

AlexWest

SMALL AREA PLAN

08.23.2024 | DRAFT

Acknowledgments

City Council

Mayor Justin Wilson
Vice Mayor Amy Jackson
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Councilmember Sarah Bagley
Councilman John T. Chapman
Councilwoman Alyia Gaskins
Councilman R. Kirk McPike

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David Brown
Stephen Koenig
Mindy Lyle
Nathan Macek, Chair
Jody Manor
Melissa McMahon, Vice Chair
Vivian Ramirez

City Manager's Office

James F. Parajon, City Manager
Emily Baker, Deputy City Manager

Planning and Zoning

Karl Moritz, Director
Jeffrey Farner, Deputy Director
Jared Alves, Urban Planner
Cory Banacka, Urban Planner
Carrie Beach, Division Chief
Christian Brandt, Urban Planner
Thomas Canfield, City Architect
Katherine Carraway, Urban Planner
Mary Christesen, Principal Planner
Maya Contreras, Principal Planner
William Cook, Urban Planner
Margaret Cooper, Urban Planner
José Delcid, Urban Planner
Michael D'Orazio, Urban Planner

Nathan Imm, Principal Planner
Robert Kerns, Division Chief
Tony LaColla, Division Chief
Richard Lawrence, Principal Planner
Andra Roventa Schmitt, Urban Planner
Melissa Symmes, Urban Planner

Office of Housing

Helen McIlvaine, Director
Eric Keeler, Deputy Director
Tamara Jovovic, Housing Program Manager
Virginia Patton, Housing Program Manager
Melodie Seau, Division Chief
Kenneth Turscak, Housing Analyst

Recreation, Parks and Cultural Activities

Jack Browand, Deputy Director
Judy Lo, Principal Planner
Ana Vicinanza, Urban Planner
Jose Carlos Ayala, Principal Planner
Bethany Znidersic, Division Chief
Meika Daus, Public Art Senior Manager

Transportation and Environmental Services

Adriana Castañeda, Director
Hillary Orr, Deputy Director
Erin Bevis-Carver, Division Chief
Megan Oleynik, Civil Engineer IV
Ryan Knight, Division Chief
Carson Lucarelli, Urban Planner
Gavin Pellitteri, Principal Planner
Daniel Scolese, Civil Engineer IV
Christopher Ziemann, Division Chief

Office of Climate Action

Valerie Amour, Energy Manager
Ryan Freed, Climate Action Officer
Dustin Smith, Green Building Manager

Alexandria Economic Development Partnership

Stephanie Landrum, President & CEO
Christina Mindrup, Vice President, Real Estate

Alexandria City Public Schools

Sophie Huemer, Director of Capital Programs, Planning & Design

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VHDA-Supported Community Organizations

African Communities Together
ALIVE, Inc.
Concerned Citizens Network of Alexandria
Landmark Church
Southern Towers United
Tenants and Workers United

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**MAINTAINING
COMMUNITY**



Introduction

Alexandria West (AlexWest) is a mosaic of many communities, each abundant with their own histories and unique experiences. It is also one of the City's most diverse areas, with residents and business owners from more than 70 countries and speaking many different languages, and made up of many different cultures, races, and ethnicities. AlexWest's community members also reflect a broad economic diversity, with a higher proportional share of low- to moderate-income households and renters as compared to other parts of the City. The AlexWest Plan builds on this community diversity and the social fabric that supports it.



Inclusive Growth



Mobility + Safety



Sustainable + Healthy Communities



Public + Connected Open Spaces



Housing Affordability



Neighborhoods

Planning at Scale

The AlexWest Plan area, at nearly 1,300 acres, is the largest in the City. The sheer magnitude of the area offers significant complexities, challenges, and opportunities represented in the wide array of neighborhoods. Though complex, the scale of the Plan area offers opportunities to view holistic solutions at a system-wide level. To begin to address the challenges and goals identified by the community, the Plan integrates a long-term land use strategy with a comprehensive anti-displacement and housing policy framework that strives to retain existing residents and the community and culture of AlexWest, while achieving new community benefits for all. With the community's input, the Plan further prioritizes key improvements that help to stitch neighborhoods together, such as integrated mobility and open space networks.

A core element of the land use strategy, which will facilitate many of the objectives outlined in the following chapters, is the prioritization of new residential development on surface parking lots and in underutilized commercial and office space. This new development will take pressure off existing market affordable housing and at the same time create new committed affordable housing and obtain important new community benefits, such as easy and equitable access to transit, open space, and community amenities like neighborhood-serving retail.

An inclusive and flexible approach to land use and growth will help maintain critical social infrastructure and support overall affordability for residents.

Without a proactive Plan, few new affordable housing units will be produced, existing market affordable units will become less affordable, and some AlexWest community members may be pushed out of the neighborhood. Existing residents will continue to lack access to meaningful open spaces and parks and necessary neighborhood services. Residents will be less well connected to the rest of Alexandria and the surrounding municipalities.

AlexWest by the Numbers





Planning Together

Members of the AlexWest community drove this Plan forward. The work represented here would not have been realized without thoughtful and sustained community input. Given the size of the Plan area, the many different communities that live here, and the potential consequences of inaction, the City’s community engagement efforts focused on intentionally engaging AlexWest’s historically marginalized communities and residents who do not typically participate in traditional planning efforts, as well as building on the relationships of established community organizations. Through committed and inclusive community engagement designed to enhance accessibility for all, and in partnership with AlexWest’s active community and civic organizations, over 1,500 residents participated in the process at more than 40 different community events. The lived experiences that residents shared over the course of this process have informed nearly all aspects of the Plan.

As new proposals and developments proceed, it is crucial that all stakeholders monitor and engage in implementation of the Plan to ensure that new affordable housing, commercial development, parks, and city facilities meet the intent of the Plan and are consistent with the objectives identified by community members during this planning process.



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2

**INCLUSIVE
GROWTH**



Context

The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building scales and densities. The existing land uses, as depicted in **Figure 2.1: Existing Land Uses**, are generally separated with a concentration of commercial uses in the central portion of the Plan area and on the major corridors of King and Duke Streets. A significant portion of the commercial office uses are anticipated to convert to other uses. Institutional uses in the Plan area include public schools, the City's community resource center, and the Northern Virginia Community College. Interstate 395 serves as a barrier on the eastern side of the Plan area.

Existing Land Uses + Building Scales

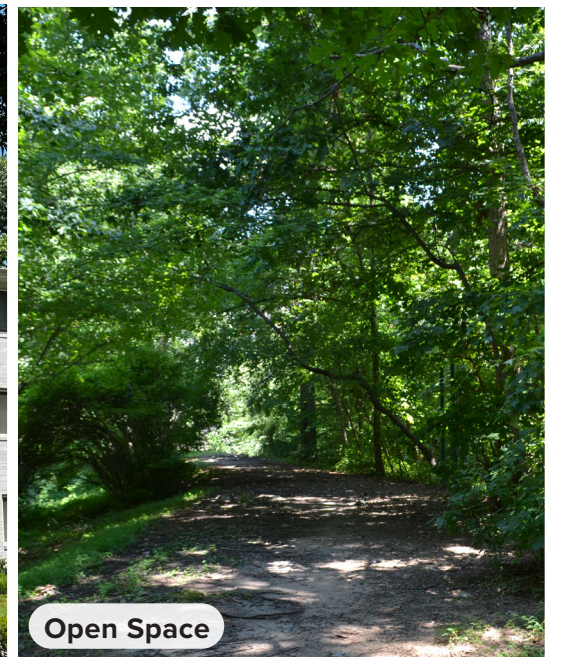
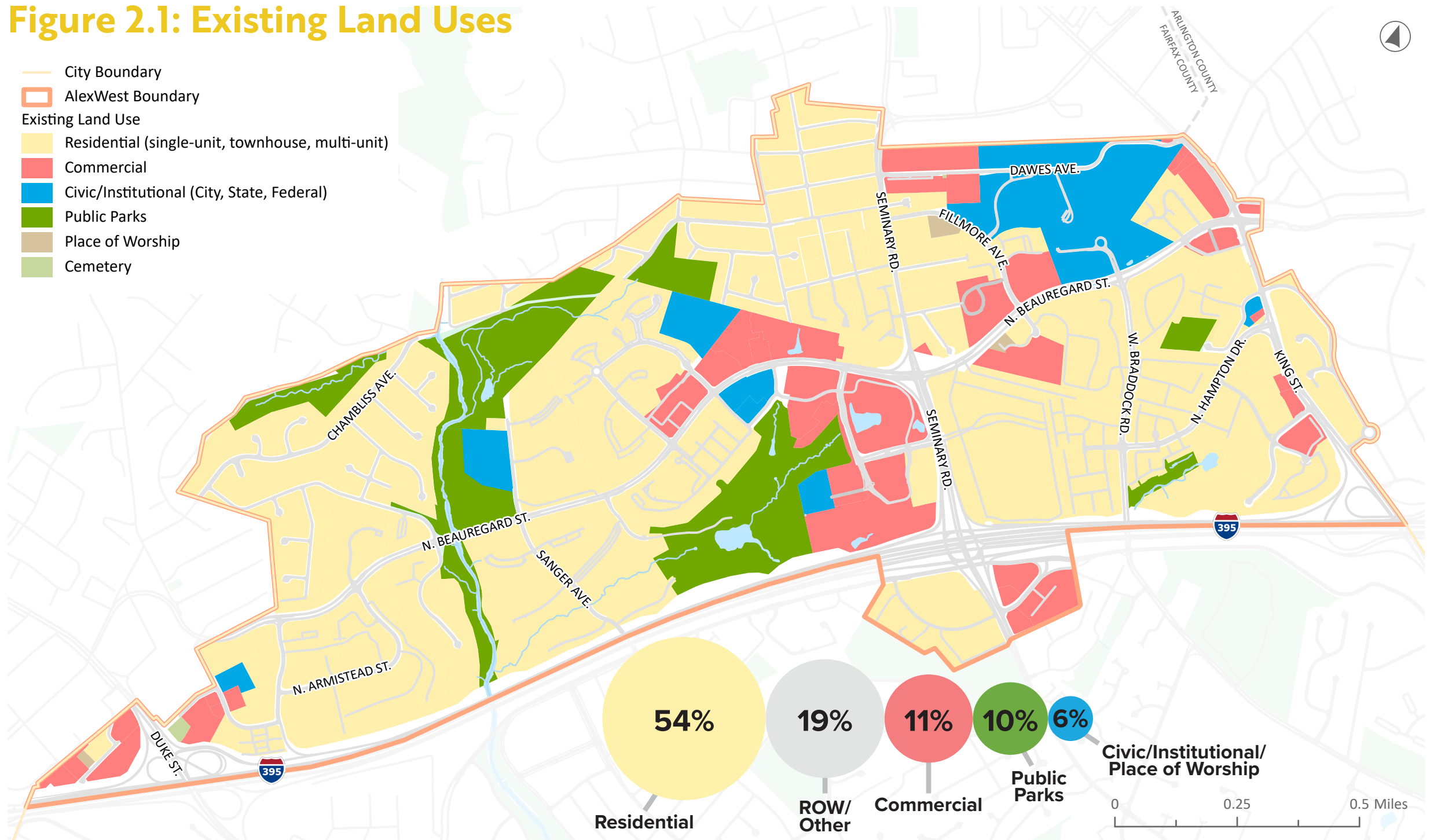


Figure 2.1: Existing Land Uses

- City Boundary
- AlexWest Boundary
- Existing Land Use
- Residential (single-unit, townhouse, multi-unit)
- Commercial
- Civic/Institutional (City, State, Federal)
- Public Parks
- Place of Worship
- Cemetery



Framework

Land Use Strategy

As part of the Plan’s goal to minimize displacement, the Land Use Strategy designates and establishes criteria for three different areas based on existing and planned development, described below and depicted in **Figure 2.2: Land Use Strategy**.

Focus Area

Within the Focus Area, commercial and office spaces, as well as more than 75 acres of surface parking, represent an opportunity for new residential development to occur in areas that do not contain residential uses, therefore not displacing existing residents. In the short- to mid-term, this approach will lessen market pressure on many existing and at-risk residential buildings. Development that occurs on existing parking lots will provide new parking for existing and future needs.

New residential development in the Focus Area will provide 10% committed affordable housing, as well as other important community benefits, such as neighborhood-serving retail, new public open spaces, adequate parking, and safety and mobility improvements. New development will also be close to frequent bus service, affordably connecting residents to jobs, amenities, and other destinations locally and regionally.

The development requirements of the Focus Area are summarized in **Table 2.1: Focus Area Criteria**, with more detailed requirements by neighborhood in **Chapter 8: Neighborhoods**.

It should be noted that the 137-acre site highlighted in **Figure 2.2: Land Use Strategy** in the southern portion of the Focus Area contains existing garden apartments. While the Plan’s overall strategy generally avoids development on existing residential sites to minimize displacement, this site was included in the Focus Area due to the amount of development already permitted through existing zoning. The Plan does not recommend additional density for the site above and beyond what is already contemplated by the approved CDD.

Area 2

Development is not broadly anticipated in Area 2. However, there may be sites that will develop in the future which will be required to provide the same community benefits of design, public open space, connectivity, and affordable housing as development in the Focus Area. The development requirements of Area 2 are summarized in **Table 2.2: Area 2 Criteria**.

Area 3

Development that may occur within Area 3 will be subject to City policies and regulations in place at the time of development. The Plan does not recommend changes to existing land uses, density, and building heights for Area 3.

**Table 2.1:
Focus Area Criteria**

Land Use(s)	Refer to Figure 2.3: Land Uses
Building Heights	Refer to Figure 2.4: Building Heights
Design	Subject to Design Guidelines
Public Open Spaces	Refer to Figure 5.3: Parks + Open Space
Floor Area Ratio (FAR)	3.0*
Street Connections	Refer to Figures 4.2-4.5

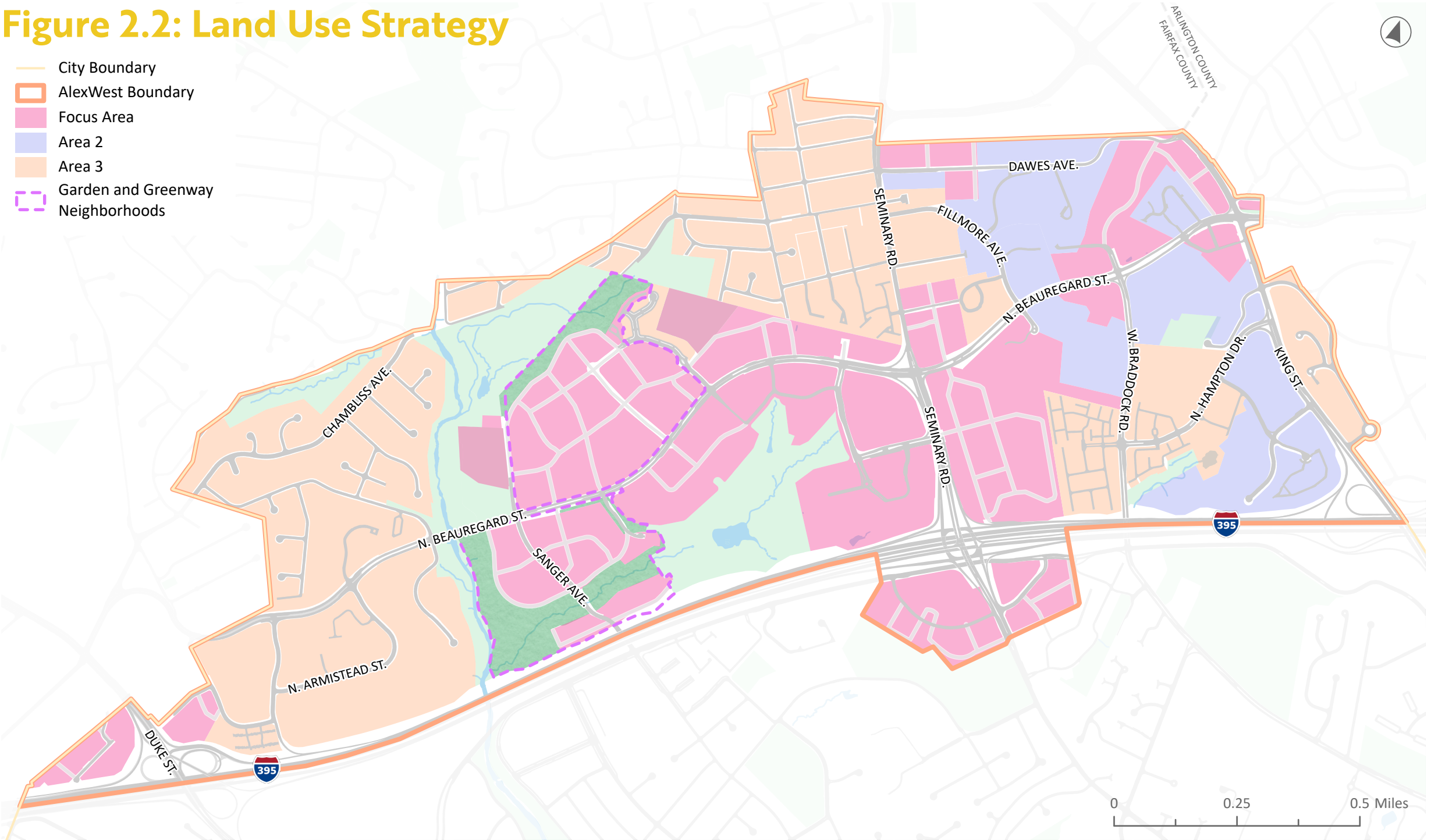
**Table 2.2:
Area 2 Criteria**

Land Use(s)	Residential
Building Heights	Refer to Figure 2.4: Building Heights
Design	Subject to Design Guidelines
Public Open Spaces	20,000 SF consolidated for every 90,000 SF of land developed
Floor Area Ratio (FAR)	2.0
Blocks	Subject to Design Guidelines

*Unless otherwise shown in the Development Tables in Chapter 8: Neighborhoods.

Figure 2.2: Land Use Strategy

- City Boundary
- AlexWest Boundary
- Focus Area
- Area 2
- Area 3
- Garden and Greenway Neighborhoods



Mix of Residential + Commercial Uses

The Plan generally recommends a mix of residential and commercial uses to enable development to adapt to changing market conditions. The Focus Area also includes concentrated areas of neighborhood-serving retail. The land uses in Area 2 and Area 3 are generally intended to be residential uses. **Figure 2.3: Land Uses** depicts recommended land use designations. The *Residential* land use designation allows only residential uses (townhomes, multi-unit buildings, etc.) and neighborhood-serving retail when allowed by the underlying zoning. It is the intent of the plan that residential development within the Focus Area will be predominantly multi-unit development, with some limited townhouse/stacked townhouse development. In addition, Home for the Elderly and other comparable senior-serving uses are permitted in the Focus Area and Area 2.

