43 PM	EH, Large Comment Box	I'm most interesting in the combo of bus lanes, protected bike lanes, and wider sidewalks with amenities (trees, benches, trash cans, lighting, bus shelters etc.) along the corridor with pedestrian friendly street fronts. This would help draw people to Duke Street as a pleasant multi-modal corridor to travel on rather than one to get through as quickly as possible in a car or stuck in a bus among cars. I think among the worst parts of Duke Street, currently, are the service road segments which drastically take away space for other more friendly uses and lead to unintuitive and clunky design to walk through or around. I think extra care should be also taken to sections of Duke Street with overpasses to make it appealing for multi-modal use and especially walking. I would like existing businesses to have the opportunity, in redeveloped/rezones plots, to be able to occupy the ground floor of a mixed use section to give local continuity. I would like attention given to partner with developers to create affordable/public housing where possible. For plan visualizations, it would be nice to avoid or at least minimize AI-generated imagery for alternate conceptual design and visualization rendering techniques.	The Plan is not contemplating any changes to what was approved during the *Duke Street In Motion* project for Duke Street, including the service roads. The Plan proposes converting one of the existing overpasses — the existing Leibach Bridge and the east side of the Telegraph Road ramp onto Duke Street — to enhanced pedestrian and bike connections. The City is not able control what specific businesses go in commercial spaces and cannot specifically require that existing businesses be given the right to return in redevelopment. However, the Plan does identify this as an expectation and, to the extent possible, the City will work with property owners to ensure that commercial spaces in new development explore and provide opportunities for existing businesses *in addition to* new businesses, as well as further coordinate with ALX Forward implementation to connect businesses with further resources. The Plan encourages property owners in Affordability and Growth Areas to maximize the retention of both existing committed affordable units (CAUs) and market affordable housing. The Plan's Opportunity Areas provide additional opportunities for the creation of new affordable units. The use of AI to provide renderings was a decision determined by senior staff.

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Oct 15, 2026, 09:09 AM	EH, Large Comment Box	There appear to be an awful lot of misrepresentations of building heights in the document. Not least of which are the examples given on page 64 showing misleading examples of both 60 and 85 foot height facades. Moreover, in the Ridgeview district lots 2J and 2i are shown as being designated 150 building heights which is wholly incompatible with the townhomes and SHFs immediately adjacent to those lots on the North sides. This would place the existing residential homes in perpetual shade for much of the year. Elsewhere in the document the phrasing "taller heights considered along Duke and Van Dorn Streets, and lower heights adjacent to surrounding residential areas" is used several times and appears to be in direct conflict with the designations for the lots noted above which are adjacent to existing residential homes. Elsewhere, it is stated similarly, "Taller buildings are intended to be closer to Duke Street, while building height transitions will enable new buildings to relate to existing neighborhoods". Given that there is no space to make a height transition on either of the existing lots 2j and 2i, how would this possibly be achieved even with an 85-foot height much less 150-foot height?	The plan includes updated language clarifying the purpose of the flexibility with more clarity. The two sites that you are referencing are Housing Alexandria sites (2I and 2J) that the Plan designates as Affordability and Growth areas — areas along Duke Street that provide market affordable or committed affordable rental housing that the Plan seeks to retain or expand. Under the current zoning, 2I and 2J have a 150 feet height maximum. The Plan does not recommend specific changes to current height or density for these properties (we typically do not use small area plans to reduce height or density on properties), or for any of the Aff. And Growth areas for that matter. Instead, if and when they decide to redevelop, the Plan provides some height and density flexibility to encourage the property owners to work with the City through the review process, and using strategic height and density retain, some affordability and produce new committed units. This also enables the property owner and the City to work through things like site constraints, adjacent neighborhoods, affordability and preservation needs, and more through the review process without requiring a master plan update.

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Oct 11, 2026, 12:29 AM	EH, Large Comment Box	I appreciate the guiding principles of this plan. However, as a parent with children in the ACPS school system, I have reached the point of exhaustion with how the student capacity issues are barely being resolved while there is a continued aggressive push for denser housing. I like dense housing and would love us to become more urbanized and walkable. However, even if smaller apartments and townhouses don't attract as many families as single family homes, we don't have the space for even one percent of any new housing to add children into the school system. It feels like the city has zero plans for how to increase their school capacity in a meaningful way. The rezoning landed my child in a new school that I believed would not have the overcrowding issues like our previous school, only to realize in this school year that now this school is also over capacity. It is disheartening to see that none of these land use plans require additional schools be built to account for any increase in capacity. Instead it feels we are assuming that we will be a city of young professionals with no kids. It is also important to remember that the state funding we receive per student is low compared to other counties and cities because the formula used to calculate what we receive has a bias against densely populated areas. This is not likely to change as it is very difficult politically to do that at the state level. Therefore, we need to have a plan for how we will fill that funding gap with local taxes, since the increased density will continue to increase the local tax burden to keep our schools open. My child's kindergarten class had 25 children in it, and this year they have 30 children. The school we were rezoned to went from mid 80% capacity to well over 100%. This issue is not getting resolved and I feel like the city simply doesn't care. So urbanize all you want, add parks and walkability and	Planning and Zoning meets regularly with ACPS staff to understand school capacity and facility needs. While the forecasted development may seem large, it is only 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 has indicated to Planning and Zoning that new public education facilities will not be needed in the Plan area.

		transit accessibility. I will be your number one cheerleader. But you MUST have guiding principles around expanding public education access to balance out these changes.	
Oct 01, 2026, 07:12 AM	EH, Large Comment Box	Duke Street is a vital transportation corridor for residents of Alexandria. It connects Old Town with 395 and 495. As much as the city wants to pretend that people aren't in cars, they still need to get from one end of the city to the other. If you're going to reduce capacity on Duke Street even more, you've got to open up the Eisenhower Connector and connect Quaker Lane to Eisenhower and provide more cross links to successfully move cars off of Duke Street to other transportation corridors. It's unfortunate that the area is so built up because something like Rock Creek Parkway is desperately needed to facilitate east-west car transportation in the city. ADDITIONALLY, given the financial governance problems with DASH, it seems like a bad time to shift more of the transportation burden to them.	This Plan does not contemplate changing the planned vehicular capacity on Duke Street that was approved by City Council as part of the *Duke Street in Motion* project. DSIM retains two lanes of vehicular traffic in each direction on Duke Street *in addition to* where the Transitway will have separated bus-only lanes. Decades of research from across the world shows that expanding capacity (like expanding traffic lanes) does not meaningfully reduce traffic congestion. Initially there may be a reduction in traffic in the first few years, however roadways that receive capacity increases reach and exceed their new capacity shortly thereafter. Also, though the Plan does not specifically recommend developing the Eisenhower Connector, it does recommend that new development not preclude the implementation of a connector to Eisenhower Avenue.
Sep 30, 2026, 05:02 PM	EH, Large Comment Box	Maintain bus and transit option. This road is too long to not be addressed by a better transit way.	The Plan supports the implementation of the Duke Street Transitway, as previously approved by the *Duke Street in Motion* project.