Residential or Commercial can include residential uses or commercial uses (office, hotel, retail etc.) or a mix of both. Recognizing the importance of civic uses in a community, City facilities and other civic uses may be located within the *Residential* and *Residential or Commercial* land use designations. Uses that do not contribute to an active public realm and walkable neighborhood, such as warehouses, storage buildings, and data centers, are considered inconsistent with the intent of the Plan.

Flexible + Mixed Use Development

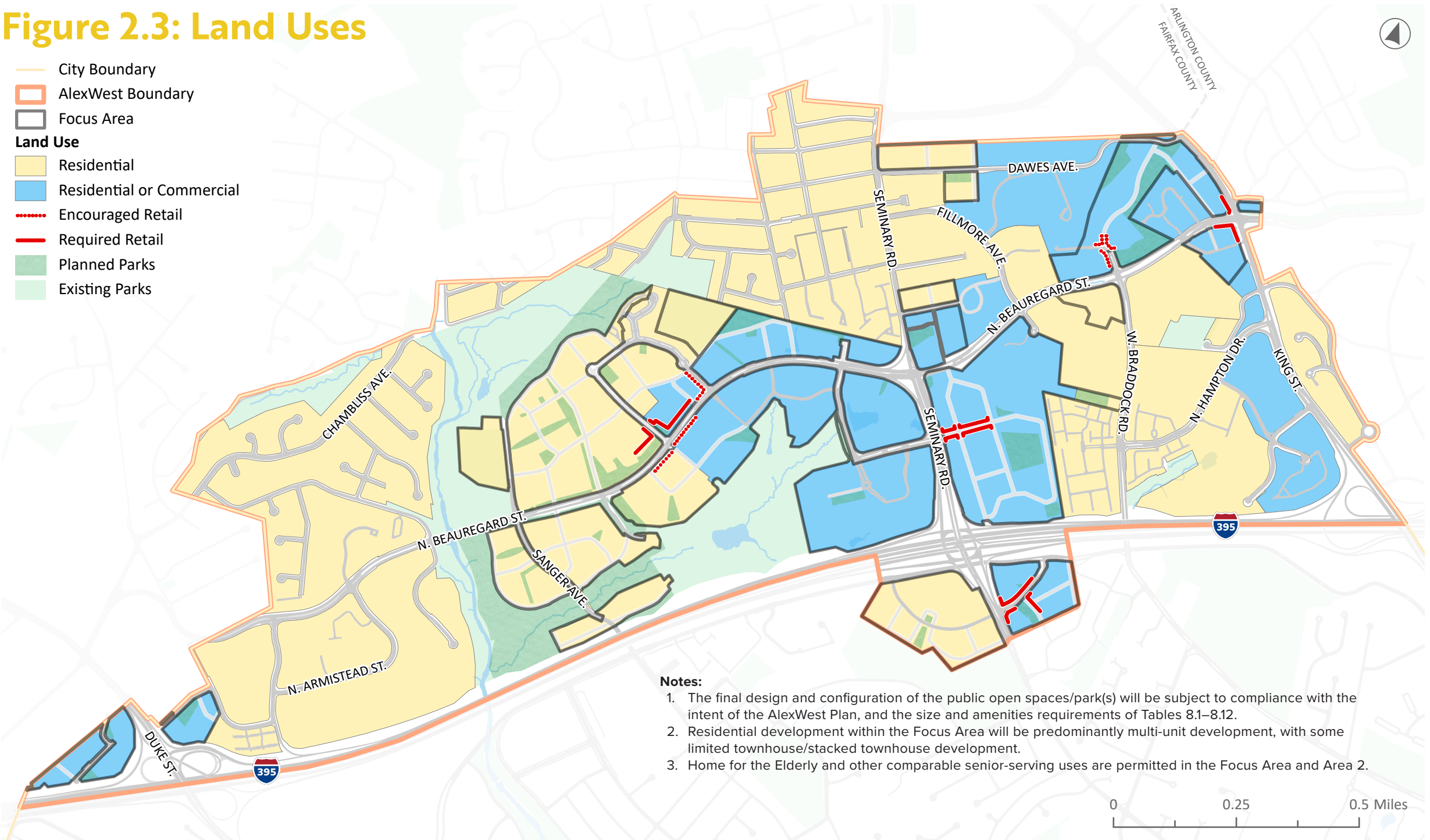


Office-to-Residential Conversions

As demand for office use in the Plan area continues to wane, it is especially important to address this change for the future. With the Plan's land use strategy, there are opportunities, particularly in the Focus Area, for existing office buildings to convert to residential buildings, increasing the supply of housing in the City and meeting the needs of the community. However, the Plan does not require that office uses be converted to residential, as the market for some office uses will continue to exist and can provide a source of employment for community members and opportunities for local businesses.

Figure 2.3: Land Uses

-  City Boundary
-  AlexWest Boundary
-  Focus Area
- Land Use**
-  Residential
-  Residential or Commercial
-  Encouraged Retail
-  Required Retail
-  Planned Parks
-  Existing Parks



Notes:

1. The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size and amenities requirements of Tables 8.1–8.12.
2. Residential development within the Focus Area will be predominantly multi-unit development, with some limited townhouse/stacked townhouse development.
3. Home for the Elderly and other comparable senior-serving uses are permitted in the Focus Area and Area 2.

0 0.25 0.5 Miles

Maximum Building Heights

Maximum building heights are depicted in **Figure 2.4: Building Heights**. Taller heights are generally located within the Focus Area, closer to transit service, and along major corridors. **Figure 2.4** also illustrates the potential maximum height for buildings utilizing the City's Bonus Density/Height provision in the Zoning Ordinance (Section 7-700). In order to gain additional density, one-third of the units must be provided as committed affordable housing. For reference, Bonus Density/Height has been used in an average of approximately 1-2 projects per year.

Floor Area Ratio

Across the Plan area there are varying Floor Area Ratios (FARs) recommended depending on location. The Plan generally recommends an FAR of 3.0 for the Focus Area and a FAR of 2.0 for Area 2. Further detail regarding FAR is provided in **Chapter 8: Neighborhoods**. The recommended FARs are intended to enable a meaningful increase in housing supply in the Focus Area while also taking into consideration urban design, public facilities, and infrastructure capacity.

Zoning

To implement the Plan Recommendations, some of the properties will need to amend their existing zone, or implement a different zone or new zoning category.

Urban Design + Public Realm

The Plan is based on urban design best practices of connectivity, urban-scale blocks, a pedestrian-oriented public realm, active uses on the ground floor, engaging public spaces, and high-quality building design and materials. In addition, the design of the public streetscape plays a fundamental role in increasing safety and walkability in the Plan area. Development will comply with the Design Guidelines for streetscapes, the public realm, and the built environment.

Elements of Urban Design

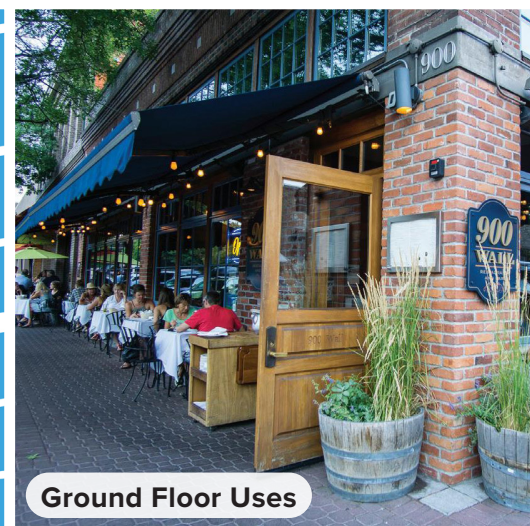
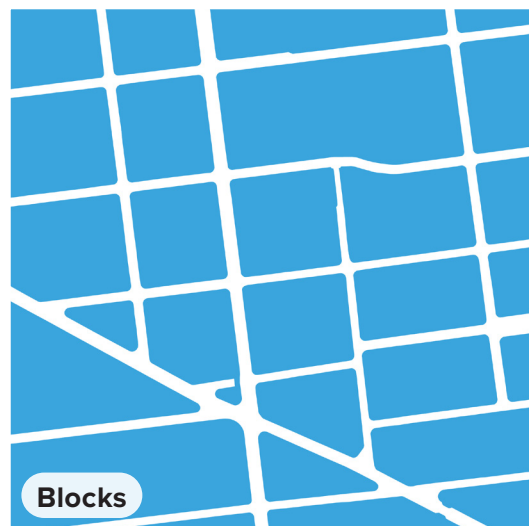
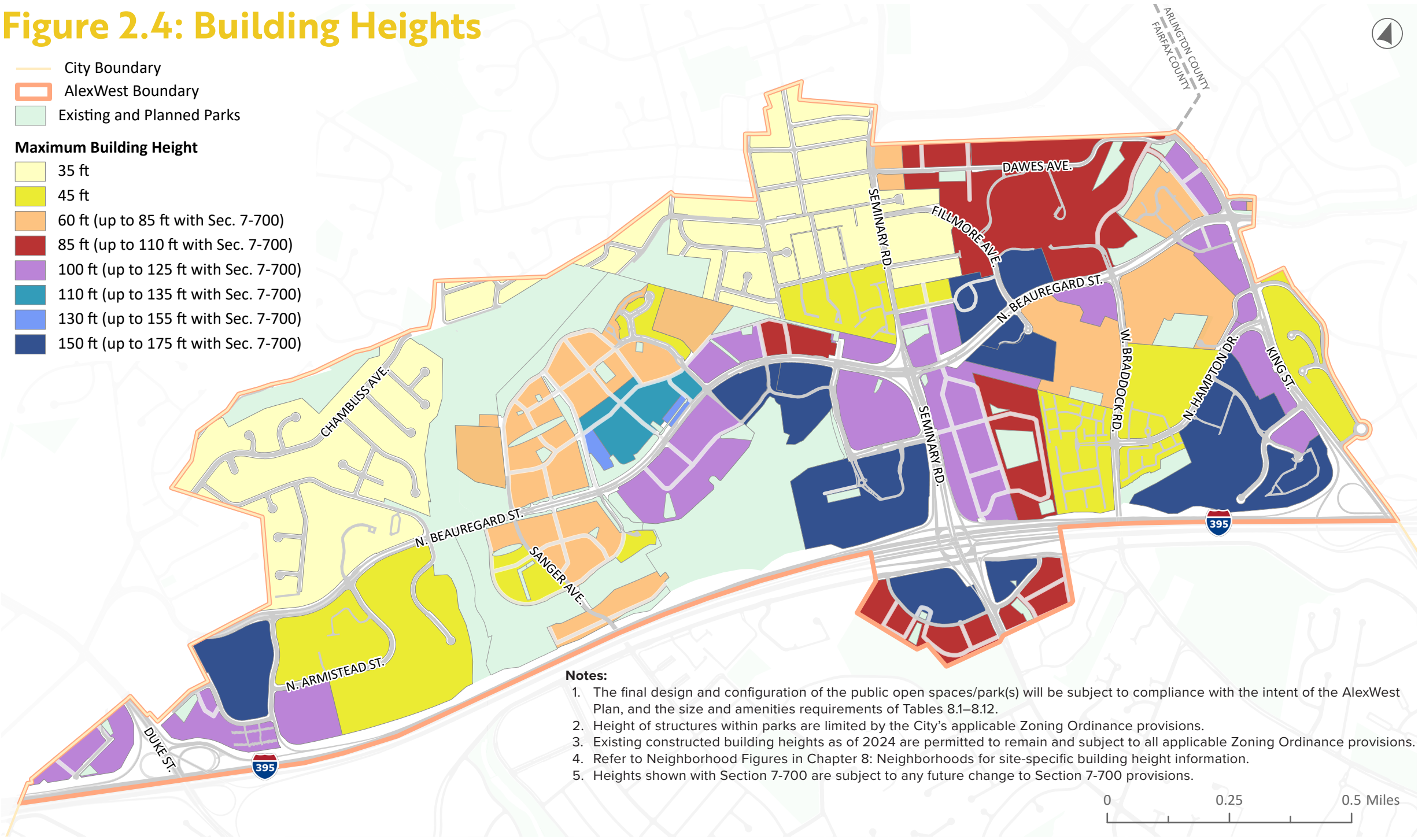
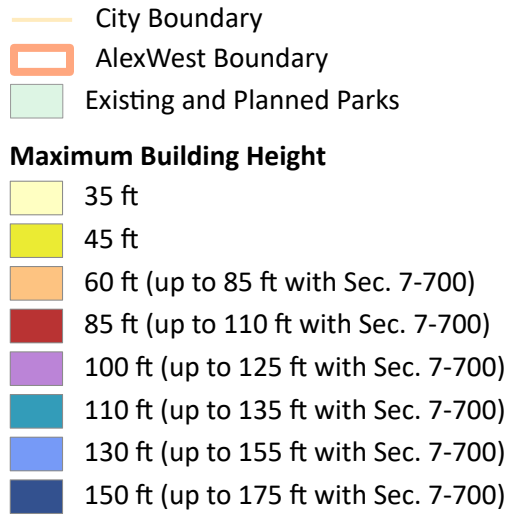


Figure 2.4: Building Heights



Notes:

1. The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size and amenities requirements of Tables 8.1–8.12.
2. Height of structures within parks are limited by the City’s applicable Zoning Ordinance provisions.
3. Existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions.
4. Refer to Neighborhood Figures in Chapter 8: Neighborhoods for site-specific building height information.
5. Heights shown with Section 7-700 are subject to any future change to Section 7-700 provisions.



Neighborhood-Serving Retail

Neighborhood-serving retail is a key element for a thriving community, providing essential goods and services within walking distance and fostering social interaction among neighbors and local business owners. Concentrating retail in key nodes in the Focus Area, rather than having it dispersed, will create a critical mass of commercial activity, supporting active, walkable neighborhood centers. The required retail locations are generally located near major transit stops or at nodes along key neighborhood corridors.

Figure 2.3: Land Uses depicts the locations for *required* ground floor retail in new development. The map also indicates several *encouraged* retail areas, locations where ground floor retail is preferred but not required. Design of the ground floor retail spaces in the Required and Encouraged Retail Areas will be subject to Design Guidelines to ensure that future uses promote a high degree of pedestrian activity, transparency, and engagement with the adjacent streetscape. There is a strong desire for locally-owned small businesses, many of which reflect the identity and culture of the residents, to remain within and/or locate within the community.



Land Use, Social Spaces, + Community



This rendering of Seminary Plaza is for illustrative purposes only (see Figure 8.6 in Chapter 8: Neighborhoods).

Interim Uses

The Plan encourages interim uses on vacant or underutilized sites and surface parking lots. Interim uses can activate underutilized sites at a neighborhood level, create a sense of place, and provide local creatives, organizations, and small businesses opportunities to engage with the community.

Interim uses could include farmers markets, parklets, pop-up open spaces, food trucks, temporary stages, and other similar uses if they do not preclude future development envisioned by the Plan. Examples of activation strategies include repurposing indoor and outdoor public spaces for community programming, outdoor dining, performances, public art installations, cultural activities and celebrations, and similar activities.

Examples of Interim Uses



Community Facilities

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area.

Given the size of the Plan area, its population, and the limited capacity of the existing recreation center, the Plan recommends that a new Recreation Center be located within AlexWest to serve the community. The location for a new facility will be considered as part of future development and/or City-owned properties and will compete for funding through the City's Capital Improvement Program (CIP) and/or grant funding sources.

Community Facilities



Educational Facilities

Public education is a crucial public service, especially in areas that are expected to see a growth of families and young professionals over time. With this in mind, the Plan provides flexibility for Alexandria City Public School (ACPS) sites, including William Ramsay and John Adams Elementary Schools, to expand to meet the needs of their student populations. Both sites, as well as the existing Ferdinand T. Day K-8 school and the new adjacent ACPS-owned site, are incorporated within the Focus Area.

Forecasted development and 2023 student generation rates suggest approximately 100-350 net new ACPS students will live in AlexWest over the next 25 years, spanning all grade levels K-12. Given the existing school facilities within the Plan area with the ability to expand, as well as planned future school capacity in higher grades elsewhere in the City, additional public education facilities are not needed within AlexWest.

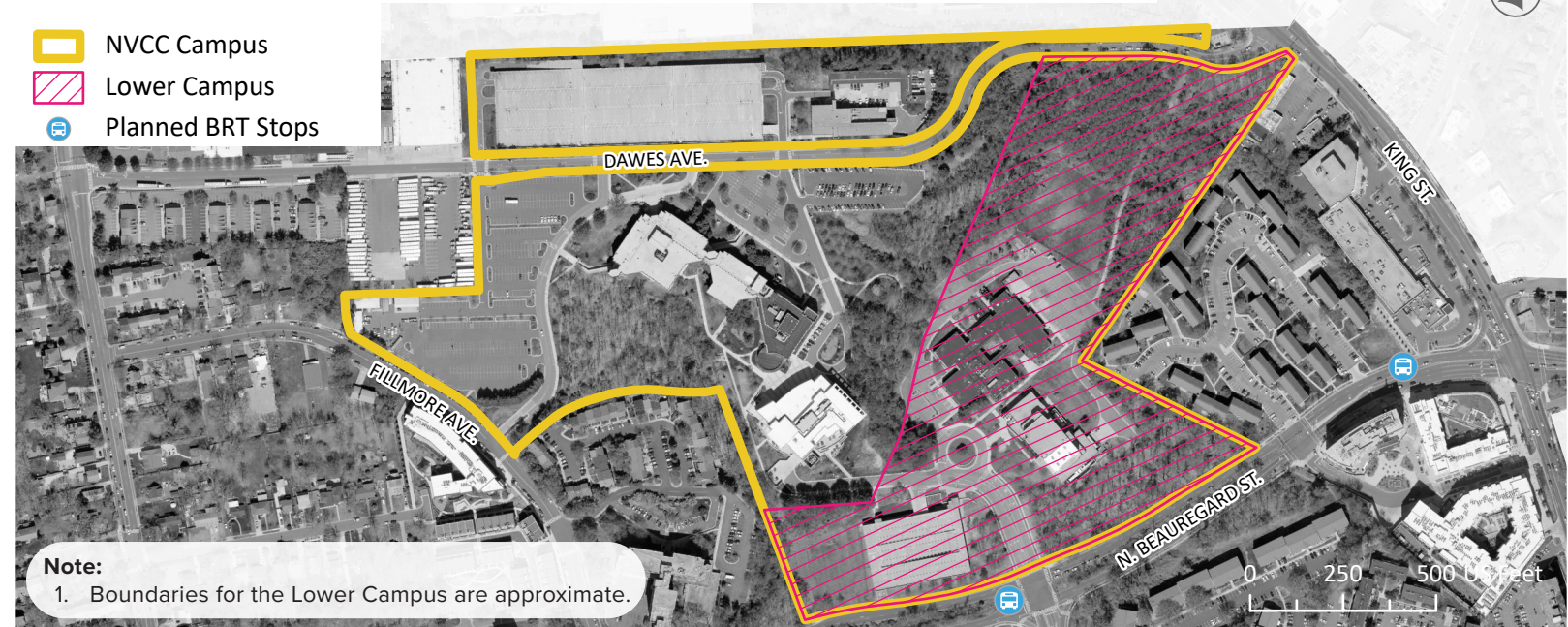


Ferdinand T. Day Elementary School

Northern Virginia Community College - Alexandria Campus

The Northern Virginia Community College (NVCC) – Alexandria Campus is an important community and regional asset located in the Plan area, with 14,000 students attending annually. The Plan recommends the potential development of the lower campus, including the provision of a new street network, new public parks, and market-rate and affordable housing, close to a transit stop. This development presents a generational opportunity to stitch the college back into the fabric of the neighborhood rather than remaining as a separate facility.