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Oct 31, 2026, 03:48 PM	EH, Large Comment Box	ACPS is over capacity and at breaking point. There is no way this plan only adds 320 students. We need several more schools now, especially a real 2nd high school. The plan also ignores the need for increased public services, to include fire, rescue, police, public health. Infrastructure is also ignored, except for bike lanes. There will be increased need for water, sewer, electricity, etc. Pedestrian access from Eisenhower to Duke Street should be improved. Instead of yet another traffic light, how about trying some round-abouts? What about enforcing the current traffic laws for speeding, erratic driving, loud engines? All of these things would improve life more quickly, cost less, and not further strain our already stressed systems.	Planning and Zoning meets regularly with ACPS staff to understand school capacity and facility needs. While the forecasted development may seem large, it is only 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 has indicated to Planning and Zoning that new public education facilities will not be needed in the Plan area. All new development must ensure, through the development review process, that there is adequate infrastructure available to support it. The City currently has enough existing infrastructure capacity (sewer, electric, public safety, etc.) to accommodate the growth envisioned in this Plan. However, even if the City were not to have the adequate infrastructure, any development would be required to further assess this and provide the required infrastructure expansion.

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Oct 30, 2026, 10:24 PM	EH, Large Comment Box	Talking about land use without addressing traffic on Duke Street is a mistake. It starts at 2:30pm and lasts until 6:30 pm on weekdays. Buses won't change the car traffic that includes many Maryland drivers and other non-Alexandria residents.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Oct 30, 2026, 12:56 PM	EH, Large Comment Box	Thank you for such a thoughtful process and well prepared plan! I am a big fan creating mixed use buildings (i.e., storefronts on the bottom and housing on the higher levels, including perhaps small markets where people can walk to get their groceries). I would also advocate for third spaces sprinkled throughout, where people can shop, stop relax and walk home all in one trip. Are there plans for third spaces like this? Are there plans for maintaining these spaces and perhaps combatting un-productive loitering?	One of the Plan's guiding principles is to provide neighborhood serving publicly accessible spaces for recreation, community gathering, and social connection and improved pedestrian an bicycle connections between these and other neighborhood spaces. The Plan also enables and encourages neighborhood-serving retail which can also serve as third spaces.

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Nov 13, 2026, 11:59 PM	EH, Large Comment Box	I have been a proud resident of Alexandria for 23 years. When I first moved here, I enjoyed visiting Old Town, dining in local restaurants, and supporting Alexandria businesses. Today, I avoid traveling to Old Town from my home in Cameron Station. Unfortunately, visiting Old Town is no longer the enjoyable experience it once was. Traffic congestion and gridlock have become a chronic condition throughout the city. Two years ago, I left Cameron Station at 5 pm for a 6 pm dinner reservation in Old Town, just 4.4 miles. I arrived late at 6:15 pm. That experience was frustrating and I now refuse to frequent Old Town. There are simply too businesses in neighboring communities that do not require a difficult commute. Alexandria's rapid growth has outpaced the capacity of its transportation network. After reviewing the Duke Street Land Use Plan, I am concerned that the proposed recommendations could further exacerbate these challenges. My concerns include: 1. Increased traffic congestion throughout the city. The plan does not clearly identify the total number of future residential units or buildings that could result from the proposed increases in development capacity. Without this information, it is difficult for residents to assess the cumulative impacts on traffic, roads, utilities, public services, and infrastructure. How many new homes could be created, and what additional traffic volumes are anticipated as a result? 2. Taller buildings adjacent to existing neighborhoods. The proposed increases in building height have the potential to alter the character and scale of surrounding communities. 3. Whether infrastructure improvements will keep pace with growth. 4. Potential impacts on neighborhood character. One of	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. Regarding proposed height in the Plan, neighborhoods directly on, or adjacent to, the Duke Street corridor are envisioned to have taller heights, which will be supported by enhanced transit infrastructure (the *Duke Street in Motion* project). Transitioned heights are planned in areas where there is less height envisioned. Consistent with City small area planning process, analysis was conducted to determine whether the existing infrastructure network will meet the needs of anticipated future development. The City currently has enough existing infrastructure capacity to accommodate the growth envisioned in this Plan. A second level of review and analysis of adequate infrastructure is completed with any future development proposal to determine if additional capacity or mitigation is needed. The proposed Plan Districts where development is envisioned include a combination of uses, heights, amenities, open spaces, and safe connections to build upon the neighborhood and enhance the qualities and neighborhoods in Alexandria today. Future development proposals undergo City review process and opportunity for community input. In addition to the Plan's small business areas, where new height and density are not proposed, the plan also encourages that new development in other areas of the plan incorporate flexible commercial spaces suitable for new and existing small businesses.

		the reasons I chose to live in Alexandria is because it offers a comfortable environment that is distinct from larger urban centers. Continued increases in density and building height could diminish the qualities that make Alexandria a desirable place to live. 5. Loss of existing businesses and community resources. In summary, while the plan proposes significant increases in residential density and building height, it does not clearly demonstrate that Alexandria's transportation network, parks, schools, utilities, and other public infrastructure have sufficient capacity to support the anticipated growth. Growth should be carefully balanced with the infrastructure and public services necessary to sustain it. Respectfully, Sandra Troutman	
Nov 13, 2026, 04:06 PM	EH, Large Comment Box	**I'd love to see more greenery, sidewalks, pedestrian-friendly places. There is so much density within walking distance on Duke Street—restaurants, grocery stores, banks—yet I hardly ever walk because the sidewalks, broken trash, garish neon vape shops, and loud vrooming cars make it less pleasant. I'd love to stroll by mature trees and encounter my neighbors walking to get**	The plan makes several recommendations for streetscape and infrastructure improvements that enhance pedestrian safety and comfort. In addition, new streets must provide sidewalks and streetscape per the Street Sections proposed in the plan. The plan also discusses the preservation and expansion of the corridor's tree canopy.