Figure 2.5: NVCC - Alexandria Campus



Examples of New Development + Parks



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3

**HOUSING
AFFORDABILITY**



Intent

Ensure a livable, diverse, and affordable community for current and future residents by minimizing residential displacement through inclusive development that employs a variety of tools for the expansion of housing options and preservation of existing affordability.



Context

The region, Alexandria, and the Plan area are grappling with housing affordability. The price of housing and cost of living are increasing at a faster rate than housing production or income growth. In particular, demand for housing near jobs, services, and transit is increasing while supply is lacking or unaffordable in those locations. This combination has caused more residents to become cost burdened (paying more than 30% of their gross income in rent), which compounds the risk of displacement and the likelihood of overcrowding. People with low- and moderate-incomes, people of color, and families with children are most impacted by this tremendous housing pressure. In fact, 98% of AlexWest rental households earning less than \$50,000 per year are cost burdened. Without intervention, this crisis will continue to worsen, posing short-, mid-, and long-term threats to the existing affordable- and market-rate housing in the Plan area.

Making the situation more challenging is that more than half of the area's housing units were built during the 1950s and 1960s, leading to a variety of maintenance issues, which can ultimately lead to increases in housing costs and displacement as potential renovations occur. Further, the City has limited authority to implement tenant protection policies, increase affordable housing requirements, and provide more stringent requirements for property maintenance. The intent of this Plan, and other City policies such as the Housing Master Plan, is to proactively address these challenges.

Existing Housing by the Numbers



What We Heard

“Increase overall housing supply [is] an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types...”

“If other parts of Alexandria and NoVA were more like our neighborhood — with a mix of housing types and lots of density — our region would be much more affordable, sustainable, and diverse.”

“I worry about how expensive [renting] has gotten, we need to allow a lot more housing to be built. Growth is good, other parts of the City should allow more density too!”

Existing Rental Housing Stock

By Level of Affordability



Area Median Income (AMI): Income levels that are established annually by the Department of Housing and Urban Development for households of various sizes, where half of the households in the region earn more and half earn less. In 2024, the area median income for a household of four for the Washington, DC Metropolitan Statistical Area is \$154,700.

Why is Affordable Housing Important?

Affordable housing is the foundation for household stability and well-being. Children do better in school when they live in housing that is stable and healthy while seniors and others on fixed incomes have opportunities to age safely in homes that are affordable and accessible. Affordable housing is the cornerstone of the City’s commitment to diversity, racial and social equity, and access to opportunity for people of all incomes, abilities, and stages of life.

Not only does housing affordability and the risk of displacement have a personal impact on the individuals and families who struggle to pay for housing, it also has broader impacts on their communities, the City, and the region. When community members leave, their social networks are weakened and the threads that help to make AlexWest’s neighborhoods unique are strained. Eventually, these networks disappear altogether.

Affordable housing is also a crucial component to the City’s long-term economic vitality and growth. Housing that is affordable at a range of levels is essential to retain and attract the workforce necessary to sustain Alexandria’s local economy. When these workers, including many of the City’s essential workers, are unable to afford to live in Alexandria, the City and the region suffer economically.

Framework

Minimize Displacement

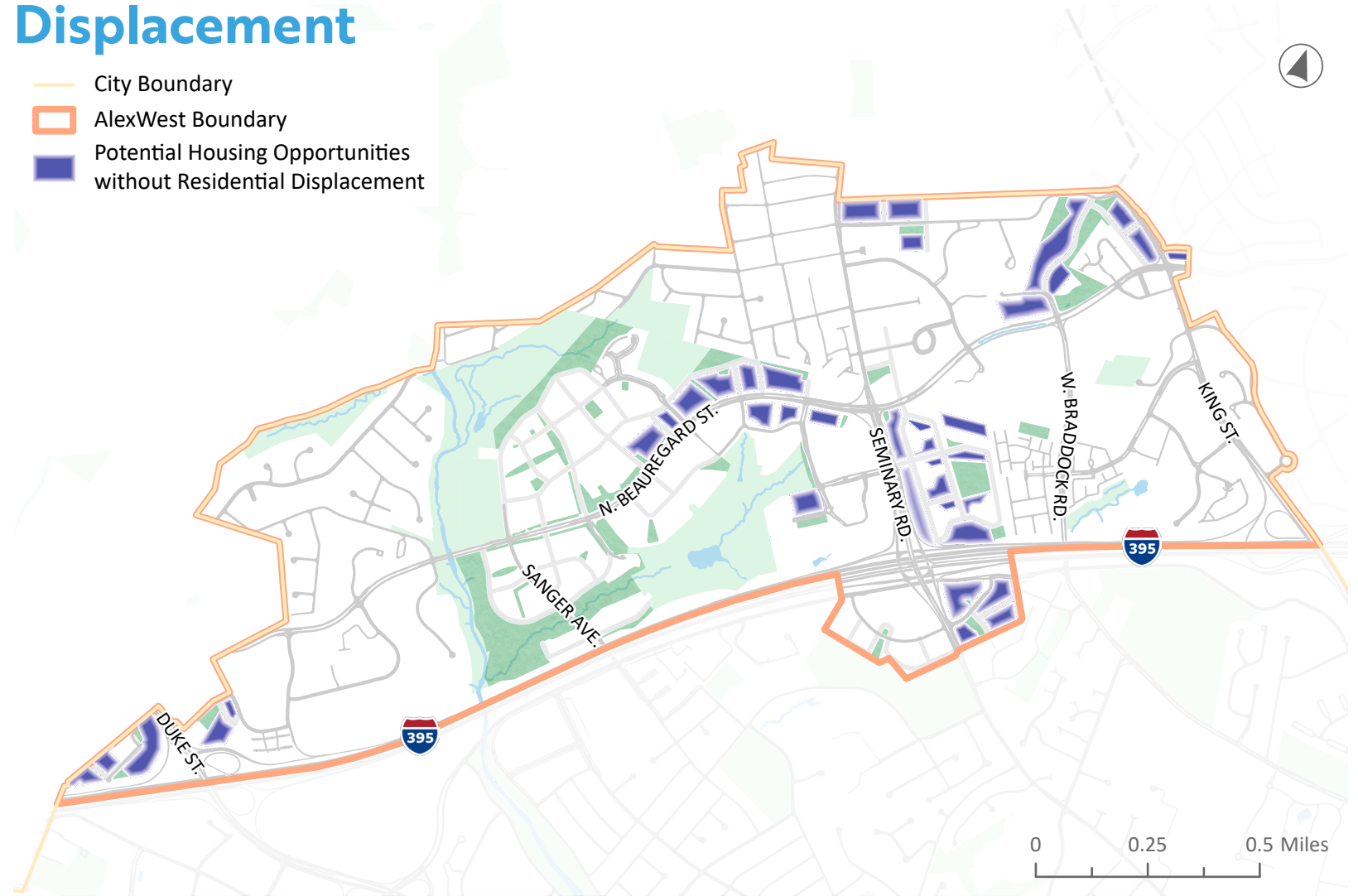
Many community members who participated in developing this Plan expressed a fear of being displaced from their neighborhoods and communities. While the City currently does not have the authority to prevent displacement in individual cases of residential redevelopment or repositioning, the Plan envisions a coordinated approach to help consistently mitigate and minimize displacement.

The Plan's Land Use Strategy, detailed in Chapter 2, is a long-term vision and framework aimed primarily at addressing housing affordability by prioritizing new market rate housing and new committed affordable units on surface parking lots and underutilized commercial and office space.

Figure 3.1: Opportunities for Development Without Displacement illustrates potential locations for residential development that do not result in displacement of existing residents.

For areas in the Focus Area with existing garden apartments, those apartments may be retained as part of the development process if they achieve the housing affordability goals of the Plan and comply with the open space and connectivity

Figure 3.1: Opportunities for Development Without Displacement



recommendations of the Plan. In doing so, the Plan aims to produce new housing while minimizing the displacement of existing residents. The Plan is intended to work in coordination with the City's Housing Master Plan and additional legislative authority if granted to the City.

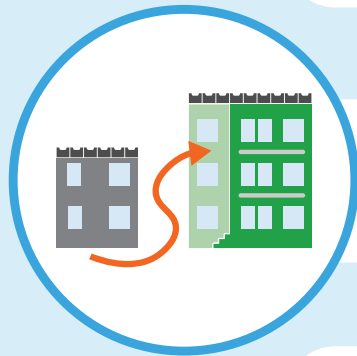
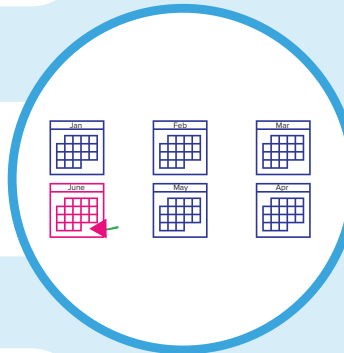
What is Displacement?

At the most basic level, **residential displacement is the involuntary relocation of current residents or businesses.** Often, residents must move to homes that are farther away, less well maintained, or smaller. There are many different reasons that a resident may be displaced from their home. Some of the most common reasons are illustrated below.



Rising Housing Costs: When a resident can no longer afford to remain in their home due to rising housing costs such as large increases in rent, utilities, and/or fees.

Lease Termination: When a landlord or property owner decides not to renew a resident's lease at the end of the term.



Redevelopment or Repositioning: When a home is proposed to be redeveloped or because renovations drive up the rent.

Building Conditions: When the condition of a home poses concerns, including mold, infrastructure problems, pests, and other reasons.



Percentage of Affordable Housing Requirement

Development in the Focus Area will provide a minimum of 10% of new residential development over the development “base” (as established in **Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods**) as committed affordable housing or in an amount consistent with the City’s affordable housing contributions policies and regulations in effect at the time development is accepted for review, whichever is greater. Affordable rental units are intended to be affordable to households at 60% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI.

While significant development is not anticipated in Area 2, future development proposed in this area will be required to provide 10% of additional residential development proposed above their existing zoning as affordable housing.

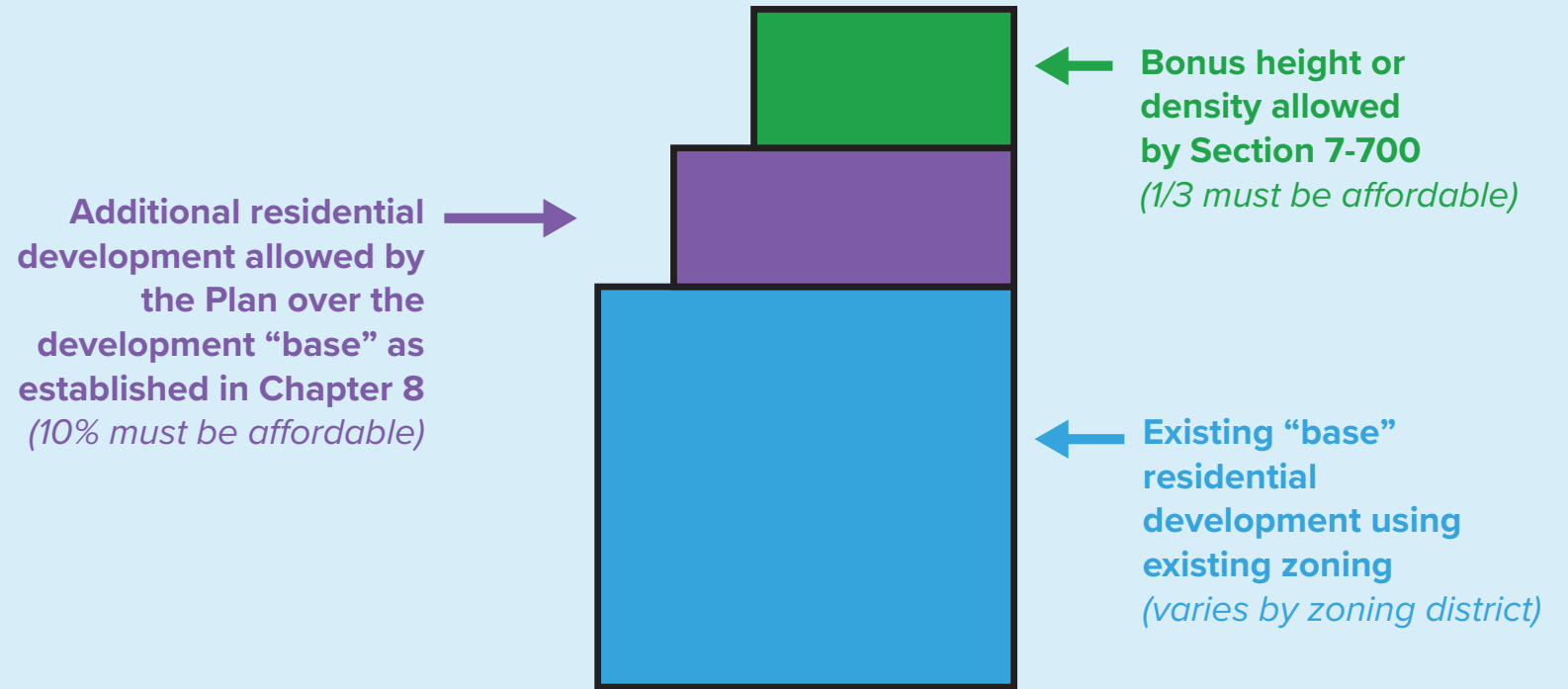
Bonus Height and Density

Properties may request additional bonus height and density above what is depicted in the Plan with the provision of additional committed affordable units as permitted by the Zoning Ordinance. In the Focus Area and Area 2, bonus density above 30% is authorized to encourage further production of committed affordable units. Building heights are intended to facilitate flexibility for property owners, such as the Alexandria Redevelopment and Housing Authority (ARHA), to add to the AlexWest affordable housing stock.

Affordable Housing Plans

Property owners with multiple residential properties in the Plan area will be encouraged to collaborate with the City on affordable housing plans for their properties as part of the development process. These plans will help provide both an early assurance of how the affordable housing requirements will be fulfilled and additional opportunities for deeper and/or expanded affordability.

Building Heights, Bonus Density, + Housing Affordability



Building Types and Housing Tenure

Diversity in housing choice is an important element in creating complete neighborhoods where households of all incomes, abilities, sizes, and life stages can live safely and affordably. The Plan enables a diverse range of housing options, including different prices, sizes, types, and tenures (rental and homeownership). Strengthening the area's housing stock diversity and affordability will provide existing and new residents with opportunities to live in AlexWest at levels they can afford and help reduce the risk of displacement of lower-income residents. In addition, the Plan recommends increased building efficiency for new affordable and market rate units, decreasing the costs of utilities and minimizing the impact of new development on the environment.



Strong Partnerships

Working together with many kinds of partners is essential to providing more affordable housing, particularly more deeply affordable housing. Public-private partnerships, such as with existing community organizations, non-profits, local property owners and developers, and City, State, and Federal agencies, will deepen and expand affordable housing options. Building on past successes in producing deeply affordable housing, the City will continue to seek out partnerships with local property owners, developers, and non-profits to:

- Leverage all available resources for the development of committed affordable housing;
- Maximize the use of private and public land and co-location opportunities;
- Address capital needs, such as deferred maintenance, in existing buildings in exchange for Committed Affordable Units; and
- Explore opportunities for expansion and/or extension of existing committed affordability options with property owners requesting development.

Tenant Protections

A thriving and affordable housing market in AlexWest requires that residents are aware of their legal rights and have easy access to the tools and resources they require to advocate for themselves. The City currently works with community partners to promote tenant empowerment through training and mutual support, pair housing assistance with workforce development and job training, offer landlord-tenant mediation services, and provide eviction services. The City will continue to promote and seek compliance with the Voluntary Rent Increase Policy and will work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans.

The City does not currently have legislative authority to require more stringent tenant protections. Expansion of legislative authority to enhance tenant protections may include:

- Requiring a property owner or developer to support the formation of tenant associations;
- Providing enhanced notice and support, such as navigation services, in instances of relocation;
- Reimbursing displaced tenants for moving expenses;
- Offering tenants in good standing a right to return;
- Providing temporary replacement housing payments for low-income, elderly, or disabled tenants who are unable to return following redevelopment;
- Increasing affordable housing requirements for developers; and
- Seeking alternative ownership and governance structures that deepen affordability and housing stability over the long-term (e.g., community land trusts and shared equity cooperatives).

While these tools are outside of the scope of this Plan, they represent important ways that the City could help to ensure that community members, and by extension all City residents, can affordably stay in their homes and live in healthy environments.





Supporting Homeownership Communities

Condominium homes serve as an important source of housing for first-time homebuyers, seniors looking to downsize, and households on fixed incomes. However, many of the Plan area's multi-unit condominium communities are aging and face growing capital maintenance needs, jeopardizing their affordability. The City will continue to provide technical assistance, including governance training, to support and strengthen the Plan area's condominium and HOA communities. The Office of Housing will also expand access to training, counseling, and related financial and non-financial resources to prepare interested residents for homeownership.

Building Maintenance

Many homes in the Plan area, especially rental buildings and condominium communities, are aging or experiencing maintenance and building issues that impact livability. It is the intent of this Plan to ensure that community members have access to safe and healthy, not just affordable, homes.

The City will continue to utilize ongoing partnerships and inter-departmental collaborations to identify and proactively address building condition issues with property owners or through existing enforcement mechanisms. Through the Department of Code Administration, the City is coordinating efforts to improve and update existing housing stock. If existing housing units are preserved through dedication or other means, they will be required to be maintained to meet all codes and standards.

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**MOBILITY +
SAFETY**



Intent

Ensure a connected mobility network for all users that enables community members to safely and easily get around AlexWest using all modes of transportation.



Context

Residents in AlexWest travel through their neighborhoods using a variety of different modes, including transit, bike, car, or on foot. Multiple bus routes run along arterial roadways such as N. Beauregard Street, King Street, Seminary Road, and Duke Street; bike facilities and walking trails exist in some areas. While some intersections have been improved to address the safety of people walking and biking, significant improvements are needed. See **Figure 4.1: Existing Street Network** for an overview of existing conditions.

To meet the current and future needs of the community, the Plan provides a framework for addressing transportation in a comprehensive and holistic manner, placing safety as a priority while enhancing and expanding the existing transportation network. These enhancements will enable individuals of all ages and abilities to more safely navigate within AlexWest and establish stronger connections to both the rest of the City and the wider region.

Mobility by the Numbers

4
City bus lines



12
regional bus lines



4
CaBi stations



5
miles of trails

111
miles of sidewalks



6
miles of bike facilities



Figure 4.1: Existing Street Network

- City Boundary
- ▭ AlexWest Boundary
- Existing Street or Drive Aisle



Duke St.



Reading Ave.



Fillmore Ave.



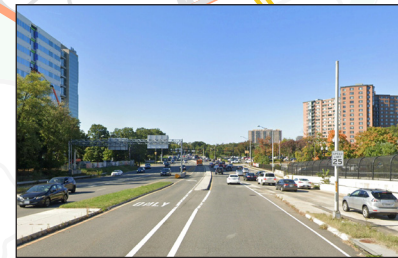
King St.



N. Armistead St.



Sanger Ave.



Seminary Rd.



N. Beaugard St.



Framework

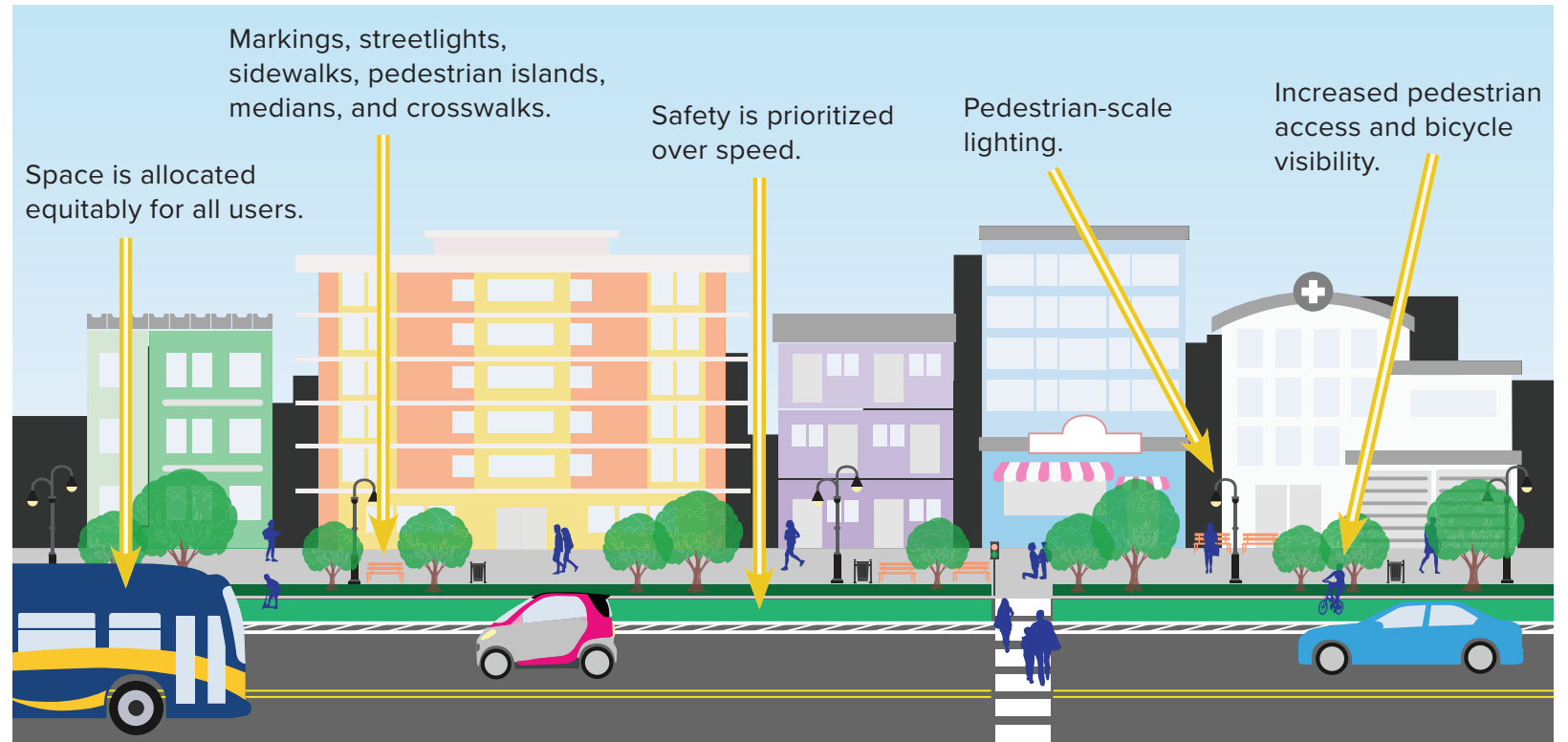
Expanded + Connected Network

The creation of a multimodal, safe, human-scaled, and highly accessible transportation network will increase opportunities for the community to get around safely and easily. With better, more frequent connections, residents across all neighborhoods will have expanded access to destinations throughout the Plan area and beyond, whether it is by walking, biking, riding transit, or driving a vehicle.

Expanding transportation options is crucial for residents with disabilities and low-income and cost burdened households who must rely on affordable means to get around for education, employment, and shopping needs. This Plan recommends safety improvements at high-traffic intersections and corridors, a robust network of pedestrian and bicycle facilities that will connect people to neighborhood amenities and green spaces, an enhanced street network, and increased capacity for reliable public transportation options.

The City will collaborate with Arlington and Fairfax Counties to ensure that connections are mutually beneficial and enhance regional transportation patterns as a whole.

Elements of a Complete Street










Streets

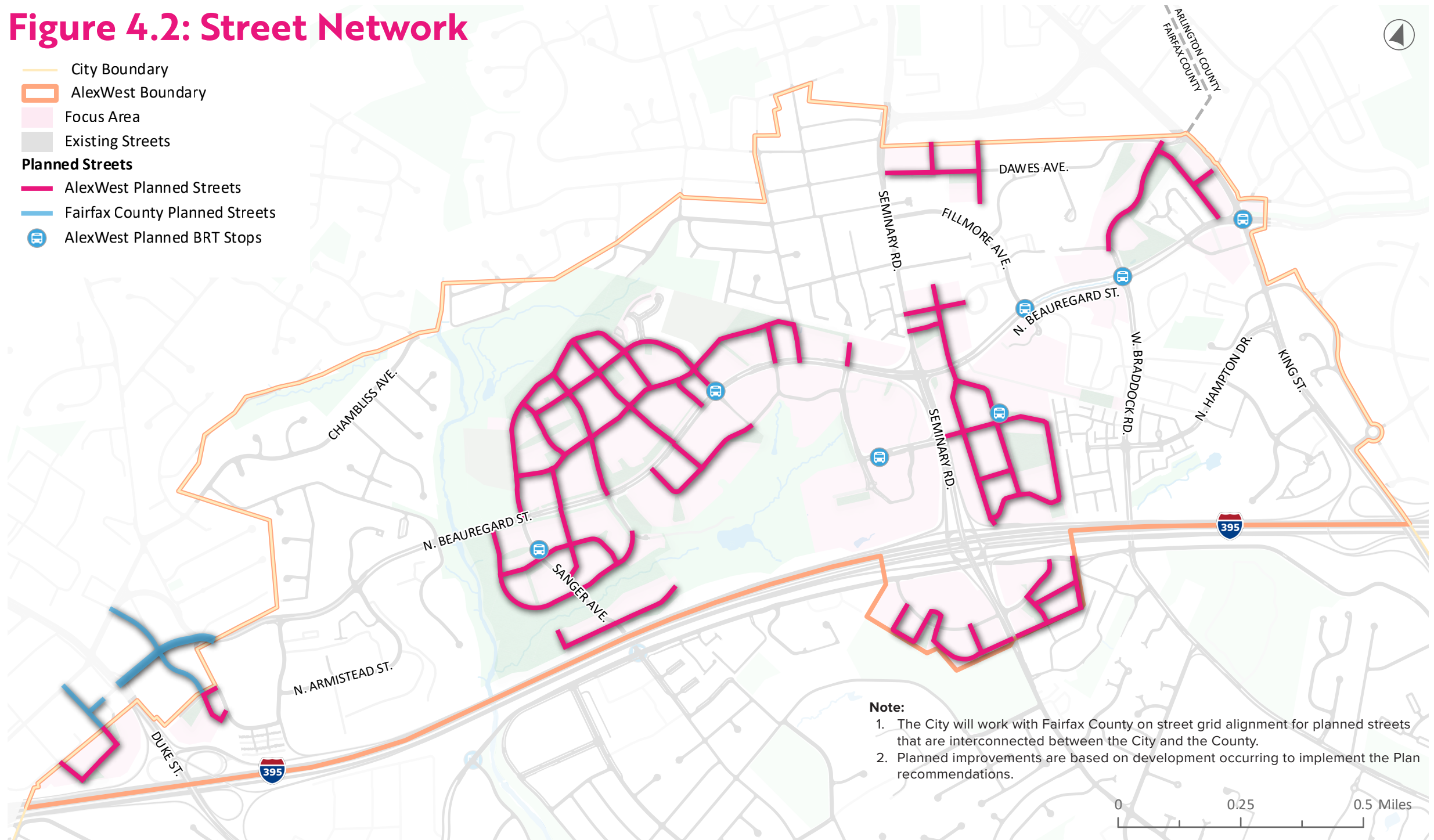
Safely designed streets will prioritize the well-being and safety of users of varying transportation modes. This may include implementing changes such as the elimination of slip lanes, the reconfiguration of crosswalks to create shorter distances, reallocating travel lanes to better accommodate various modes, and incorporating additional pedestrian refuge areas.

New streets and blocks will be provided as part of development as shown in **Figure 4.2: Street Network**. These new street connections are intended to create a more reliable street grid, which will increase the number of options that pedestrians, bicyclists, and automobiles have to get around AlexWest without compromising the safety of all road users. The network of streets will assist in diffusing traffic from some arterial streets and provide other mode users, like pedestrians and bicyclists, with a less traffic-intensive option. New streets will adhere to the Street Cross-Sections as outlined in **Figures 4.3–4.5**.



Figure 4.2: Street Network

-  City Boundary
-  AlexWest Boundary
-  Focus Area
-  Existing Streets
- Planned Streets**
-  AlexWest Planned Streets
-  Fairfax County Planned Streets
-  AlexWest Planned BRT Stops



Note:

1. The City will work with Fairfax County on street grid alignment for planned streets that are interconnected between the City and the County.
2. Planned improvements are based on development occurring to implement the Plan recommendations.

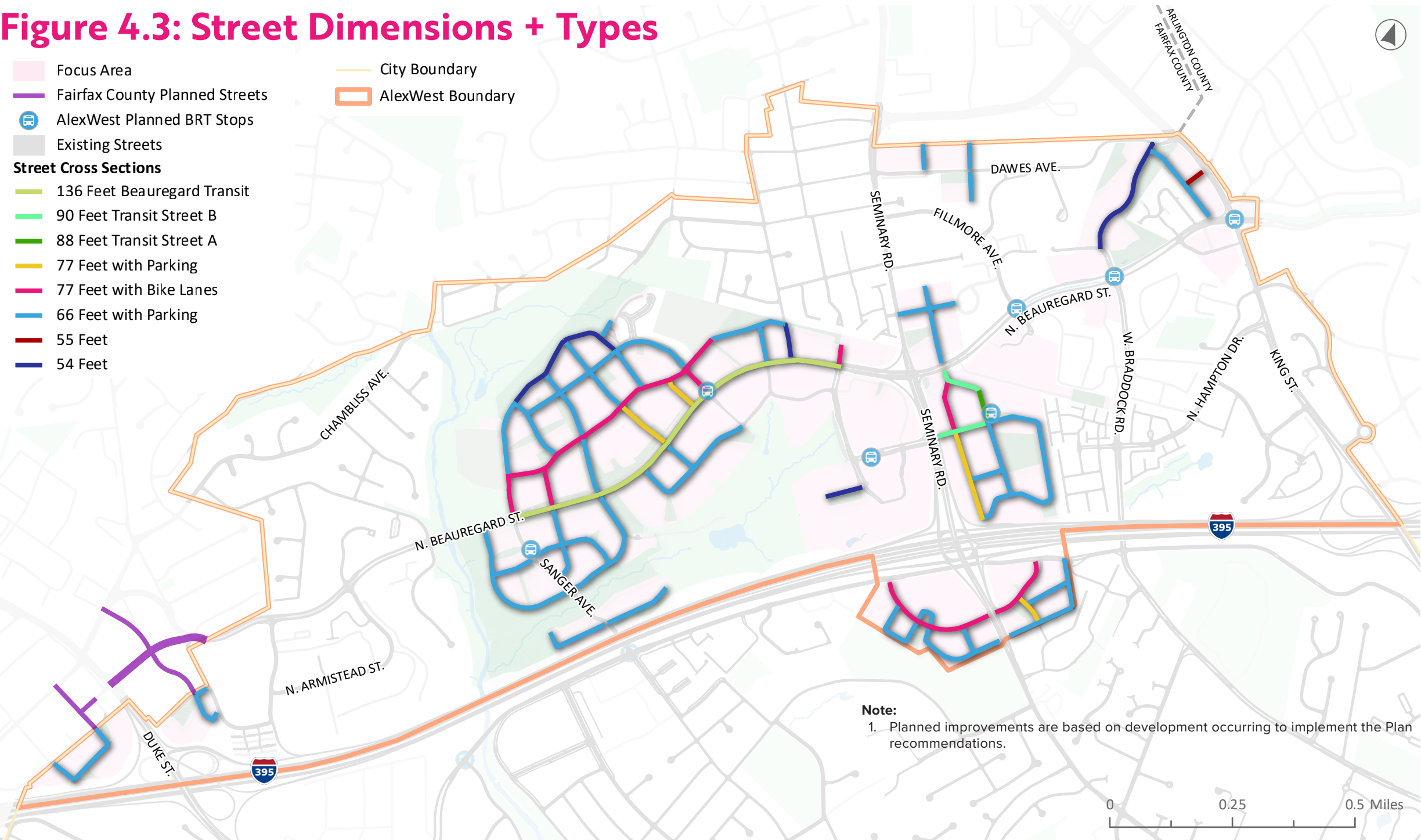


Figure 4.3: Street Dimensions + Types

- Focus Area
- Fairfax County Planned Streets
- AlexWest Planned BRT Stops
- Existing Streets

- Street Cross Sections**
- 136 Feet Beauregard Transit
 - 90 Feet Transit Street B
 - 88 Feet Transit Street A
 - 77 Feet with Parking
 - 77 Feet with Bike Lanes
 - 66 Feet with Parking
 - 55 Feet
 - 54 Feet

- City Boundary
- AlexWest Boundary



Note:
 1. Planned improvements are based on development occurring to implement the Plan recommendations.

Figure 4.4: Street Dimensions + Types

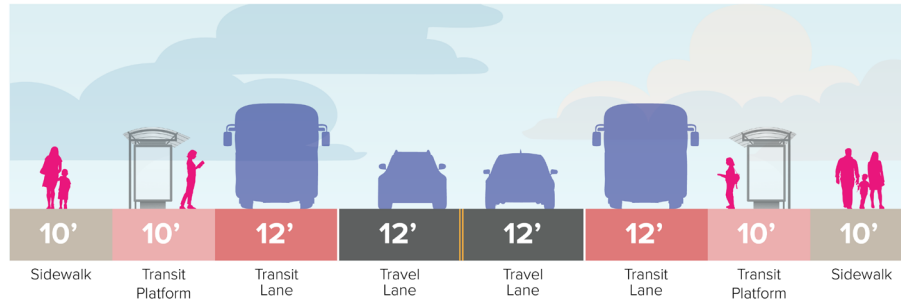


The final design and configuration of the street cross-sections in **Figure 4.4** will be subject to compliance with the intent of the AlexWest Plan. However, they may be modified to the extent that topography or other similar site constraints preclude implementation of the sections. If the sections are to be reduced for the reasons defined herein, the first area(s) to be reduced will be the on-street parking spaces.

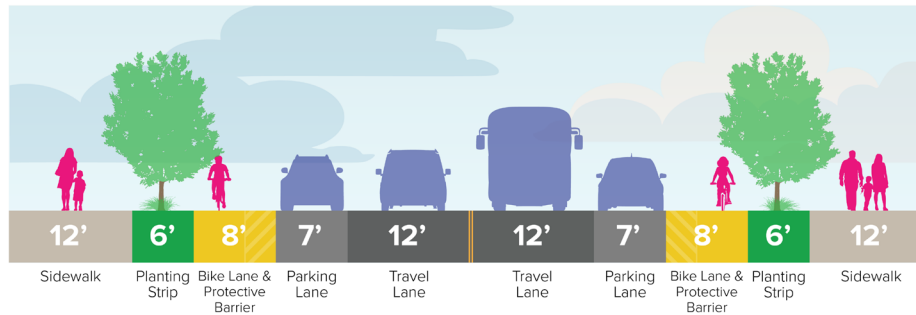


Figure 4.5: Street Dimensions + Types

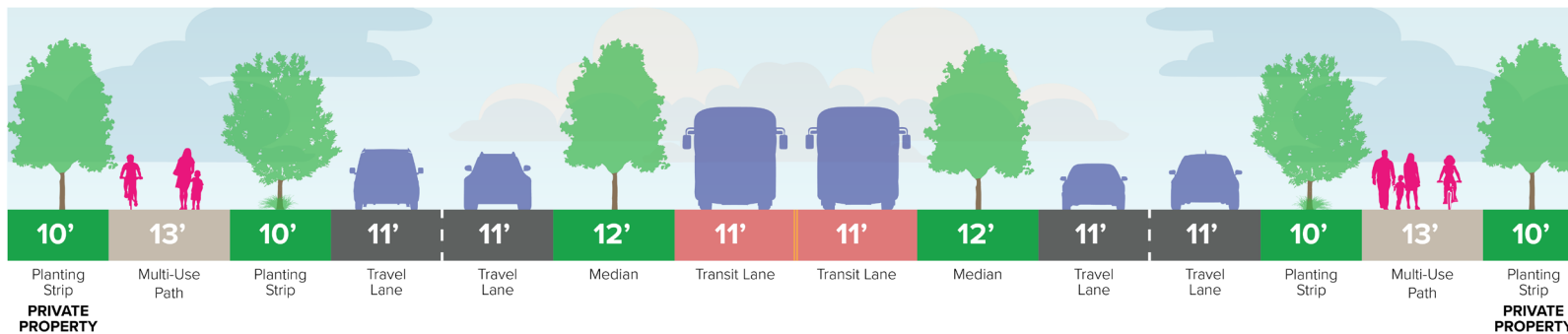
88 FEET | Transit Street A



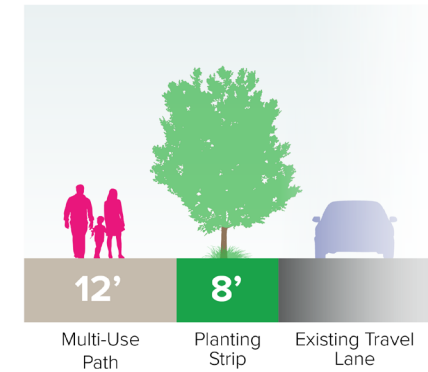
90 FEET | Transit Street B



136 FEET | Beauregard Transit



Primary Streets

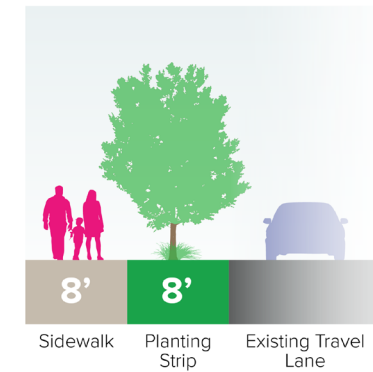


Primary: Applies when a cross-section is not specified for a street or portion of a street.