		groceries at the Giant store or a book at the new Barnes & Noble.	
Nov 13, 2026, 03:56 PM	EH, Large Comment Box	Big Condo development replacing a nice grocery store (Giant) shopping center is also not conducive to less traffic and a better neighborhood.	The Plan's proposals for Alexandria Commons and the Shoppes at Foxchase include **required ground floor retail**, with a strong preference for retention of grocery stores. The City has a recent history of redevelopment that includes a grocery store on the ground floor with residential above (the Harris Teeter on the corner of King and Beauregard is a good example of this). The redevelopment will also provide community benefits that will add to the neighborhood's quality of life such as: new open spaces, new streets that provide alternative neighborhood access to Duke Street, affordable housing, modern stormwater management, and environmental benefits from the replacement of surface parking and provision of trees and other greenery. The City is not able to require that property owners include specific types of businesses in their buildings, either in plans like this or in general.
Nov 13, 2026, 03:38 PM	EH, Large Comment Box	The Plan states that "[c]ongestion and traffic were the two most frequent topics throughout the community planning process." The Plan also states that "responding business owners felt that traffic and congestion were the biggest challenges they faced in operating and maintaining their business on Duke Street." Nevertheless, there is no data presented on how traffic and congestion along the twelve "Districts" would be affected by the proposals in the Plan. It seems very ill advised to propose increased density along most of Duke Street that goes well beyond that contained in small area plans without analyzing and publicly disclosing the effect of such proposals on traffic and congestion. **None of the "Tables" presented in any of the Districts show data pertaining to current land use, current FAR, current building heights, or current open space. Such information is critical for residents and policy makers so that one can fully comprehend and compare what is being proposed in each District against the status quo.** In addition to the above general comments and observations that are applicable to the Blueway District	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. The Plan provides maps that show existing land use and height, and a newly added map is provided in the appendix to show where the Plan is proposing changes to FAR and height. The vast majority of these changes are on existing commercial sites adjacent to Duke Street. Existing parks are identified on the open space maps. Ben Brenman Park has multiple existing access points to and from nearby areas for vehicles. Converting the Leibach Bridge into bike and pedestrian only provides one safe and enhanced access for community members wishing to bike or walk.

		proposal, I want to add that the Liebach Bridge is a vital access route for the many people driving to Ben Brenman Park and the Cameron Station community. Traffic is particularly acute during sports and other events hosted at Ben Brenman Park. Bikes and pedestrians can easily access Ben Breman Park and the Cameron Station community though Holmes Run Park as well as by using the Liebach Bridge. With the road diet that will be built at South Pickett Street and the Duke Street In Motion plan to take away car lanes for a dedicated center bus lane on Duke Street near Cameron Station, the Liebach Bridge will be an even more vital entrance and exit to both Cameron Station and Ben Brenman Park. Closing the Liebach Bridge to car traffic will necessarily mean that there will be an increase in cut through traffic in Cameron Station. City staff should be aware that small children daily travel in the streets closest to Ben Brenaman Park, particularly those attending Bright Start. Accordingly, to promote safety and avoid traffic congestion on Duke Street, the Liebach Bridge needs to remain accessible to all modes of transportation and should not be limited to pedestrian and bike traffic.	

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Nov 13, 2026, 02:25 PM	EH, Large Comment Box	The Duke Street Development Plan is fatally flawed. The proposed plan would reduce the flow of vehicular traffic along the City's major east-west thoroughfare. Duke Street is a vital artery for emergency responders. The new hospital, a fire department, and the Police Department are on Duke Street. It is illogical and irresponsible to slow emergency responders' lifesaving efforts. This plan would result in lives lost. How could the Duke Street Development Plan be revamped to enhance its prospects for improving Alexandria residents' quality of life (QoL) today and in the future? • The City needs to "live within its means." If a city is living within its means, the QoL of its residents will at a minimum be maintained, but ideally improve over time. o Ascertain a sustainable population and manage to it. Facts indicate the City is not able to sustain residents' QoL, yet it continues to enable population growth, including hundreds of units in the Duke Street Development Plan. The City's hospital bed capacity is decreasing by 25+%. Schools are overcrowded. The mobility trend for the vast majority of residents and other travelers has been made more difficult. Focus more on residents' QoL and less on business deals. o Determine the logical mix of apartments, townhomes, single-family homes, and senior living facilities. Place on hold any new housing units in the Duke Street Development Plan until a logical dwelling mix is established. o Develop a Duke Street plan for traffic that safely accommodates priority needs. The City's plan to significantly reduce the vehicular traffic flow on a crucial local and regional emergency-response route is misguided and nonsensical. § Expand vehicular travel lanes where practical. Vehicle numbers are steadily increasing. § Implement better intersection and crosswalk	Emergency vehicles/personnel will continue to have roadway priority in emergencies, whether this Plan is approved and implemented or not. Additionally, with the future Transitway, emergency vehicles will also be able to use dedicated bus lanes when built. The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. The Plan envisions a variety of elements that contribute to enhanced quality of life, such as safer connections for all modes of transportation (street, bike/ped, and trails), neighborhood public open space, and a mix of land uses including retail that provide daily living and shopping needs. Further, the small business areas are meant to enable current businesses to stay in the Plan area. Future development proposals will undergo a City review process to ensure impacts of development are appropriately mitigated. A land use plan can't necessarily prescribe specific housing typologies, but rather encourage a diverse range to serve needs of residents who want to continue living in the area, as well as accommodate future demand.

		safety measures. § Establish “express bus routes” that have limited numbers of stops. § Improve signal light sequencing. § Apart from the major Duke St emergency-responder route, establish pedestrian/bicycle paths and trails. Bottom Line: If the City thinks new businesses and increased population will solve its budgetary and other problems, it has missed the lesson cities nationwide have learned -- Wise city managers know their city's limitations and manage within them to deliver enduring quality of life improvements for their residents.	
Nov 12, 2026, 07:00 PM	EH, Large Comment Box	Hello, I think there are really solid ideas in this proposed plan. I am sure a lot of work went into putting this together, and that good intentions are driving these plans. I'm really grateful to everyone who put their efforts into this, and I hope to share some ideas that can help make it better. Traffic on Duke St. is already awful as it is, and making it even more congested would seriously hurt the quality of life of those who have to take the street every workday. I would avoid driving on it if I could, but I can't get out of my neighborhood without using i**t. I encourage the City to**	TES continues to actively pursue projects aimed at addressing regional traffic on Duke Street, including the development and utilization of Smart Signals and improvements to the Telegraph interchange. In addition, the new transitway and other proposed improvements aim to refocus the corridor for local use, where regional traffic may choose a more efficient regional route. The proposed Street and Bicycle/Pedestrian Networks, as well as The Planned Parks + Open Spaces Network, all work together to provide the community with various alternate ways of getting around, including new street connections. Future development proposals will be required to analyze traffic impacts at the time of City review to work to address congestion is being completed by T&ES, which will help to mitigate any impacts from development over the course of the Plan.

		explore ways to divert through-traffic away from Duke Street by improving connections to alternate routes. New developments should help create a better-connected road network so traffic is not forced onto one main corridor or through residential neighborhoods. Please also evaluate whether targeted road expansions, turn lanes, or underpasses at major bottlenecks could improve traffic flow. Reducing congestion while maintaining safe pedestrian access and reliable emergency vehicle routes should be a priority. Thank you for your time and consideration. Take care and God bless.	

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Nov 11, 2026, 04:06 PM	EH, Large Comment Box	I view this Land Use Plan as a significant achievement — covering an impressive array of aspects & considerations, I'm left feeling like it doesn't really come across as a coherent, data-driven, strategically-grounded plan. For example there are several inconsistencies, not the least of which are reconciling the concentration of people (residential and business) along the corridor with the road capacity. While it would be nice to think that everyone living there would just ride a bicycle and never drive, I don't think that is realistic. And because Duke St. is the primary east-west corridor in the city, it is not realistic to think that people will opt to take a bus for all purposes. E.g., for me to get from Old Town to the Beatley Central Library by bus on a weekday would take 40 minutes each way, but 15-20 by car — so it would be kind of nutty for me to burn the better part of an hour (R/T) by taking the bus. Some might argue that gridlock on Duke St. would be good because it would incentivize taking the bus — but that (making things deliberately worse in order to achieve an ideological outcome) would be very poor public policy. I would really like to see a quantitative (and non-advocacy) analysis as part of this effort to provide a data-driven basis for the assertion that this is going to work. Another concern is the idea that this is an "overlay" on the Small Area Plans (where it takes precedence where they differ). Why weren't the SAPs used as a baseline? We now have two different sets of guidance, one of which throws out the window considerations that were important at the time the SAPs were developed. Development near transit stations — cool idea. Which ones? There is one in the plan (plus King St.), yet development is all along Duke St. Does a bus stop constitute a "transit station?"	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document. New development is anticipated to occur incrementally over the 20 year life of the plan. Proposed density is located close to transit, encouraging alternate modes of transportation As the transitway is built out, bus travel will become a more reliable option for taking short-distance trips. Similar to other overlay plans approved by City Council such as Landmark Van Dorn Corridor Plan or Oakville Triangle, the overlay means that existing Small Area Plans retain their overall boundaries. The existing small area plans along the corridor have largely not been updated since 1992, so the overlay will provide updated land use guidance where development is anticipated to occur so that the future build out is consistent with the community's updated vision (based on the past two years of community engagement) and current City policy and goals. The future Transitway buildout will include enhanced bus transit station features such as better bus shelters and seating; future proposed development is concentrated near these stations. Revisions to the language in the Housing chapter have been made to clarify the language regarding zoning with Affordability + Growth areas.

		The statement, "The Plan does not recommend zoning changes or specify new building heights or floor area ratio (FAR) for Affordability and Growth Areas…" Yes it does, but it does it via a "back door." Establishing this plan forces those changes in order for proposed development to be consistent with this plan. The quoted statement seems to be dishonest. Finally, I understand that a lot of people came into this with their "wish list," but just as "a camel is a horse designed by committee," in the effort to balance all of those considerations, some of the big picture issues (traffic being the prime example) seem to have been given insufficient consideration.	
Nov 11, 2026, 10:51 AM	EH, Large Comment Box	Riding the Dash bus throughout the length of Duke street from the West end Transit center to The Old Town Station and vise versa may sometimes be a 45 minute ride for a 4.5 mile journey. Are there any plans to create bus lanes to shorten that to a 10-15 minute ride during rush hours? Seeing as how this would encourage more bus riders therefore less traffic on Duke Street I reckon that single change would address multiple issues that us Alexandrians, and other locals commuting through face.	The planned Duke Street Transitway (also known as the *Duke Street in Motion* project) is a bus-rapid transit infrastructure enhancement whose goal is to create faster, more reliable, and more frequent transit service along Duke Street, which will reduce headway (the amount of time between each bus) for riders who are currently utilizing any of the DASH lines. The transitway is part dedicated right-of-way, part mixed-traffic, which will directly assist in reducing the amount of time passengers wait in traffic. In addition, Transportation & Environmental Services continues to invest in projects that directly mitigate existing traffic congestion and safety concerns, such as Smart Signals and improved pedestrian crosswalks/visibility.

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Nov 10, 2026, 07:59 PM	EH, Large Comment Box	**The building height limit proposals are too high in the three parcels of land on nob Hill off of Longview. It has a 144 ft limit directly next to single family homes with no buffer. This will create permanent shade for the neighborhoods and is at odds with the plans buffer zones between single family home neighborhoods and high rises. Additionally these parcels are not nearly large enough to support buildings that tall.**	The sites you reference are Housing Alexandria sites (2I and 2J) that the Plan designates as Affordability and Growth areas — areas along Duke Street that provide market affordable or committed affordable rental housing that the Plan seeks to retain or expand. Under current zoning, 2I and 2J have a 150 feet height maximum. The Plan does not recommend changes to current height or density for any A+G sites, and in the case of these sites in particular, the Plan does not recommend a height reduction. Plans typically do not reduce height or density for specific properties in small area plans. As you mention, this site has constraints that make 150 unlikely. If and when they decide to redevelop, the Plan provides some height and density flexibility to encourage the property owners to work with the City through the review process, to retain some affordability and produce new committed units. This also enables the property owner and the City to work through things like site constraints, adjacent neighborhoods, affordability and preservation needs, and more without requiring a master plan update.