Primary Streets in the Plan Area:

- Duke Street
- King Street
- N. Beauregard Street
- Sanger Avenue
- Seminary Road

Secondary Streets



Secondary: Applies when a cross-section is not specified for a street or portion of a street and is not designated as a primary street, including streets such as Mark Center Drive, Dawes Avenue, and S. Bragg Street.

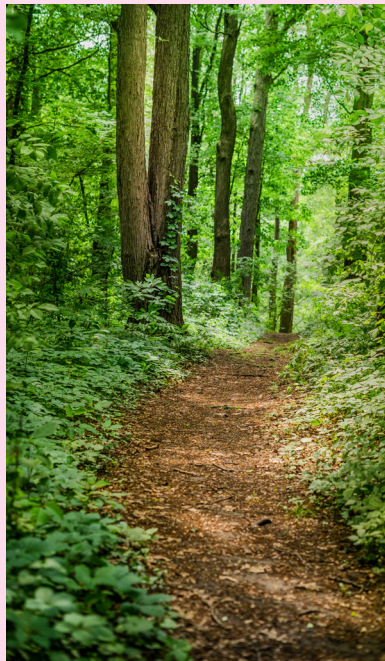
The final design and configuration of the street cross-sections in **Figure 4.4** will be subject to compliance with the intent of the AlexWest Plan. However, they may be modified to the extent that topography or other similar site constraints preclude implementation of the sections. If the sections are to be reduced for the reasons defined herein, the first area(s) to be reduced will be the on-street parking spaces.

Enhanced Connectivity for Pedestrians + Cyclists

The Plan recommends a network of bike and pedestrian facilities, as illustrated in **Figure 4.6: Pedestrian + Bike Network**, that will be implemented by development. New and improved pedestrian connections will incorporate designs that promote safe and comfortable travel by foot between and among neighborhoods and an expanded bike network will connect existing trails to each other, expand multi-use paths, trails, and greenways, add new bike facilities across the Plan area, and expand access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).

Further, the Plan recommends limiting new curb cuts, garage entrances, and similar functions along designated bicycle facilities and along N. Beauregard Street, Seminary Road, Duke Street, and King Street to eliminate potential conflicts between cars and cyclists.

Pedestrian + Bike Facilities



Trails



Greenways



Sidewalks



Off-Road Multi-Use Paths



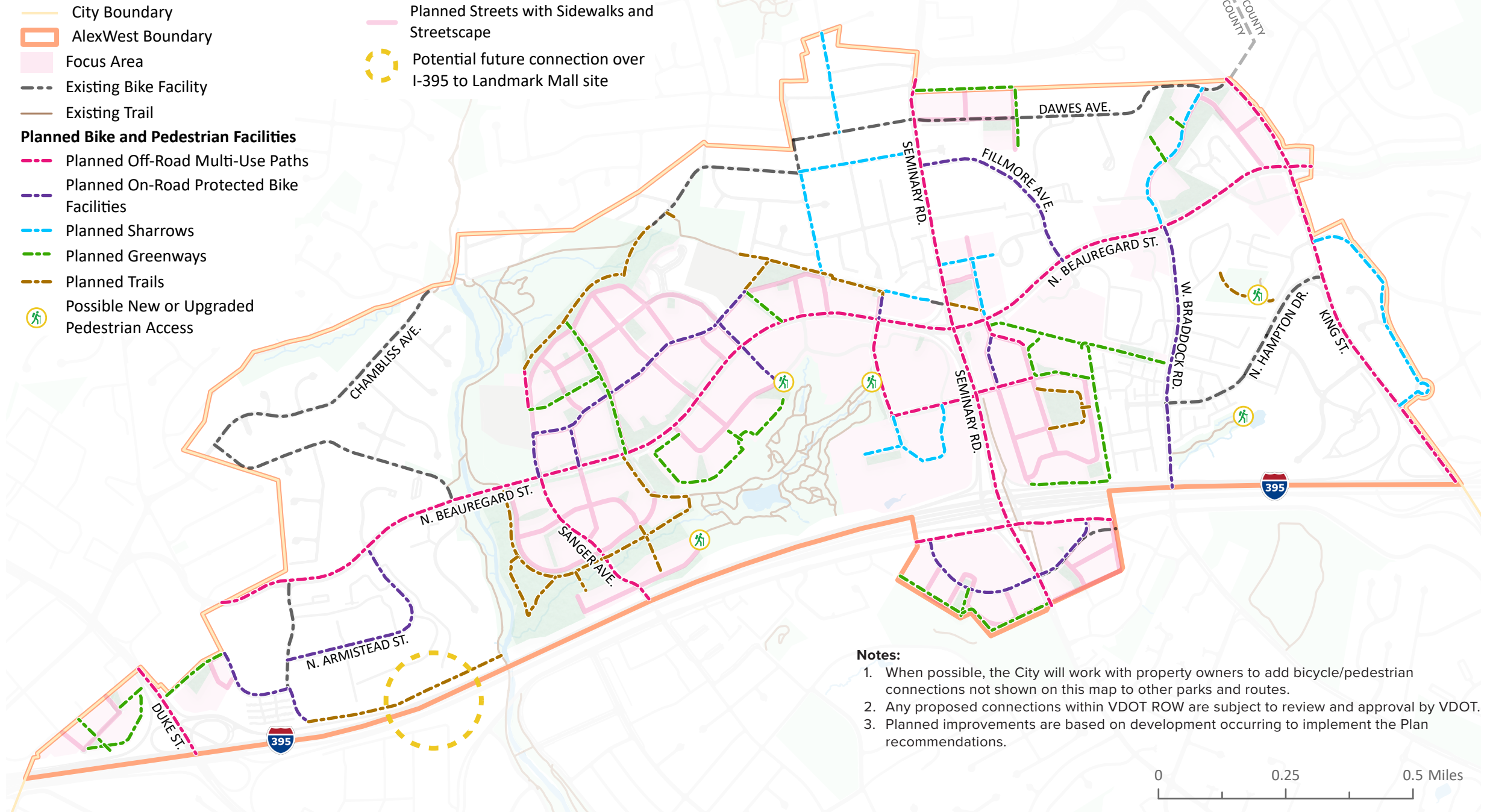
Sharrows



On-Road Protected Bike Facilities



Figure 4.6: Pedestrian + Bike Network



Potential Mobility Network Safety Improvements



Improved Transit Access

The West End Transitway (WET) integrates AlexWest into the fabric of the broader West End, the rest of Alexandria, and the region, connecting to several transit facilities and stations and to the future Inova Hospital complex. **Figure 4.7: West End Transitway Route** shows the planned WET route and station locations. New development will be required to enhance transit services by providing transit facilities, such as bus shelters or other improvements.

The Plan recommends a new enhanced transit facility within the Southern Towers neighborhood, which has one of the highest transit ridership rates in the City. Current bus stop locations are in the busy parking lots and create challenging conditions for pedestrians, transit riders, and drivers. A new facility will create a safe and accessible way for current and future residents to access transit, as shown in **Figure 4.8: Southern Towers Enhanced Transit Facility**.

Regional Transit

The City's DASH local bus system will expand to include more services to and from AlexWest, and the Washington Metropolitan Area Transit Authority (WMATA) is configuring its Metrobus network for improved connections between local jurisdictions, including Alexandria. Finally, King Street is anticipating a new bus rapid transit corridor that will connect Fairfax County and the City of Falls Church to transit facilities in AlexWest. These regional improvements will greatly enhance AlexWest's overall connectivity within the greater metropolitan region.

Figure 4.7: West End Transitway Route

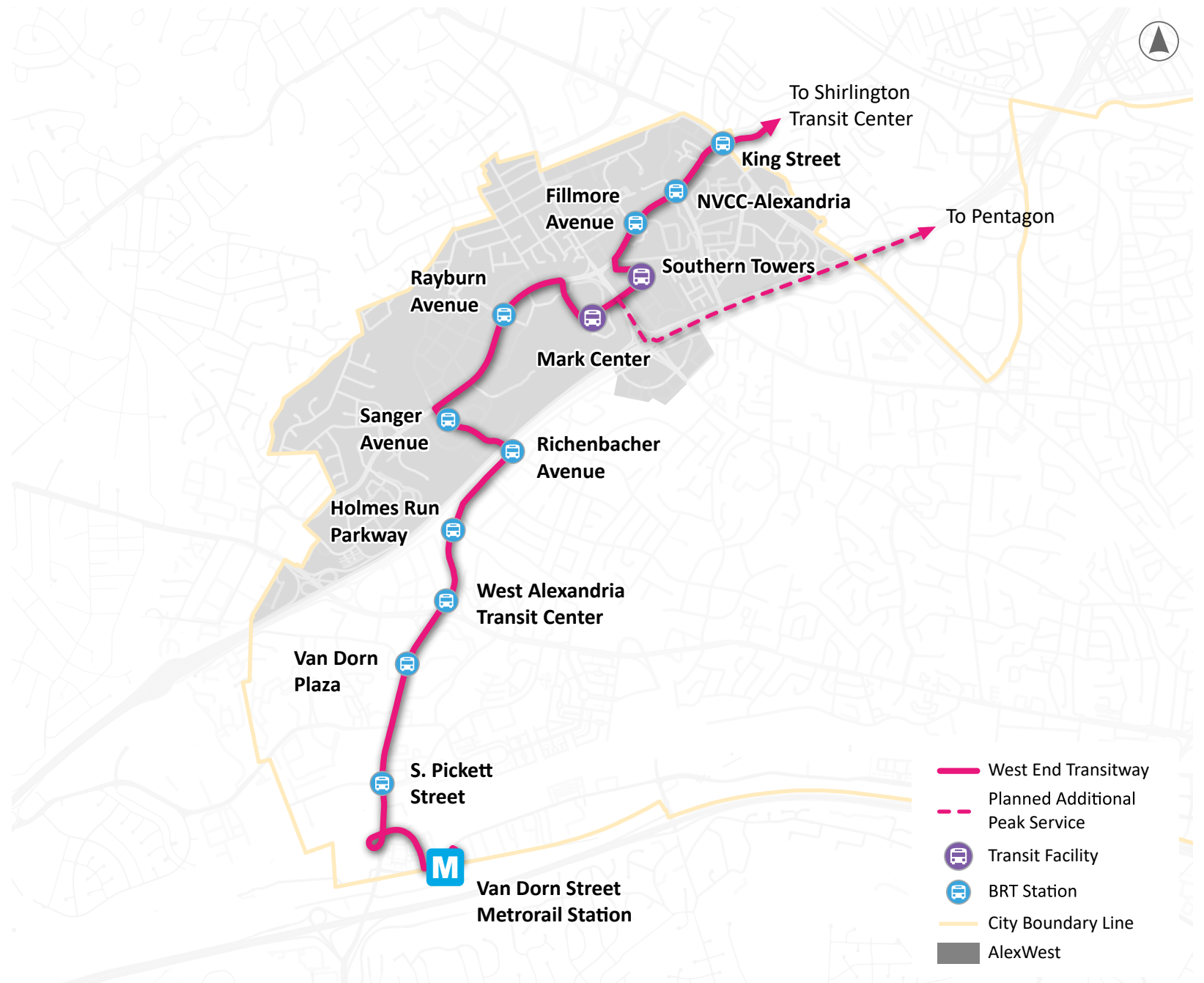
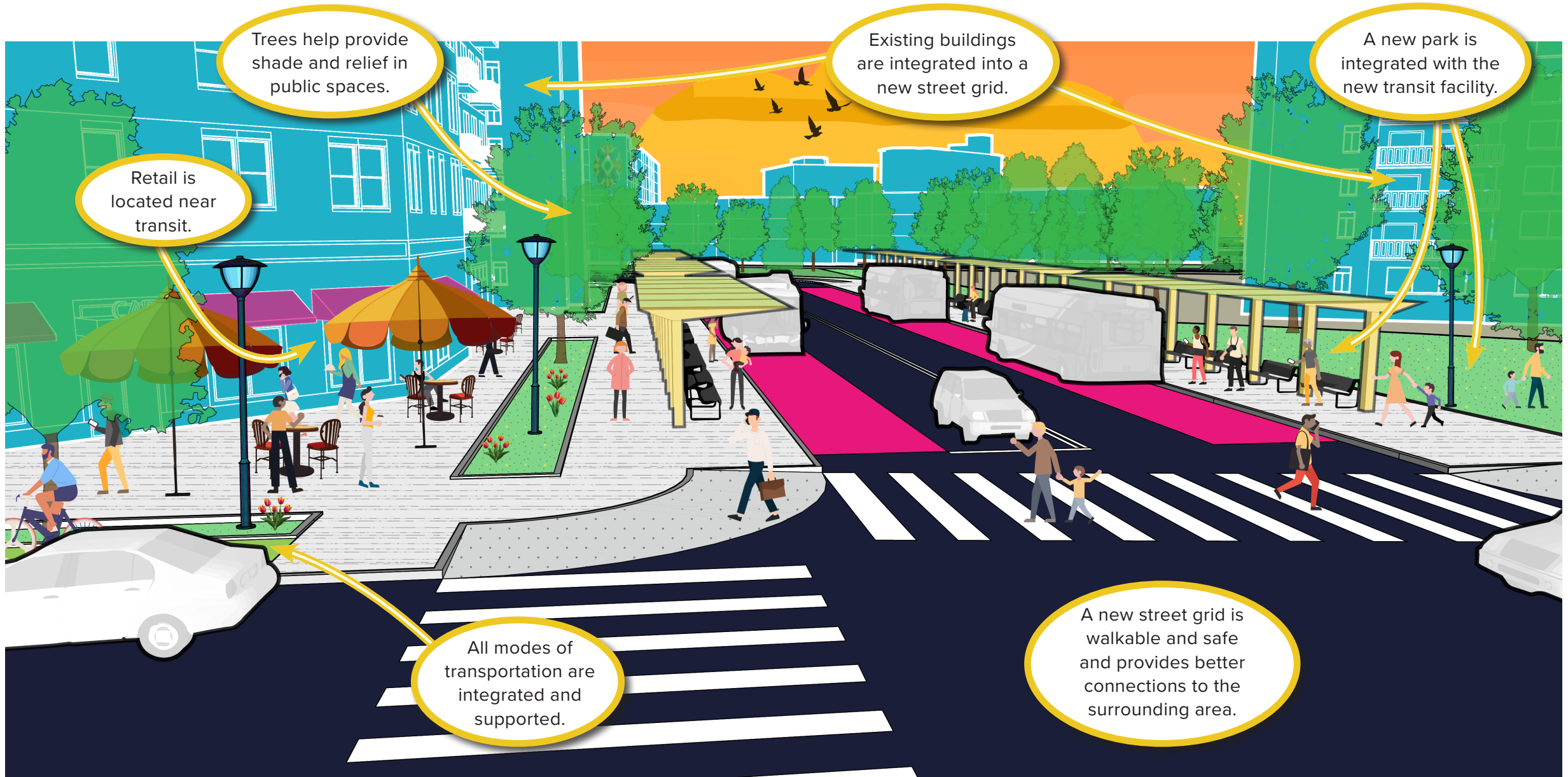


Figure 4.8: Southern Towers Enhanced Transit Facility



Rendering is for illustrative purposes only.



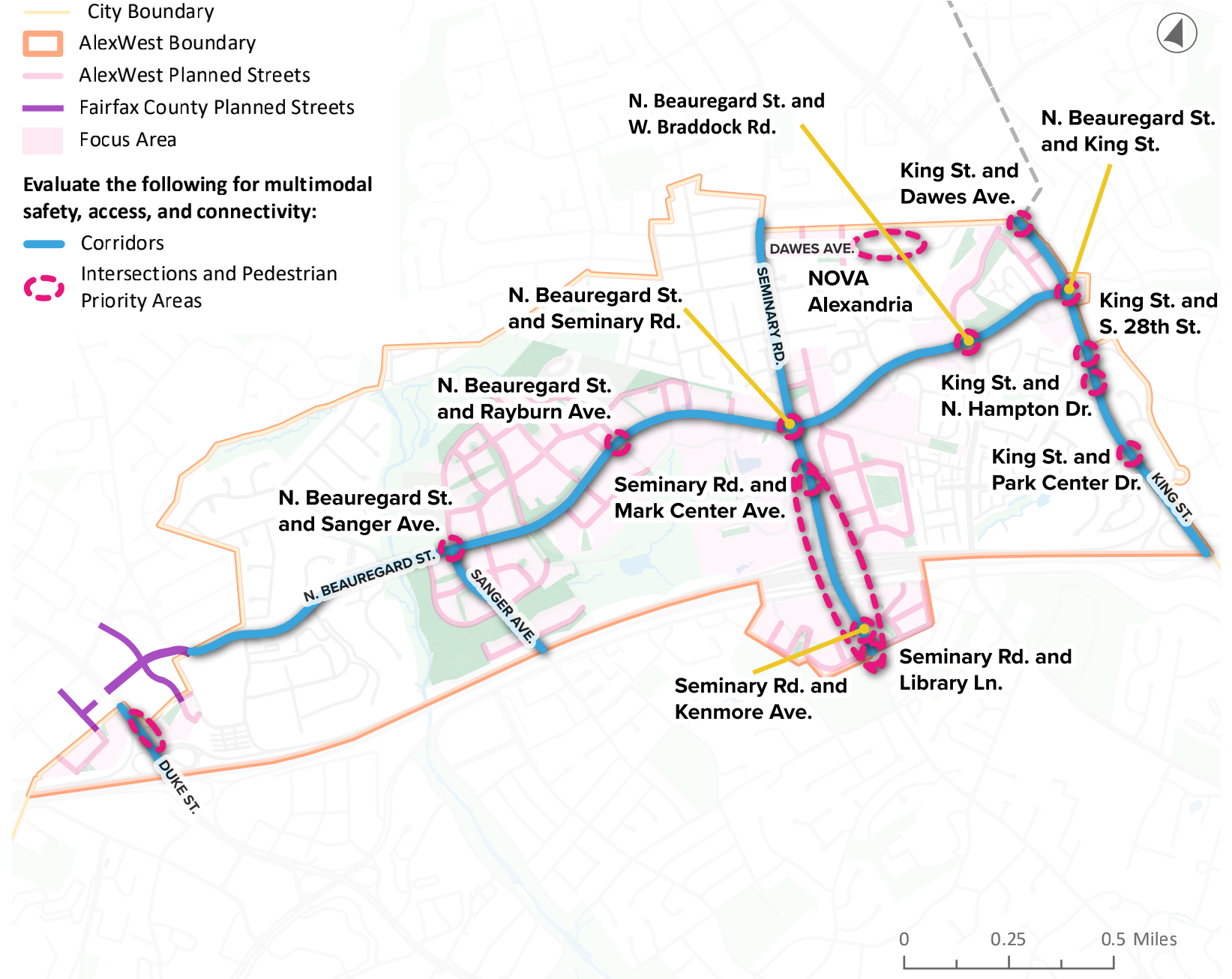


Enhanced Safety for All Users

Several corridors in the Plan area, including certain intersections along King Street, Seminary Road, and Sanger Avenue, among other locations, have been identified for improvements based on collision frequency data, consistent with the City’s Vision Zero goal to eliminate fatalities from traffic collisions by 2028.