Community Comment and Response Table

Nov 10, 2026, 05:43 PM	EH, Large Comment Box	Greetings, Thank you to the City staff and planning team for the time and effort put into developing the Duke Street Land Use Plan. As the area continues to grow, I encourage the City to make public safety, traffic management, and emergency preparedness priorities throughout the corridor. New development should be accompanied by thoughtful traffic planning, safe pedestrian crossings, well-coordinated traffic signals, and reliable emergency vehicle access so that congestion does not compromise public safety. I also recommend incorporating the following measures into new developments, parks, sidewalks, transit stops, and public gathering areas: Medical preparedness: Install publicly accessible AEDs (automated external defibrillators) in strategic locations, such as parks, community facilities, and major public buildings. Provide clearly marked AED signs and encourage CPR/AED and first-aid training for local businesses and community organizations. Better lighting and visibility: **Provide reliable pedestrian lighting along sidewalks, crosswalks, bus stops, parking areas, trails, and parks. Maintain clear sightlines by avoiding overgrown landscaping and poorly lit or hidden areas.** Emergency communication: Consider emergency call stations in larger parks, trails, and isolated pedestrian areas where immediate access to a phone may be limited. Fire and EMS access: Ensure fire engines and ambulances have clear, unobstructed access to buildings, parks, and	The transportation recommendations pay special attention to safety and design, where new streets, bike and pedestrian connections, and greenways enhance the overall transportation network so that people can safely, efficiently, and more reliably get around. The majority of these new connections are provided by new development. Transportation & Environmental Services is currently investing in projects that directly mitigate existing traffic congestion and safety concerns, such as Smart Signals and improved pedestrian crosswalks/visibility. The Plan's street sections account for fire lane clearance for emergency personnel to be able to access roads and new buildings that experience an emergency. The implementation of AEDs and emergency call stations is outside the scope of a land use plan and is typically handled by Alexandria Fire Dept. Through the City's existing review processes, new development will be required to provide sidewalks with adequate street lighting. New development will also be required to ensure that Fire and other emergency services are able to access the proposed buildings.

		public spaces. Maintain accessible fire lanes, properly located fire hydrants, and clearly marked building entrances and addresses. Emergency preparedness: Coordinate with Alexandria Police, Fire, EMS, and Emergency Management to identify safety needs during the planning and design of new developments, rather than waiting until construction is complete. Please also establish clear responsibility for inspecting, maintaining, and replacing safety equipment so these measures remain functional over time. Public safety should be built into the design of Duke Street, not simply left to emergency responders after something goes wrong. Accessible medical equipment, proper lighting, responsible traffic planning, emergency access, and prevention measures can help save lives and make the corridor safer for everyone. Thank you for considering these recommendations. I look forward to your response. I am currently attending the Alexandria City Academy, and we were encouraged to share our feedback. -Yadiel	

Community Comment and Response Table

Nov 05, 2026, 04:47 PM	EH, Large Comment Box	As Cameron Station resident, I write to formally express my strong opposition to the Draft Duke Street Land Use Plan. Updating the corridor's 1992 framework is necessary, but the current draft aggressively pushes for increased residential density without securing the necessary infrastructure, traffic mitigations, school capacity, or affordable housing protections. I urge the Planning Commission and City Council to return this plan to staff for comprehensive revisions prior to scheduling adoption hearings. Core Areas of Concern 1. Traffic Congestion & Public Safety Risks Gridlock: Duke Street is already a heavily congested East-West artery. Adding high-density residential development from Alexandria Union Station to Van Dorn Street will exacerbate bottleneck delays, push overflow traffic into residential side streets, and slow response times for emergency services. Unfunded Transit Reliance: Density increases depend heavily on the Duke Street In Motion transitway design. Adding hundreds of housing units without fully operational, dedicated transit infrastructure will flood our streets with thousands of additional cars. 2. School Overcrowding & Infrastructure Strains Unaddressed School Capacity: Local schools—including Patrick Henry K-8 and Samuel W. Tucker Elementary—are operating near maximum capacity. The plan incentivizes growth without allocating land or developer obligations for school expansions. **Public Utility Pressure: Phasing growth without binding developer agreements for utility and stormwater upgrades shifts the long-term financial burden directly onto taxpayers.**	Response to Commenter's Recommended Actions: 1. The Traffic Study, which is available to read on our webpage, and which was the subject of our June 29th community meeting (also available on our webpage), assumes local and regional growth as modeled and forecasted in the Council of Government's Forecasts. While the study assumed max buildout, market estimates anticipate a much lower forecast with a likely pace of one building per year over the 20 year life of the plan. 2. Planning and Zoning meets regularly with ACPS staff to understand school capacity and facility needs and, for the purposes of this Plan, to analyze the potential student generation over the next 20 years, spanning all grade levels K-12. Based on new student generation with the Plan and projected enrollment across the City, ACPS has indicated to Planning and Zoning that a new school is not needed in the Plan area. PZ and ACPS regularly review the 5 year development pipeline Citywide, update the student generation rate on an annual basis, and the annual Capital Improvement Program planning and adoption is a regular opportunity to align capacity needs and funding. ACPS is currently embarking on an update to the 2019 Long Range Educational Facilities Plan which will further inform funding decisions. 3. The Plan recommends 1:1 replacement of committed affordable units as part of any future redevelopment and seeks to minimize displacement of residents in market affordable housing with the use of strategic height and density to maximize preservation of market affordable housing.

		3. Loss of Market-Affordable Units & Community Character **Displacement Risks: The corridor currently includes over 2,100 market-affordable units and dozens of independent small businesses. A 10% affordable housing mandate is insufficient when redevelopment risks displacing working-class families for expensive luxury units.** Out-of-Scale Development: Transition zones between new multi-family heights and established single-family neighborhoods are inadequate, eroding community character. Requested Action City leaders should require the following revisions before moving forward: Update traffic modeling to account for regional growth and cap density bonuses until transit is operational. Coordinate with ACPS to establish dedicated school funding streams before approving zoning changes. Require 1:1 replacement of existing affordable housing on redeveloped sites.	

Community Comment and Response Table

Date Submitted	Source	Comment	Staff Response
Nov 05, 2026, 09:25 AM	EH Small Comment Box	Duke St sadly is one of very few ways to go E/W in Alex. by car for school commutes. Adding so much here will make traffic EVEN WORSE.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Oct 30, 2026, 12:40 PM	EH Small Comment Box	Increased density along Duke requires reinstating 2-lane traffic each way. It's short-sighted to do otherwise! P.S. 140 char. aren't enuf!	The Duke Street Land Use Plan does not contemplate changing the already-approved concepts for Duke Street included in the *Duke Street in Motion* project and the Duke Street Transitway. In those concepts, Duke Street will have two travel lanes in each direction for the duration. You can view those concepts here (https://media.alexandriava.gov/content/tes/RollPlotDukeStCorridorLayout202603041.pdf) and read more about Duke Street in Motion here: https://www.alexandriava.gov/DukeInMotion For longer comments, please the use Large, 2500 character comment box just above the Q&A on this page.
Oct 29, 2026, 01:54 PM	EH Small Comment Box	Reopen the Telegraph Rd access from Taylor Run!!! - huge reason for the congestion on Duke. Also, it has been trapping us in GW park!	Access to the Telegraph Road ramp via Taylor Run is not in the purview of this Plan and will not revisit the current configuration at this time.
Oct 28, 2026, 08:40 PM	EH Small Comment Box	I love how you cram all the low-mod housing on the west-end after you kicked them all out of Old Town. Duke proposal is miserable.	The Draft Plan ensures that affordable housing will be developed throughout the corridor.
Oct 16, 2026, 03:54 PM	EH Small Comment Box	While the plan is earnest and driven by laudable objectives for livable new neighborhoods, it has a massive transportation downside.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 05, 2026, 06:40 PM	EH Small Comment Box	This plan does not address current traffic issues that will only be exasperated by the additional retail and housing units.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 05, 2026, 05:54 PM	EH Small Comment Box	This plan does not address the existing traffic congestion on Duke Street with more density it will be impossible to move in this city.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.

Community Comment and Response Table

Nov 05, 2026, 04:44 PM	EH Small Comment Box	Duke Street Plan adds high density without fixing traffic, school capacity, or preserving affordable units. Oppose plan until revised!	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 13, 2026, 12:36 PM	EH Small Comment Box	You need to address the concerns for traffic and patterns. Once the hospital opens it will only be worse.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 13, 2026, 10:19 AM	EH Small Comment Box	Traffic congestion remains a major, unresolved concern. Additional housing will bring more cars onto an already overly congested corridor.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 10, 2026, 05:21 PM	EH Small Comment Box	Please prioritize public safety with accessible AEDs, well-lit sidewalks and parks, emergency call stations, and clear fire/EMS access.	The implementation of AEDs and call stations is outside the scope of this planning process and is typically handled by Alexandria Fire Dept. Through the City's existing review processes, new development will be required to provide sidewalks with adequate street lighting. New development will also be required to ensure that Fire and other emergency services are able to access the proposed buildings.
Oct 29, 2026, 04:43 PM	EH Small Comment Box	How were the districts named? Why not name them after the adjacent neighborhoods?	The Districts are primarily an organizational tool for the Plan itself and are not intended to become new neighborhood names or replace the names of existing neighborhoods. The names are useful in this context because they make it easier to refer to the various districts in the Plan's text. One reason that the names do not always correspond to the existing neighborhoods is because the Districts themselves do not correspond exactly to existing neighborhood names or boundaries.
Oct 29, 2026, 02:00 PM	EH Small Comment Box	WB Duke @ Taylor Run: post signage that says this lane ends. It “may” help with these obnoxious people cutting in last minute	**Thank you for your comment.**
Nov 13, 2026, 05:50 PM	EH Small Comment Box	Traffic and parking needs to be addressed in this plan. Traffic is already a problem with the current structure, and it will only get worse	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.

Community Comment and Response Table

Nov 12, 2026, 06:48 PM	EH Small Comment Box	I encourage the City to explore ways to divert through-traffic away from Duke St. It's a good plan, but needs to address the traffic aspect.	The City is actively exploring ways to prevent through-traffic from utilizing Duke Street. The majority of these interventions must happen outside the context of the Duke Street Land Use Plan, through discrete interventions and projects that Transportation and Environmental Services is conducting in collaboration with regional partners like VDOT and Fairfax County.
Nov 12, 2026, 03:43 PM	EH Small Comment Box	We strongly oppose the Draft Plan. The proposed development of Duke Street will increase traffic congestion there & on side streets.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 12, 2026, 11:01 AM	EH Small Comment Box	Have the people who devised this plan actually driven on Duke Street? On afternoons(especially between 4-6pm) all lanes are at a standstill!	Staff traversed Duke Street at all hours of the day, from morning until late at night. The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 11, 2026, 03:24 PM	EH Small Comment Box	If you want people from far away to use transit, you need to give them a place to park. No “park and ride” options means just more traffic	The Plan does not change the City's existing parking requirements. Implementing park-and-ride options at locations like the Van Dorn Metrorail Station would require collaboration with WMATA.
Nov 11, 2026, 03:20 PM	EH Small Comment Box	Driving along Duke St. will always be in demand. E.g., for me to get to the Beatley Library will take 40 min by bus & 15 by car. I will drive	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 06, 2026, 11:12 AM	EH Small Comment Box	This must include a traffic plan -- something that is already needed for Duke street.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 05, 2026, 05:55 PM	EH Small Comment Box	The Duke st corridor is an existing heat island, how will your plan address that?	The Plan identifies several ways in which new development can preserve, protect, and expand tree canopy throughout the Plan area. In addition, the Plan recommends that new buildings, parks and open spaces, and streetscapes be designed to maximize shade.

Community Comment and Response Table

Nov 03, 2026, 12:25 PM	EH Small Comment Box	"Potential New Street Connections" shown in Exchange District will destroy vital utility infrastructure on private property. Unacceptable	The new street connections proposed in the Exchange District, like the those proposed in other Districts throughout the Plan, are intended to provide alternative local and neighborhood routes for community members, relieving pressure placed on existing routes. These street connections will only be provided should the property owners choose to utilize the benefits of additional height and density provided to them under the Plan's proposals. This is the same expectation for properties throughout the Plan area that are provided additional height and density. Absent a development proposal, private property can continue to function/operate as is/consistent with city zoning.
Oct 30, 2026, 12:58 PM	EH Small Comment Box	I am hopeful that the plan for mixed housing, truly means mixed income and we are not perpetuating segregated areas of income.	The Plan requires new committed affordable units to be provided in new residential development throughout the Plan area.
Nov 13, 2026, 04:39 PM	EH Small Comment Box	Adding a lot of housing/retail with no parking and congested access with smaller roads.	New development will be required to provide parking according to the City's existing parking requirements. The Plan is not contemplating reducing the size of roads in the Plan area. The Plan also does not change recommendations from *Duke Street In Motion* project for the corridor, which will continue to have two lanes of vehicular traffic in each direction.
Nov 13, 2026, 12:29 PM	EH Small Comment Box	I hope there is budget and plan to improve Ewald Park (future exchange district). There is a lot of open space and opportunity there.,	The Plan supports the improvements contemplated in Ewald Park in the recently updated Ewald Park Improvement Plan: https://www.alexandriava.gov/parks/project/john-ewald-park-improvements
Nov 12, 2026, 11:05 AM	EH Small Comment Box	With the amount of increased proposed housing there will be more cars on Duke Street. Cars will find thru streets in neighborhoods.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 11, 2026, 03:35 PM	EH Small Comment Box	Where is the detailed traffic study that will provide solid evidence that all that new residential & retail won't create gridlock on Duke St	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 11, 2026, 03:22 PM	EH Small Comment Box	Tall buildings on the south side? I wish TES luck with snow, freeze-thaw, etc. during the winter since it will be in perpetual shade.	The City currently manages this issue in other areas where there are tall buildings and does not expect this to change on Duke Street.
Nov 05, 2026, 09:49 PM	EH Small Comment Box	The transitway and the "green spine" will be a major life upgrade for those who don't only experience Alexandria from behind a windshield.	Thank you for your comment.