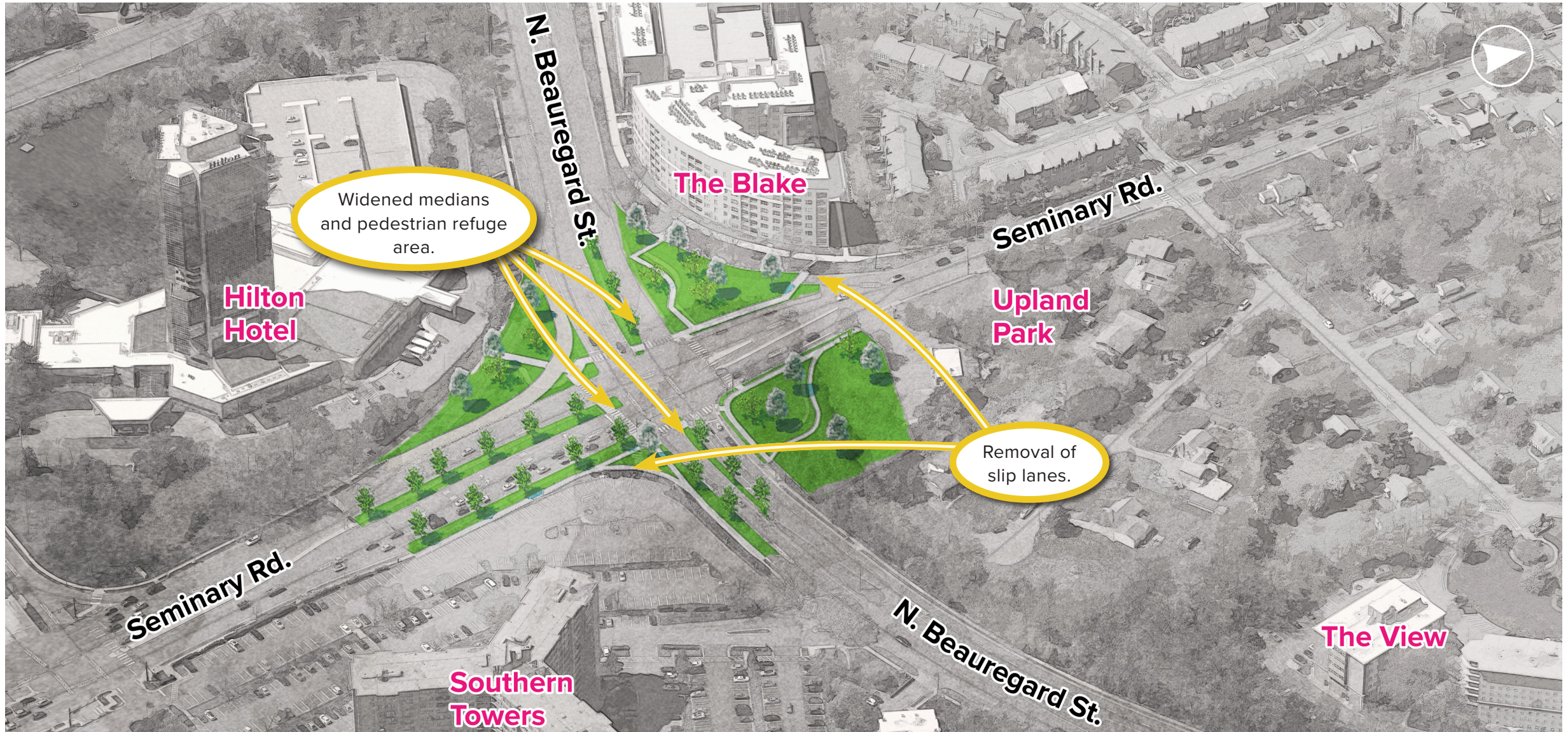
The locations identified are at high-volume intersections along wide roadways, which are also known as “high crash corridors.” The City will work with property owners and other partners to study and address mobility-related issues at the intersections and along the corridors identified in **Figure 4.9: Safety Enhancements Study Areas**. In addition, the City will explore options for improving safety and accessibility for all users on Seminary Road, generally from Mark Center Drive to Library Lane.

Figure 4.9: Safety Enhancements Study Areas



The Plan recommends a redesign of the intersection of N. Beauregard Street and Seminary Road to address the intent of the Plan to better accommodate all users, provide safety measures that increase the comfort and visibility of pedestrians and bicyclists, enhance the streetscape, and maintain ease of access for public transit and vehicles to pass through. Elements of these intersection improvements can be seen in **Figure 4.10: Seminary Road + N. Beauregard Street**. The Upland Park corner of the intersection may be configured differently, as discussed within **Chapter 8: Neighborhoods**.

Figure 4.10: Seminary Road + N. Beauregard Street



Rendering is for illustrative purposes only.



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5

**PUBLIC +
CONNECTED
OPEN SPACES**



Intent

Ensure equitable access to the network of existing and planned public open space and provide expanded and improved amenities for people of all ages and abilities.



Context

Despite existing public parks and natural areas, AlexWest’s public open space network has gaps, meaning that some parks are disconnected and inaccessible to some neighborhoods. These gaps are particularly evident where residents must walk more than a half-mile to access any type of public open space, often facing barriers like high-speed roads, inconsistent sidewalks, and closed park entry points. **Figure 5.1: Open Space Existing Conditions** shows existing parks in AlexWest and demonstrates a number of gaps where residents do not have access to a park within a 10-minute walk of their home, such as near Duke Street and near the existing Coca-Cola facility on Dawes Avenue. Parks are also occasionally lacking in amenities, with over 65% of residents lacking easy access to a playground or sports field.

The William Ramsay Recreation Center, the only recreation center in the area, serves thousands of residents annually and provides community members access to a gymnasium, fitness and recreational classes, a dance studio, and other educational programs and social services. Community use of the William Ramsay Recreation Center is restricted during school hours since the space is used by William Ramsay Elementary School during the day for classes and afterschool programming.

Parks + Open Space by the Numbers

23%
of the Plan area is
not within walking
distance of a park



132
acres of existing
public parks and
natural areas







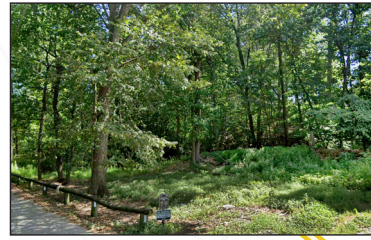
65%
of residents lack easy
access to playgrounds
or sportsfields



1
recreation
center

Figure 5.1: Open Space Existing Conditions

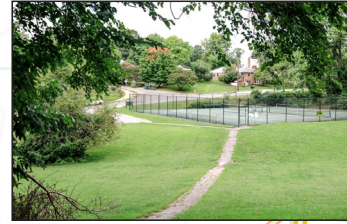
-  City Boundary
-  AlexWest Boundary
-  Existing Parks
-  Existing Trail



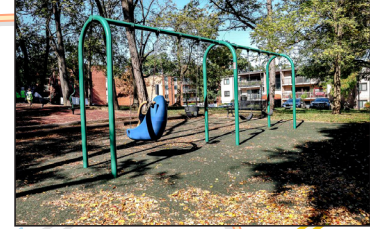
Rynex Natural Area



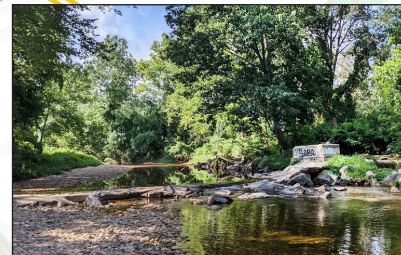
Dora Kelley Nature Park



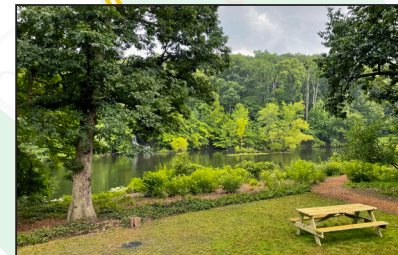
Chambliss Park



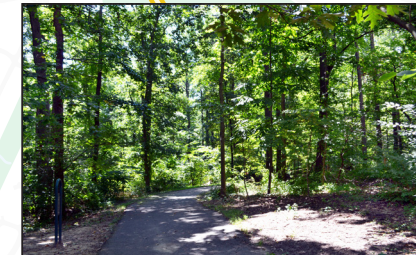
James Mulligan Park



Holmes Run Scenic Easement



Winkler Botanical Preserve



Stonegate Scenic Easement



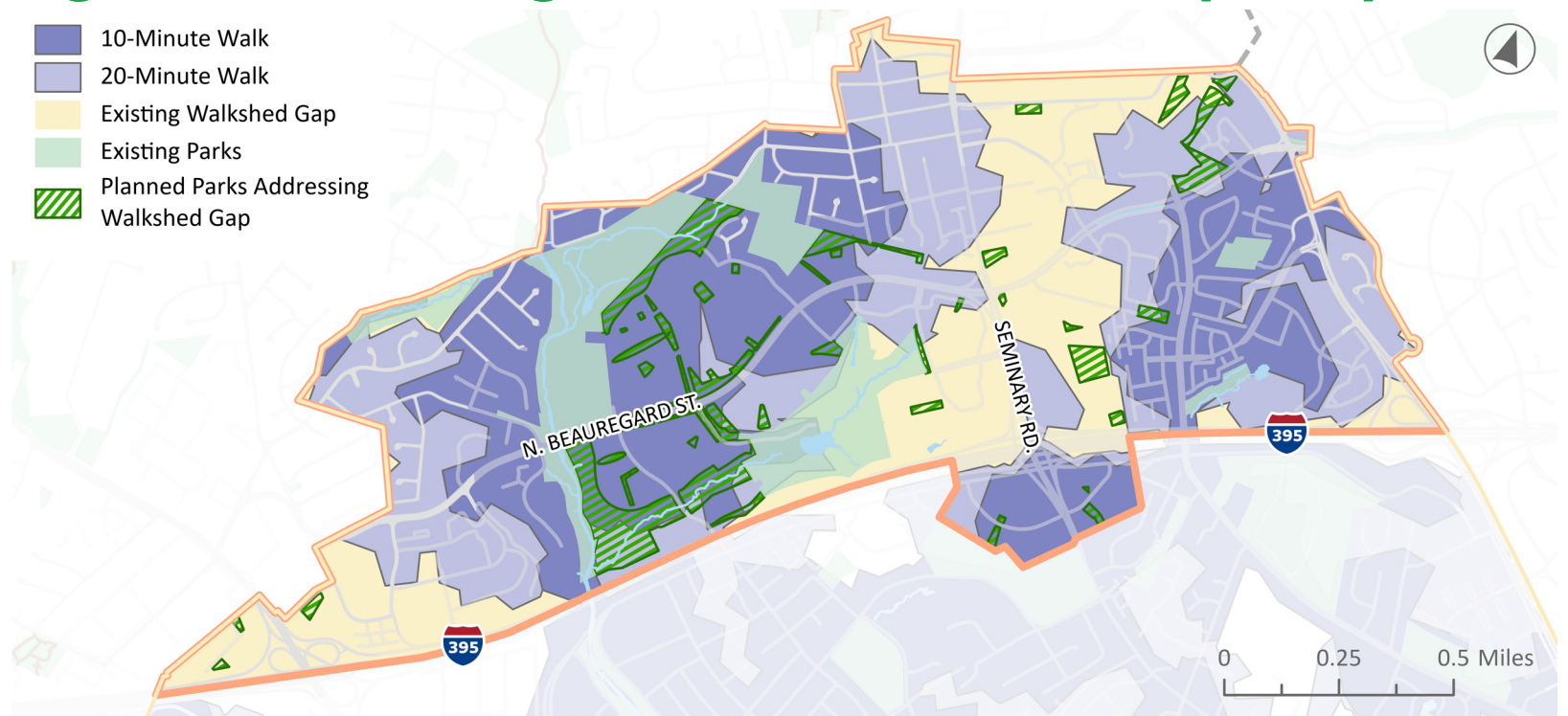
Framework

Equitable Access

The Plan anticipates approximately 60 acres of new publicly accessible parks in the Focus Area. The new parks will fill in gaps in the current open space network as shown in **Figure 5.2: Walking Distance to Parks + Open Space** and **Figure 5.3: Parks + Open Space** so that all residents will live within walking distance of public open space and recreation resources. New parks will consist of a variety of sizes and amenities, as specified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**, to meet the needs of different ages and abilities. Parks listed in the tables are required as development occurs and will be open to the public.

Residential uses require more open space than commercial uses to serve the more intensive open space needs of households compared to workers. In locations in the Garden District where the Plan allows land use to be either residential or commercial (see **Figure 8.10** and **Table 8.10** in **Chapter 8: Neighborhoods**), development that is entirely residential will provide an additional 10,000 square feet of public open space consolidated with other nearby planned parks. While development is not broadly anticipated in Area 2 or 3, the Plan requires open space should development occur. In Area 2, 20,000 square feet of public open space

Figure 5.2: Walking Distance to Parks + Open Space

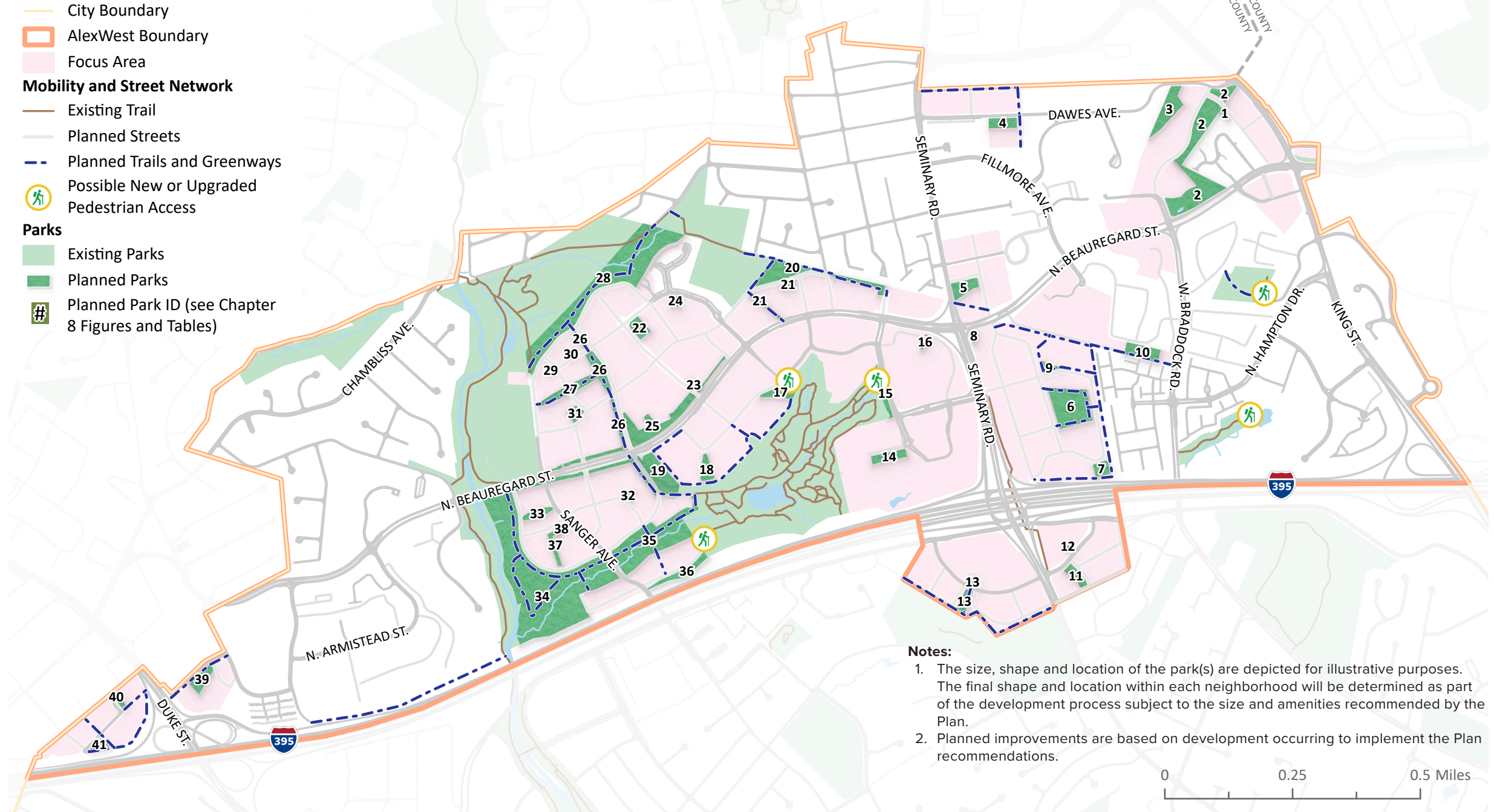


will be provided for every 90,000 square feet of land developed. In Area 3, open space amenities will be provided consistent with zoning and the most current open space needs assessment. In addition to the publicly accessible open space required in **Figure 5.3**, development will provide onsite open space.

New Recreation Center

AlexWest currently lacks a full-time recreation facility with services accessible to the community daily. Recreation centers provide many important services beyond active recreation for social support and cultural interaction, including after school care, adult services, classes, community meeting spaces, cultural celebrations, and more. These opportunities are particularly valuable for communities in AlexWest who lack access to similar private facilities. In order to ensure AlexWest residents enjoy the same level of access to these services as residents in other parts of the City, the City will locate a new recreation center or similar facility on City-owned land and/or co-located with other uses as part of new development. Funding for such a facility will compete for funding through the City's Capital Improvement Program (CIP) and/or grant funding sources.