Community Comment and Response Table

Oct 31, 2026, 03:41 PM	EH Small Comment Box	I'm incredibly concerned that this plan excludes the need for schools, ACPS is significantly over capacity.	Planning and Zoning meets regularly with ACPS staff to understand school capacity and facility needs and, for the purposes of this Plan, to analyze the potential student generation over the next 20 years, spanning all grade levels K-12. Based on new student generation with the Plan and projected enrollment across the City, ACPS has indicated to Planning and Zoning that a new school is not needed in the Plan area. PZ and ACPS regularly review the 5 year development pipeline Citywide, update the student generation rate on an annual basis, and the annual Capital Improvement Program planning and adoption is a regular opportunity to align capacity needs and funding. ACPS is currently embarking on an update to the 2019 Long Range Educational Facilities Plan which will further inform funding decisions.
Oct 30, 2026, 12:51 PM	EH Small Comment Box	Update the story book along Holmes run on Taney Ave side/by the water. Such a nice idea but really unusable as they are now!	Thank you for your comment. At this time, we are uncertain exactly what your comment is referring to.
Nov 15, 2026, 09:41 PM	EH Small Comment Box	Please do not close the Leibach Bridge. It provides access to Ben Brenman Park, including 2 baseball fields, soccer field, volleyball courts	Ben Brenman Park has multiple existing access points to and from those areas. Converting the Leibach Bridge into a bike and pedestrian only access point enhances access for community members wishing to bike or walk to Ben Brenman while also expanding the City's existing open space network.
Nov 13, 2026, 11:58 PM	EH Small Comment Box	Leave Alexandria Commons alone.	The Plan enables future redevelopment on Alexandria Commons, which will provide community amenities, such as a new park, new streets, affordable housing, and required ground floor retail. In addition, these types of properties have been redeveloped more and more frequently over the last 10 years, both locally and nationally, due to changing market demand. Updated land use guidance for Alexandria Commons ensures that if the property owner decides to submit a development proposal in the future, guidance is already in place.
Nov 13, 2026, 11:25 PM	EH Small Comment Box	Keep Ewald green and usable for basketball and soccer; a small pool would be good in this part of town.	The Plan does not propose any changes to Ewald Park.

Community Comment and Response Table

Nov 13, 2026, 11:21 PM	EH Small Comment Box	please pause this plan until you address the real issue which is the need for two driving lanes each way. more housing = more cars	The Plan does not make changes to what was approved in the *Duke Street In Motion* project, which includes two travel lanes in each direction. The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 13, 2026, 09:57 AM	EH Small Comment Box	The Leibach Bridge conversion to just bicycle and pedestrian traffic limits access to neighborhoods and diverts more traffic to Duke St.	Ben Brenman Park has multiple existing access points to and from those areas. Converting the Leibach Bridge into a bike and pedestrian only access point enhances access for community members wishing to bike or walk to Ben Brenman while also expanding the City's existing open space network.
Nov 11, 2026, 03:37 PM	EH Small Comment Box	Agree that something is needed. But this reads more like a combination of wish lists (every box checked) than a realistic strategic plan.	Staff conducted updated market, demographic, and infrastructure analyses to understand what expectations were reasonable in terms of development on Duke Street. The Plan is structured to accommodate the growth these analyses suggested was reasonably possible on the corridor.
Nov 11, 2026, 03:30 PM	EH Small Comment Box	Great to have it serve locals, but there's nothing here to preclude continued outsiders' through traffic. That needs to be solved first.	The Traffic Study conducted as part of this planning process is available at alexandriava.gov/dukestreetplan along with a presentation and recording from the June 29 community meeting which focused on this topic. For explanatory information as part of this document, please see Note 1 at the end of this document.
Nov 11, 2026, 03:28 PM	EH Small Comment Box	Overlay w/out consideration of Small Area Plans is bad public policy. Need to have SAP guide this, not be ignored (& kick can if conflicts)	Similar to other overlay plans approved by City Council such as Landmark Van Dorn Corridor Plan or Oakville Triangle, the overlay means that existing Small Area Plans retain their overall boundaries. The existing small area plans along the corridor have largely not been updated since 1992, so the overlay will provide updated land use guidance where development is anticipated to occur so that the future build out is consistent with the community's updated vision (based on the past two years of community engagement) and current City policy and goals.
Nov 11, 2026, 03:26 PM	EH Small Comment Box	Statement that "plan does not recommend zoning changes" belies the fact that they will be needed. Seems like a backdoor way to change zoning	This text has been updated to clarify the Plan's intent.

Source	**Question**	**Staff Response**

EH Q&A	The City's Transportation Study identifies Duke Street between Quaker Lane and Telegraph Road as the corridor's most congested segment, projected to remain at or above capacity through 2045. Given the proposed land-use changes and redevelopment, why doesn't the Plan set measurable traffic performance standards and identify specific actions the City will take if congestion worsens?	The Traffic Study, which is available to read on our webpage, and which was the subject of our June 29th community meeting (also available on our webpage), indicates that with new development envisioned by the Plan, traffic volumes will be nearly the same as today. In other words, traffic and congestion will remain relatively unchanged between the "build" (recommendations in the Plan) and the "no-build" (build-out under current Plan/zoning). There are a few reasons for this: -Without build-out of the Plan, regional traffic will continue to take up a meaningful proportion of traffic volume, especially between Quaker and Telegraph. Whereas with the Plan and the future Transitway, new elements will be introduced that make the corridor less convenient for regional use and more tailored to the needs of local users. -Most of the new development envisioned/enabled by the Plan will be residential. Residential development produces fewer, more predictable trips than existing commercial development overall, including during peak hours. -The Plan provides additional neighborhood streets and multimodal connections through new development that will provide residents alternative routes to get to/from Duke Street. -Additional work to address congestion being completed by T&ES will help to mitigate additional impacts from development over the course of the Plan. Performance metrics, such as the ones you are referencing here, are not typically included in a land use planning process as they are more typically tied to a granular transportation study.
EH Q&A	We cannot navigate through the city now, why would you plan to DECREASE lanes on Duke Street. It makes no sense.	This Plan does not contemplate changing the planned vehicular capacity on Duke Street that was approved by City Council as part of *Duke Street in Motion*. DSIM retains two lanes of vehicular traffic in each direction on Duke Street *in addition to* where the Transitway will have separated bus-only lanes. Decades of research from across the world shows that expanding vehicle lane capacity (like increasing the number of traffic lanes or building new regional through routes) does not meaningfully reduce traffic congestion. Initially there may be a reduction in traffic in the first few years, however roadways that receive capacity increases reach and exceed their new capacity shortly thereafter. In addition, though the Plan does not specifically recommend developing the Eisenhower Connector, it does recommends that new development not preclude the implementation of a future connector to Eisenhower, which would require future feasibility study and investment.

Community Comment and Response Table

EH Q&A	I noticed the plan has some commentary about more connection to Eisenhower. I am wondering if there are any ways to start building the connection (with active transportation in mind) traversing Duke St./Pickett St. areas (or through Ben Brenman Park) to offer a walking/biking route option to Van Dorn Metro. It would be so wonderful! I know it was also mentioned in an early 2000s Ben Brenman park assessment document.	Concepts for a potential north–south vehicular connection between Duke Street and Eisenhower Avenue have been considered in previous planning efforts, including the Eisenhower West Small Area Plan, Landmark/Van Dorn Corridor Plan, and others. These concepts reflect ongoing interest in improving cross-corridor connectivity across the rail line. The current Duke Street Plan does not make a recommendation with regard to a future connection, nor does it preclude it. 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. The current Plan does propose expanding access for pedestrians and cyclists to the existing trail network (for example, at the end of Wheeler Avenue into Tarleton Park). In addition, the Eisenhower West Small Area Plan recommends several connections for bicyclists and pedestrians that will improve access to Van Dorn Metro.
EH Q&A	How were the districts named? Why not name them after the adjacent neighborhoods?	The Districts are primarily an organizational tool for the Plan itself and are not intended to become new neighborhood names or replace the names of existing neighborhoods. The names are useful in this context because they make it easier to refer to the various districts in the Plan's text. One reason that the names do not always correspond to the existing neighborhoods is because the Districts themselves do not correspond exactly to the existing neighborhood names or boundaries.
EH Q&A	Increased density along Duke requires reinstating 2-lane traffic each way. It's short-sighted to do otherwise! P.S. 140 char. aren't enuf!	The Duke Street Land Use Plan does not contemplate changing the already-approved concepts for Duke Street included in Duke Street in Motion and the Duke Street Transitway. In those concepts, Duke Street will have two travel lanes in each direction for the duration. You can view those concepts here (https://media.alexandriava.gov/content/tes/RollPlotDukeStCorridorLayout202603041.pdf) and read more about Duke Street in Motion here: https://www.alexandriava.gov/DukeInMotion For longer comments, please the use Large, 2500 character comment box just above the Q&A on this page.
EH Q&A	How does the city plan to implement this proposal while meaningfully addressing the traffic, which is already overwhelming? Thank you for your time and attention.	With an approved Plan in place, new development proposals coming in would adhere to the framework elements (streets, land use, height, parks + open space, etc.) found in the Plan, as well as be required to mitigate any impacts to the neighborhood identified during the City review process. While a Traffic Study (also available on our webpage) was conducted as part of this process and development potential was assessed to fall within with existing infrastructure capacity, each individual development will be required to complete an site-

		specific traffic study to better understand any traffic impacts associated with it, where the City will then require mitigation efforts. Development proposals are anticipated at a steady, maintainable pace throughout the lifespan of the Plan and will not exacerbate current traffic conditions found on the corridor today.
EH Q&A	How does this plan help alleviate the existing traffic issues without causing more? The traffic congestion from 3PM-6:30PM is unbearable on Duke street. It is particularly bad from Fort Williams Parkway all the way down to Taylor Run Drive as there is the turn off to Telegraph Road which brings many to 495. With Duke street being a main access point for many to 495 as well as 395, to increase the density when there will already be more with the Inova hospital opening in 2028 is very concerning.	The results of the Traffic Study (full study available on our webpage) determined that new development will not drastically affect traffic experienced today, which will be generally the same - development most likely to occur along the corridor will be residential, which is associated with more predictable yet less frequent traffic generation. Without build-out of the Plan, regional traffic will continue to take up a meaningful proportion of traffic volume, especially between Quaker and Telegraph. Whereas with the Plan and the future Transitway, new elements will be introduced that make the corridor less convenient for regional use and more tailored to the needs of local users. Additional work to address congestion is being completed by T&ES, which will help to mitigate any impacts from development over the course of the Plan.
EH Q&A	I see a lot of residential housing additions, what are the statistics that say that is needed? It seems for every district adding there is a plan to add residential housing with retail underneath, but where are the stats and data saying that is what the area needs more of?	The City utilizes growth forecasts based on census data and data provided to the City by the Metropolitan Washington Council of Governments to understand both population growth and market trends. This helps us understand how many new people will be living in the area in the future and what types of development the City might expect to receive applications for. These forecasts are one important input into the analysis that supports the Plan's recommendations. In addition, not every district has Opportunity Areas in them. The Opportunity Areas are proposed on existing commercial parcels and close to the approved Duke Street Transitway stops.

Traffic Study Note:

The Traffic Study, which is available to read on our webpage, and which was the subject of our June 29th community meeting (also available on our webpage), indicates that with new development envisioned by the Plan, traffic volumes and congestion will remain relatively unchanged between the "build" (recommendations in the Plan) and the "no-build" (build-out under current Plan/zoning). There are a few reasons for this:

- Without build-out of the Plan, regional traffic will continue to take up a meaningful proportion of traffic volume, especially between Quaker and Telegraph. Whereas with the Plan and the future Transitway, new elements will be introduced that make the corridor less convenient for regional use and more tailored to the needs of local users.
- Most of the new development envisioned/enabled by the Plan will be residential. Residential development produces fewer, more predictable trips than existing commercial development overall, including during peak hours.

- The Plan provides additional neighborhood streets and multimodal connections through new development that will serve residents with alternative routes to get to/from Duke Street.
- Additional work to address congestion is being completed by T&ES, which will help to mitigate any impacts from development over the course of the Plan.

T&ES continues to actively pursue projects aimed at addressing regional traffic on Duke Street, including the development and utilization of Smart Signals.