Figure 5.3: Parks + Open Space

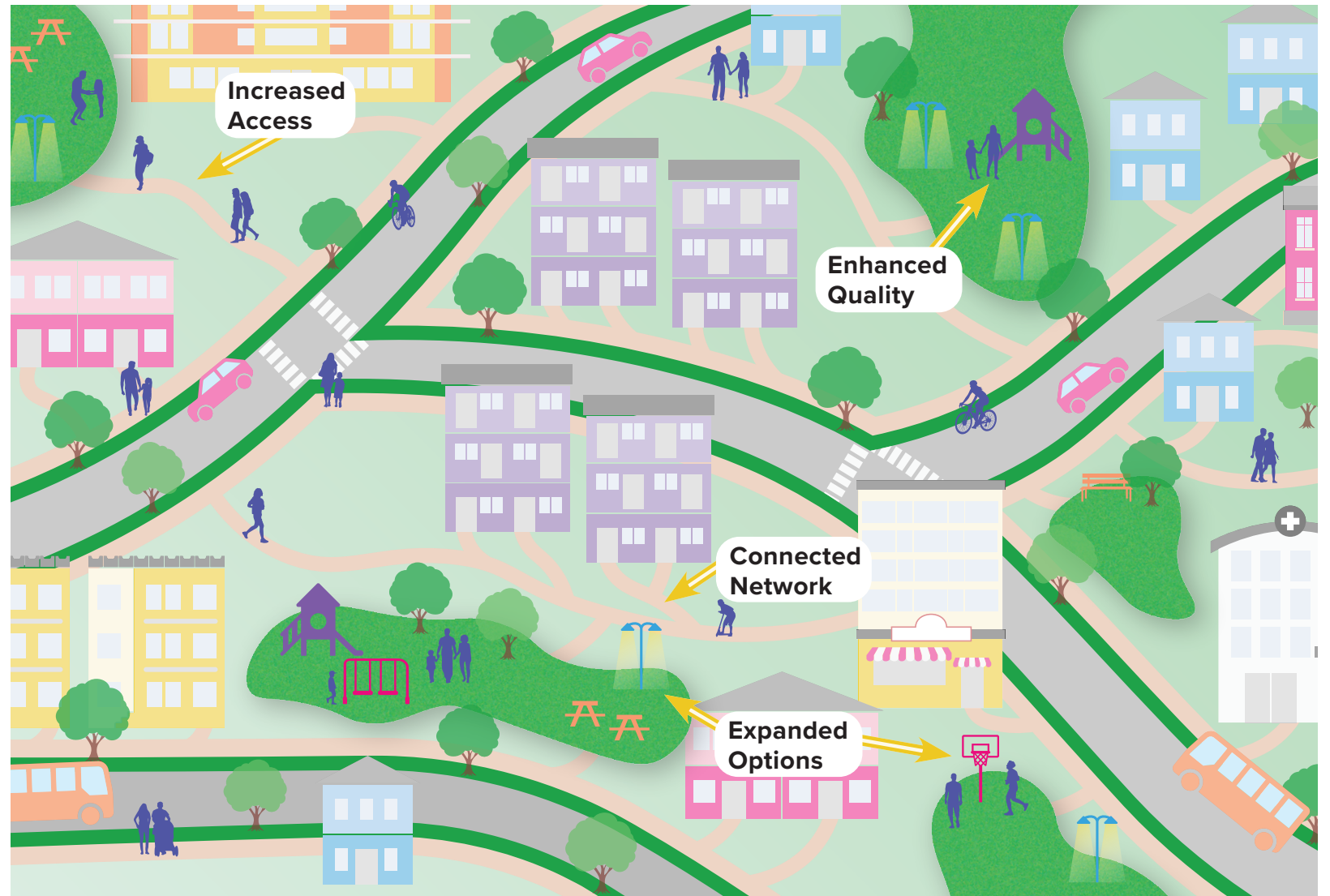


Connected Network

Without increased investment in parks, especially as the population grows, up to 85% of residents would have limited access to recreational amenities by 2045. The Plan's objective for a connected public open space network, with crucial links and improved access between existing and new public parks and open spaces, will enable community members to easily access public open spaces in different neighborhoods throughout the Plan area. In service of this goal, new public parks and open spaces provided by development will have multiple publicly accessible entrances. Existing parks, such as the Winkler Botanical Preserve, James Mulligan Park, and the Stonegate Scenic Easement will get new entryways to enhance connectivity and increase community use.

Winkler Botanical Preserve, for example, is a 50-acre natural preserve owned by NOVA Parks that is open to the public but has only one entrance. Working with NOVA Parks to create up to three new access points will make the trails and natural beauty of the park more accessible for the broader community to get to and better connect to the area's open space network.

Benefits of Connected, Diverse Parks



Functional + Fun

Public open spaces that provide a wide range of activities foster social interactions among users, provide space for meaningful community building, and encourage unique, culturally relevant programming. New public open spaces offer the opportunity to expand and diversify the amenities, programming, and types of open space uses in AlexWest, making it a more robust and multi-use network overall.

Consistent with this objective, the Plan recommends that new parks provide a variety of amenities as identified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**. The development of these amenities will be shaped by input from the community and the most current Open Space Needs Assessment at the time of development to ensure that new parks meet the needs of residents of different ages and abilities, are functional and welcoming, encourage social interaction, and facilitate recreation. From a functionality perspective, the feasibility of restroom facilities, either within parks or within nearby development, should be explored. In addition, parks should incorporate lighting to extend the usability of the space into evening hours when temperatures are cooler. As part of the phasing of the new open public space/parks it is anticipated that they will be designed and constructed within each neighborhood in a phased manner that is proportional with new development.

Lebanon Union Cemetery + Open Space



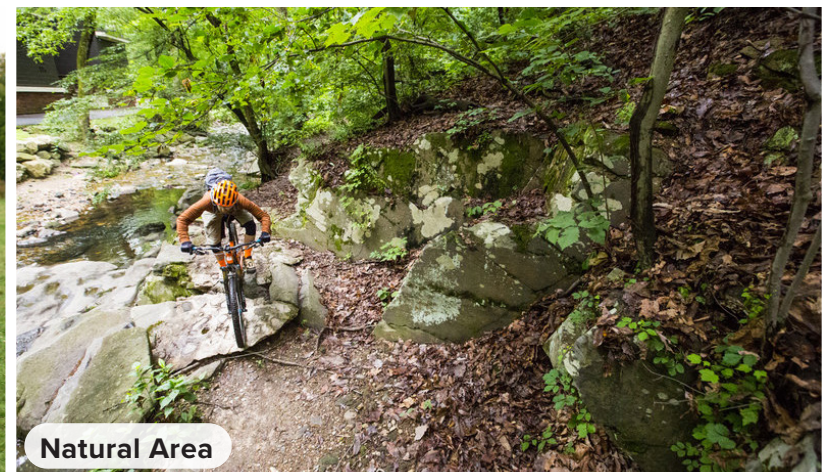
Public Art

Expanding the public open space network also creates opportunity for new public art in AlexWest, providing direct access to arts and cultural resources in neighborhoods currently lacking these amenities. Public art can take many forms, including art installations, live performances, and interactive events, all of which help to activate public open spaces by making them inviting and interesting. Integrating space for events and performances enables residents to come together for celebrations, facilitates collaboration, and supports creative entrepreneurship.



Park Amenities

A variety of park amenities will be provided as part of new parks in AlexWest to meet a variety of community needs. These images are illustrative examples of the amenities specified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**.



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**SUSTAINABLE
+ HEALTHY
COMMUNITIES**



Intent

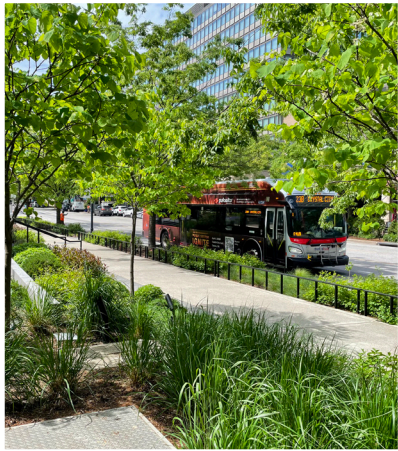
Enhance water quality, natural ecosystems, energy efficiency, and tree canopy, and mitigate heat island impacts for a healthier quality of life for all.



Context

As the impacts of climate change become more consequential, inclusive growth and sustainable development will be integral to addressing and mitigating impacts. In AlexWest, consistent with City-wide priorities, planning for sustainability will include enhancing tree canopy for shade, reducing impervious surfaces, managing and treating stormwater to protect waterways, enhancing the natural habitat and landscaping, utilizing the City's green building principles for energy efficiency, and creating transit-rich, walkable, bikeable neighborhoods.

Sustainability by the Numbers



141
acres of currently untreated surface parking lots



0.5%
of total building stock meets the City's Green Building Policy

33%
of the Plan area has existing tree canopy



18%
of commuter trips are currently made by transit, biking, and/or walking



Tree Canopy

Tree canopy is inconsistent across AlexWest's neighborhoods, despite the area's total tree canopy coverage being slightly higher than the City average. The impact of this disparity is particularly evident in areas with a higher proportion of surface parking lots (and consequently a lower proportion of tree coverage).

Surface Parking

Roughly 141 acres (11% of the overall Plan area) is made up of paved surface parking lots, as shown in **Figure 6.1: Existing Tree Canopy + Parking Lots**. Of those 141 acres, more than 75 acres (or 55%) are located in the Focus Area. These areas contribute to higher surface land temperatures during the summertime as heat is absorbed into the pavement, significantly increasing temperatures in the surrounding area. Existing surface parking lots also do not detain or clean stormwater, resulting in warmed, polluted runoff being carried to nearby waterways, impacting water quality and the natural ecosystem.

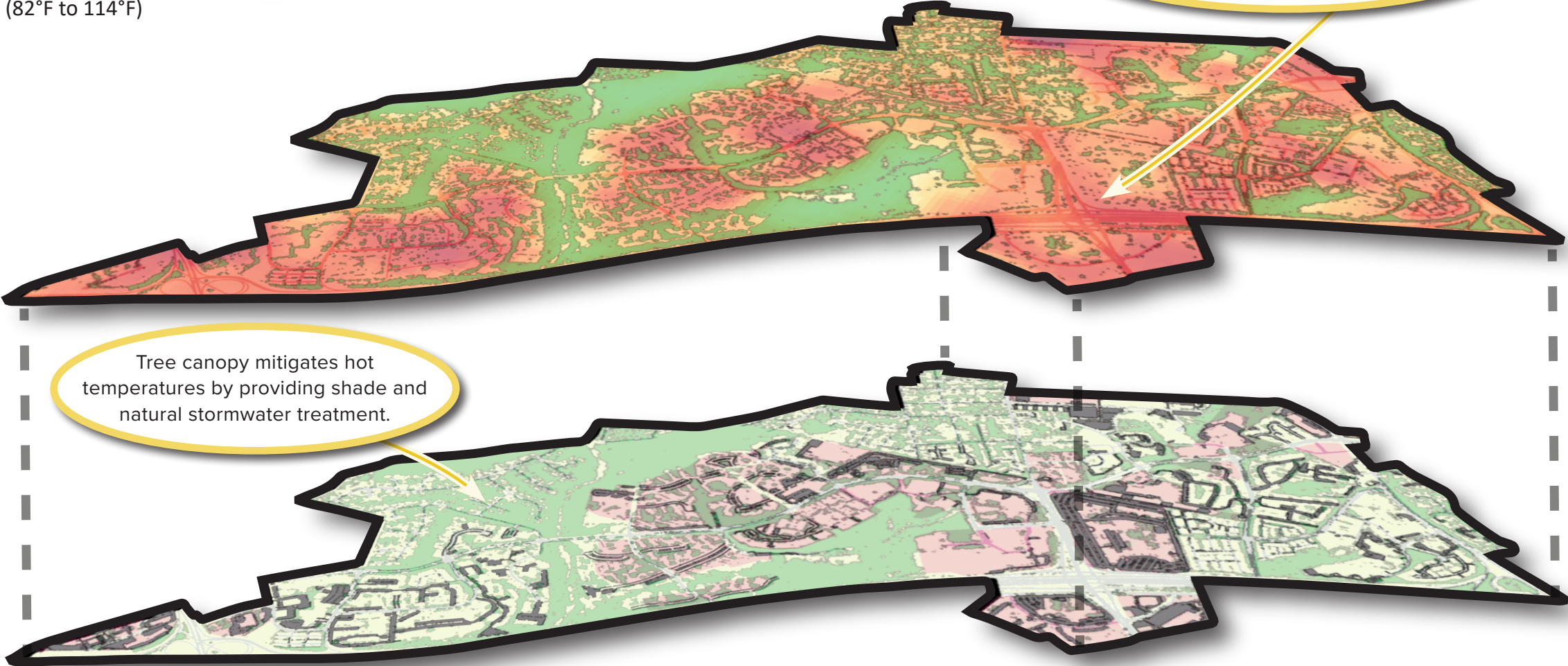
Sustainable AlexWest



Figure 6.1: Existing Tree Canopy + Parking Lots

- Existing Tree Canopy
- Existing Surface Parking Lots
- Focus Area
- Surface Temperature Range (82°F to 114°F)

Parking lots are currently untreated, causing pollution runoff. They also create urban heat, where summer temperatures (in red) can measure more than 110 degrees Fahrenheit on a hot day.



Tree canopy mitigates hot temperatures by providing shade and natural stormwater treatment.

Framework

Urban Ecology

The Plan’s approach for inclusive growth utilizes a variety of elements that when taken together achieve significant progress toward a more sustainable community for all, with an intentional focus on improving the lives of AlexWest’s residents. Beginning with the Land Use Strategy, which prioritizes new housing on existing surface parking lots, development will also provide improved stormwater management and tree canopy, resulting in a healthier natural ecosystem and community at both the block and neighborhood level. The strategy aims to alleviate negative climate change and environmental impacts that disproportionately fall on vulnerable and marginalized populations.

Stormwater Management

As surface parking lots are redeveloped in the Focus Area, they will no longer be a source of polluted runoff that negatively impacts the ecology of nearby waterways. New development will incorporate green infrastructure to detain and treat stormwater onsite through the latest best management practices (BMPs) and in compliance with all necessary City provisions and codes.

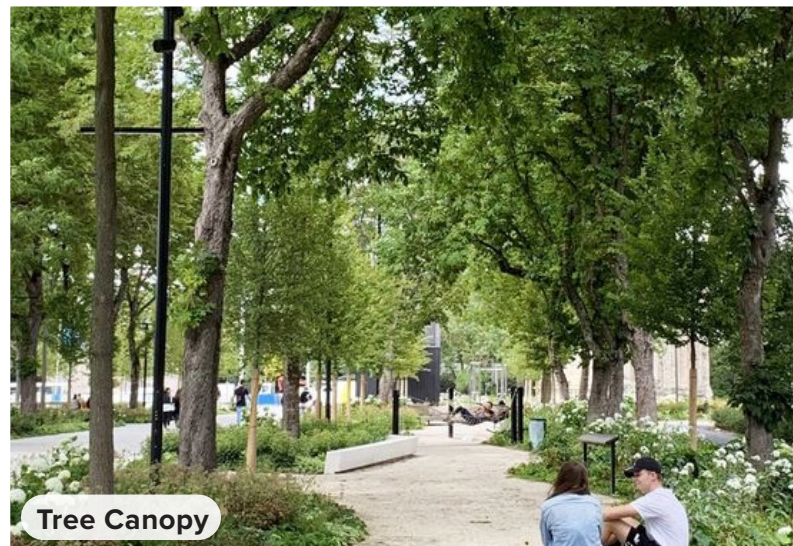
Tree Canopy and Open Space

Tree canopy as part of development will enable more cooling, improve stormwater management, and enhance the community’s green spaces. The Plan recommends that development provide on-site tree canopy coverage consistent with applicable City policies at the time development is submitted for review. If this requirement cannot be met onsite due to physical constraints, the required canopy can be provided in another City-approved location; in AlexWest, it is preferred that the tree canopy be provided within the same land use strategy area (either Focus Area, Area, 2 or Area 3) in which the development is located. As a result, canopy coverage will proportionately increase in the Focus Area overall, improving equitable access to shade and other canopy benefits.

In addition, with the Plan recommendation for approximately 60 acres of new public parks and open spaces, at full build-out residents will have more equitable access to green, healthy, and natural areas, increased pervious surfaces, and more street trees, which will bring better balance to the natural and built ecosystems.

Resource Protection Areas

Resource Protection Areas (RPAs) are buffer areas within 100 feet of perennial streams, which are important to the waterway’s integrity and water quality. Removing existing encroachments (such as buildings) from the RPA and restoring this area during redevelopment provides an opportunity to protect and improve water quality, reduce flooding, create green space, and restore habitat.



Tree Canopy



Resource Protection Area

The Built Environment

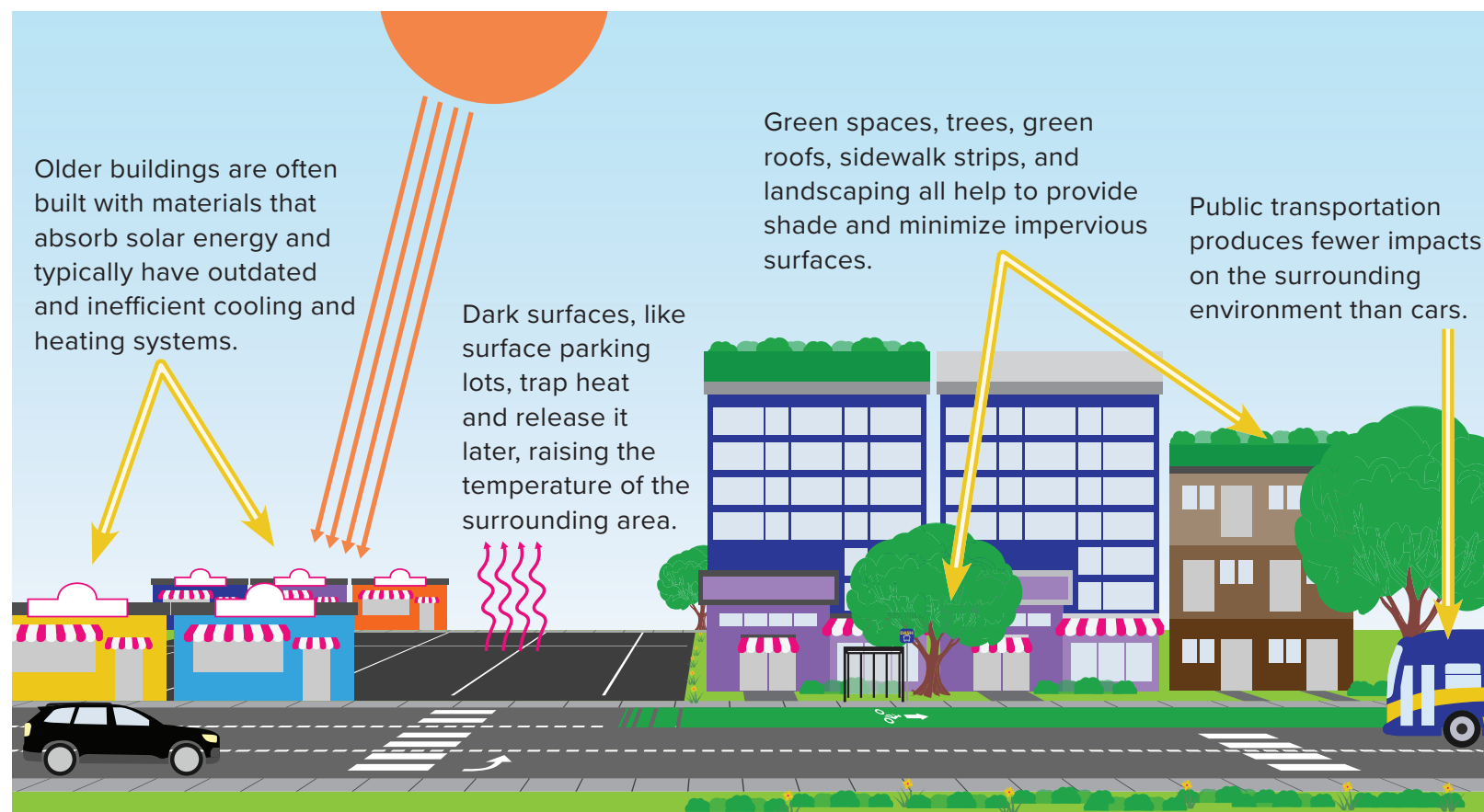
Green Building and Energy Efficiency

All new buildings will meet the City's Green Building Policy standards and zoning requirements for energy efficiency, high-quality building materials, and open space, all of which contribute to both human and ecological health. Further, the Plan seeks to take advantage of efficiency opportunities offered by large scale development, recommending the exploration and implementation of district-wide energy systems to efficiently combine building heating and cooling loads to lower energy consumption and overall costs.

Cleaner Air

Air pollution (in the form of greenhouse gases) is a key factor contributing to climate change, resulting in extreme weather events and conditions, such as severe heat and storms. With guidance for the design and development of future buildings and transportation networks, the Plan can influence lower emissions from these sectors, which will result in cleaner air. The Plan's recommendations for safe and easy options for residents to access neighborhood services, amenities, and jobs without the need for a car will help to reduce air pollution, benefiting not only residents' health but also their ability to remain affordably in the neighborhood.

Urban Heat Island Causes + Solutions





7

RECOMMENDATIONS

Inclusive Growth

A. General

1. The overall land use strategy will be consistent with **Figure 2.2: Land Use Strategy** which depicts the boundaries of the Focus Area, Area 2, and Area 3. Development in these areas will be subject to the intent of the Plan, the Plan Recommendations, and all applicable Plan exhibits, including **Table 2.1: Focus Area Criteria** and **Table 2.2: Area 2 Criteria** and **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**. For the purposes of this Plan, the term “development” refers to new construction and/or redevelopment utilizing the provisions of the Plan.
2. Land uses will comply with the land use(s) depicted in **Figure 2.3: Land Uses**.
3. City facilities and uses, if provided, may be located within the residential and residential/commercial land use designations.
4. New uses such as warehouses, storage buildings, data centers, and other comparable industrial uses are inconsistent with the intent of the Plan.

B. Retail

5. Retail uses are required in the ground floor frontages in the Required Retail Areas as generally depicted in **Figure 2.3: Land Uses** and applicable **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**.

- a. Uses in the Required Retail Areas should have a high degree of pedestrian activity and are intended to prioritize neighborhood-serving retail, including restaurants, personal services, entertainment, food markets and grocery stores, or other comparable uses.
- b. Retail uses should promote an activated street front.
6. Retail uses are encouraged, but not required, in the ground floor frontage in the Encouraged Retail Areas, as generally depicted in **Figure 2.3: Land Uses** and applicable **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**.
7. The design of retail spaces in the Required and Encouraged Retail Areas will be designed in a manner to encourage neighborhood-serving uses and will be subject to the applicable requirements of the Design Guidelines, including height, depth, and utility requirements.
8. Ground floor retail uses may be provided in other locations outside of the Required Retail and Encouraged Retail Areas in the Plan area, if allowed by the Zoning Ordinance.

9. Interim uses such as community programming, flexible indoor and outdoor public spaces, outdoor dining, community performances, public art installations, cultural activities, farmers markets, parklets, pop-up open spaces, food trucks, and other comparable uses and activities are encouraged.

C. Building Heights

10. Maximum building heights will comply with the building heights depicted in **Figure 2.4: Building Heights**. In addition, buildings may request additional building height pursuant to the applicable provisions of Section 7-700 of the Zoning Ordinance.

D. Design

11. All development will be subject to all applicable requirements of the Design Guidelines.

E. Parking

12. Development that occurs on existing parking lots will provide new parking for existing and future uses consistent with all applicable provisions of the Zoning Ordinance at the time development is accepted by the City for review.

F. Community Facilities

13. The area generally depicted in **Figure 8.10: Garden Neighborhood** will be provided to the City for a City facility/use.

Housing Affordability

A. General

14. Residential development in the Focus Area will provide 10% of any development above the base residential, as generally depicted in **Figures and Tables 8.1–8.12** in **Chapter 8: Neighborhoods**, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.
15. Residential development in Area 2 will provide 10% of any development proposed above the existing zoning as on-site Committed Affordable Housing, or in an amount consistent

with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

16. Affordable housing monetary contributions will be consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is accepted for review.
17. Where feasible, and in coordination with the City, developers are encouraged to consider alternative opportunities of equivalent value to meet their committed affordable housing requirements in order to deepen and expand affordability. These can include, but are not limited to:
 - a. Offering a greater number of affordable units, including family-sized units, in existing buildings (versus new development);
 - b. Providing a greater number of affordable units off-site, but within or in close proximity to the Plan area;
 - c. Providing a fewer number of affordable units but at deeper levels of affordability
 - d. Providing a monetary contribution to leverage other sources and;
 - e. Dedicating land, development rights, or property to maximize affordable housing development through third party partners.

18. Property owners with multiple residential properties within the Plan area are encouraged to work with the City to develop an overall affordable housing plan that considers strategies to provide committed affordable housing in a coordinated fashion.
19. Residential development in Coordinated Development Districts requesting density above what is proposed pursuant to the Plan will provide one third of the additional residential density as committed affordable housing or an amount consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is accepted for review, whichever is greater.
20. Pursuant to Section 7-700 of the Zoning Ordinance, bonus density above 30% is authorized in the Focus Area and Area 2 to encourage the production of additional committed affordable units.
21. Residential development should provide a range of housing types, designs, and tenures throughout the Plan area to meet current and future housing needs and accommodate different household sizes, compositions, stages of life, and abilities.

B. Partnerships

22. To expand housing affordability in the Plan area, the Office of Housing will:
 - a. Facilitate partnerships to maximize the use of private and public land and co-location opportunities and to leverage all available resources for the development of committed affordable housing.
 - b. Work with private landowners to address capital needs in existing buildings in exchange for the preservation of committed and market affordability and expansion of affordability. This may include donations of existing buildings to preserve affordability when redevelopment occurs and the potential right of refusal for the City to acquire assisted properties if they are sold. Buildings proposed for donation to the City will be maintained in good working conditions pending their dedication, with all building systems operable.
 - c. Explore opportunities with property owners requesting development to expand and/or extend committed affordability options.

C. Tenant Protections

23. To mitigate residential displacement in the Plan area, the Office of Housing will:
 - a. Work with community partners and non-profit entities to cultivate and promote tenant empowerment through training and mutual support, and to ensure tenants are prepared to apply for new affordable units as they are delivered to the market.
 - b. Offer landlord-tenant mediation and other support, including eviction prevention services.
 - c. Promote and seek compliance with the City's Voluntary Rent Increase Policy and/or policies in effect at the time development is accepted for review to help moderate annual rent increases and the application of excessive fees.
 - d. Promote and seek commitments from developers to meet enhanced protections for impacted tenants where redevelopment is proposed. These include tenant support during relocation, including expanded notice rights and developer-funded relocation and moving assistance; coordination of support services offered by ACPS, DCHS, and other City agencies; timely notification of resident meetings so that City staff can monitor the tenant relocation process; as well as a right to return for tenants in good standing

consistent with City policy and practice in effect at the time development proposals are accepted for review.

- e. Partner with DCHS and other City departments to pair housing assistance with workforce development, job training, and other self-sufficiency programs.
- f. Identify legislative actions and tools needed for additional tenant protections and support anti-displacement strategies.

D. Homeownership

24. To support the Plan area's condominium and Home Ownership Association communities, the Office of Housing will:
 - a. Provide technical assistance, including governance training, to condominium and HOA communities, which provide an important source of affordability.
 - b. Expand access to homeownership training, counseling, and other resources to residents.
 - c. Explore ways to create new affordable homeownership, including opportunities to create ownership and governance structures that deepen affordability and housing stability over the long-term (e.g. community land trusts and shared equity cooperatives).



Mobility + Safety

A. General

25. Development will construct the streets, blocks, and connections as generally depicted in **Figure 4.2: Street Network** as part of development. The location of the streets will be constructed as generally depicted in **Figure 4.2**, subject to site constraints and compliance with all applicable provisions of the Design Guidelines.
26. New streets in the Plan area will be constructed and dedicated as public streets, unless location-specific issues not addressed by the Plan emerge during the development review process.
27. Street designs will adhere to the Street Cross-Sections as outlined in **Figure 4.3 - Figure 4.5: Street Dimensions + Types**.
28. The City will work with property owners and other partners to study and address mobility-related issues at the intersections and in the areas identified in **Figure 4.9: Safety Enhancements Study Areas**.

B. Pedestrian + Bicycle Network

29. Development will provide a network of bike facilities as generally depicted in **Figure 4.6: Pedestrian + Bike Network**.
30. Development that occurs in Area 2 and Area 3, as depicted in **Figure 2.2: Land Use Strategy**,

will implement new pedestrian and bicycle connections that link to the network depicted in **Figure 4.6: Pedestrian + Bike Network**.

31. Development will ensure and support access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).
32. Curb cuts, garage entrances, and similar functions are prohibited along designated bicycle facilities and along N. Beauregard Street, Seminary Road, Duke Street, and King Street. This does not apply to curb cuts needed for existing or planned streets.
33. When possible, the City will work with property owners to add additional pedestrian and bicycle connections not shown on **Figure 4.6: Pedestrian + Bike Network**.
34. Development will provide pedestrian connections within development blocks.

C. Safety

35. Development will be responsible for providing all necessary improvements and right-of-way for the frontages at the intersection of Seminary Road and N. Beauregard Street to better accommodate and ensure the safety of all users as generally depicted in **Figure 4.10: Seminary Road + N. Beauregard Street**. The City will provide all other improvements.
36. The City will explore options for improving safety and accessibility for all users on Seminary Road, from about Mark Center

Drive to Library Lane as generally depicted in **Figure 4.9: Safety Enhancements Study Areas**.

D. Transit

37. As part of multimodal transit enhancements, a new bus/transit facility will be established at the location generally depicted in **Figure 8.5: Crossroads Neighborhood**.
38. Development will provide all necessary transit, pedestrian, and bicycle access and amenities to mitigate the impact caused by the development.
39. The City will coordinate with all applicable transit partners to explore improvements to existing transit operations.

Public + Connected Open Spaces

A. General

40. Development will provide an at-grade publicly accessible public park/open space network, as generally depicted in **Figure 5.3: Parks + Open Space** and specified in the **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**:
 - a. New public parks/open spaces will be fully accessible to the public through dedication to the City or through the provision of a perpetual public access easement(s) that mirrors access to

public parks.

- b. New public parks/open spaces will have multiple publicly accessible entrances and will consist of a mixture of typologies and amenities. All public parks/open spaces in the Plan area will include gathering spaces and be designed, with input from the community, to be interconnected, functional, useable, welcoming, and encourage social interaction.
- c. The final design and configuration of the public parks/open spaces in **Figure 5.3: Parks + Open Space** will be subject to compliance with the intent of the AlexWest Plan and the size requirements of **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods** as part of the approval of the public open space(s).

- 41. The City will locate a new City recreation center, or similar facility, within the Plan area. City recreational facilities may be located within the public open space recommended by the Plan.
- 42. Improve access to existing public and public easement parks.

B. On-Site Open Space

- 43. In addition to the publicly accessible parks and open space required in **Figure 5.3: Parks**

+ **Open Space**, each residential development will provide a minimum of 25% on-site open space, including ground-level and above-grade open space. Residential developments that are not required to provide public parks and open space or developments that provide less than 10% as public parks and open space are expected to provide a greater proportion of at-grade open space as part of the 25% requirement.

- 44. In subarea 10A of the Garden Neighborhood (see **Figure 8.10: Garden Neighborhood**), where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.

C. Public Art + Open Space Programming

- 45. Public art provided as part of development will highlight the cultural diversity of the Plan area. In addition, private art and other comparable forms of artistic expressions are encouraged to highlight the cultural diversity of the Plan area.
- 46. Special events, community activities, and cultural activities in support of the Plan's intent are encouraged within the public parks

and open spaces, subject to all applicable City approvals and permits, or as part of the approval of public access easement(s) in new public open spaces.

- 47. Interim recreational uses on existing surface parking lots are encouraged if they do not preclude future development envisioned by the Plan.
- 48. Accessory park structures, such as but not limited to restrooms, may be provided within the required publicly accessible open spaces if they are consistent with the City's open space policies and overall intent of the Plan.

Sustainable + Healthy Communities

A. Tree Canopy

- 49. Development will provide on-site tree canopy consistent with applicable City policies at the time development is submitted for review.

B. Green Building, Energy Efficiency, + Stormwater Management

- 50. Development will comply with the City's Green Building Policy at the time development is submitted for review.
- 51. Development by large property owners will explore opportunities for the implementation of district-wide sustainability measures and approaches.

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NEIGHBORHOODS



Intent

Ensure that development sites in the Focus Area implement the Plan's Recommendations for land use, housing affordability, urban design, open space, and connectivity.

Putting it All Together

This chapter provides guidance for how each neighborhood in the Focus Area will implement the Plan intent and Recommendations.

The Neighborhood Tables establish the base development on which the affordable housing requirements will be calculated. In addition, the Tables reflect Recommendations for land use, floor area ratio (FAR), retail, building height, and open space. Residential development within the Focus Area will be multi-unit development with a limited amount of townhouses and/or stacked townhouses.

The intent of the Plan is that in neighborhood(s) under common ownership, density will be based on entire tract consistent with the Zoning Ordinance. In addition, density may be transferred with the neighborhood(s) subject to all applicable zoning provisions and the street, land use, open space and building height recommendations of the Plan.

The Plan acknowledges that development in neighborhoods where existing building(s) are to remain will likely involve structured parking for the development or existing buildings. The design and screening of the structures will be subject to all applicable Design Guidelines and will be located on the site in a manner not to preclude other recommendations of the Plan such as streets and parks.

The parcel and right-of-way boundaries illustrated are approximate. The final configuration of the neighborhoods will be subject to compliance with the Plan Recommendations and the Design Guidelines. An overview map of the Focus Area neighborhoods can be found in **Figure 8.0: Neighborhoods**.

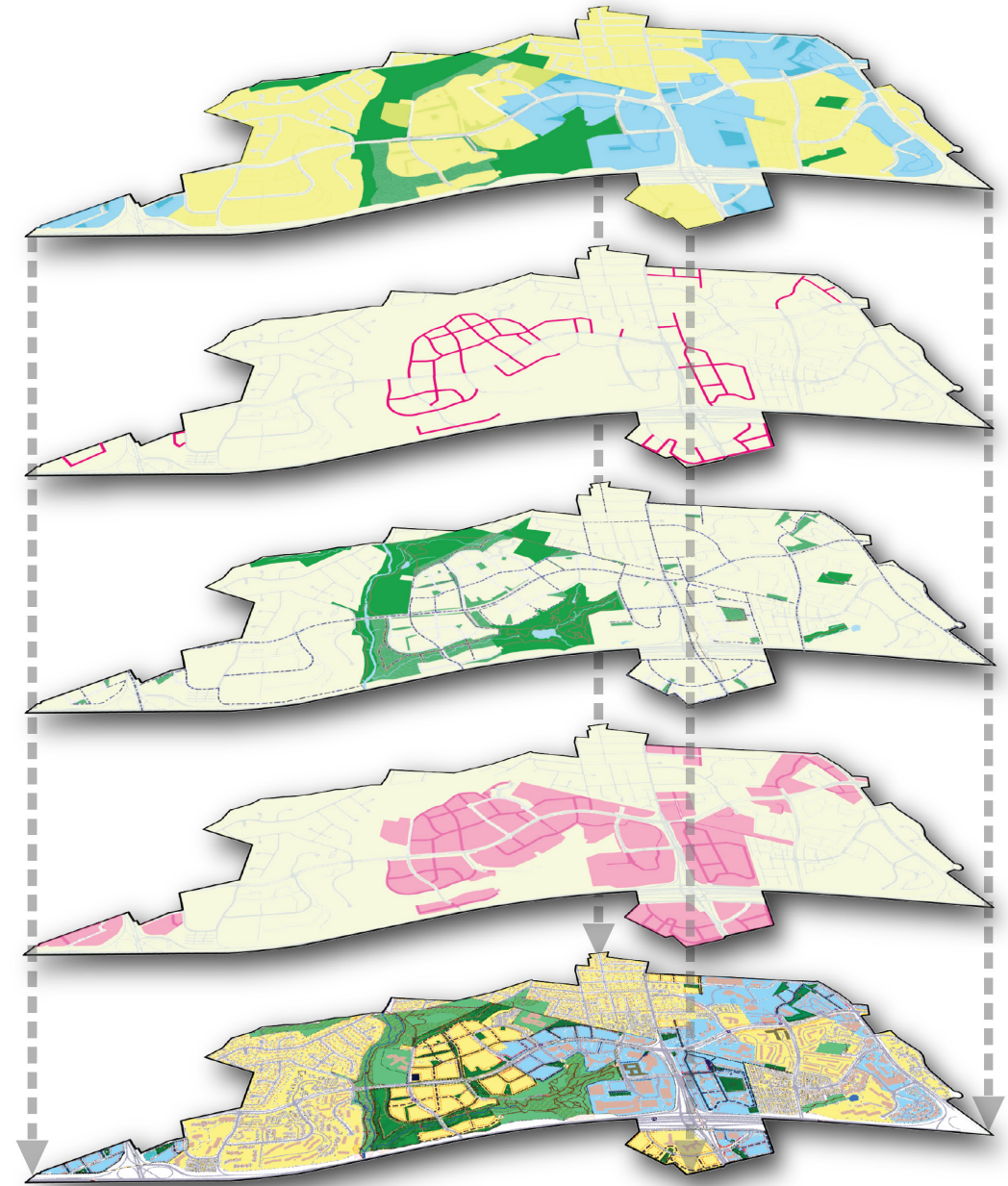
Land Uses

Streets

Parks and Open Space

Focus Area

Neighborhoods



Terms Used in the Neighborhood Maps

The Neighborhood Maps include terms that are defined below. In addition to these terms, refer to **Table 8.13: Development Table Notes** as well as the map notes included on each Neighborhood Map.



Tree Retention/ Buffer Areas

A tree retention/buffer area is an area where it is desirable to retain areas of mature trees or natural buffer areas that may contain steep slopes.



Trails

A trail is a pedestrian pathway that is typically narrower than a greenway and may or may not be paved. Trails are typically located within wooded natural areas and public parks.



Greenways

A greenway is a wide, pedestrian pathway with green spaces on either side of the pathway. In some cases, buildings may be located on either side of a greenway. Sometimes, a greenway may abut a public park or open space.



Mid-Block Pedestrian Connections

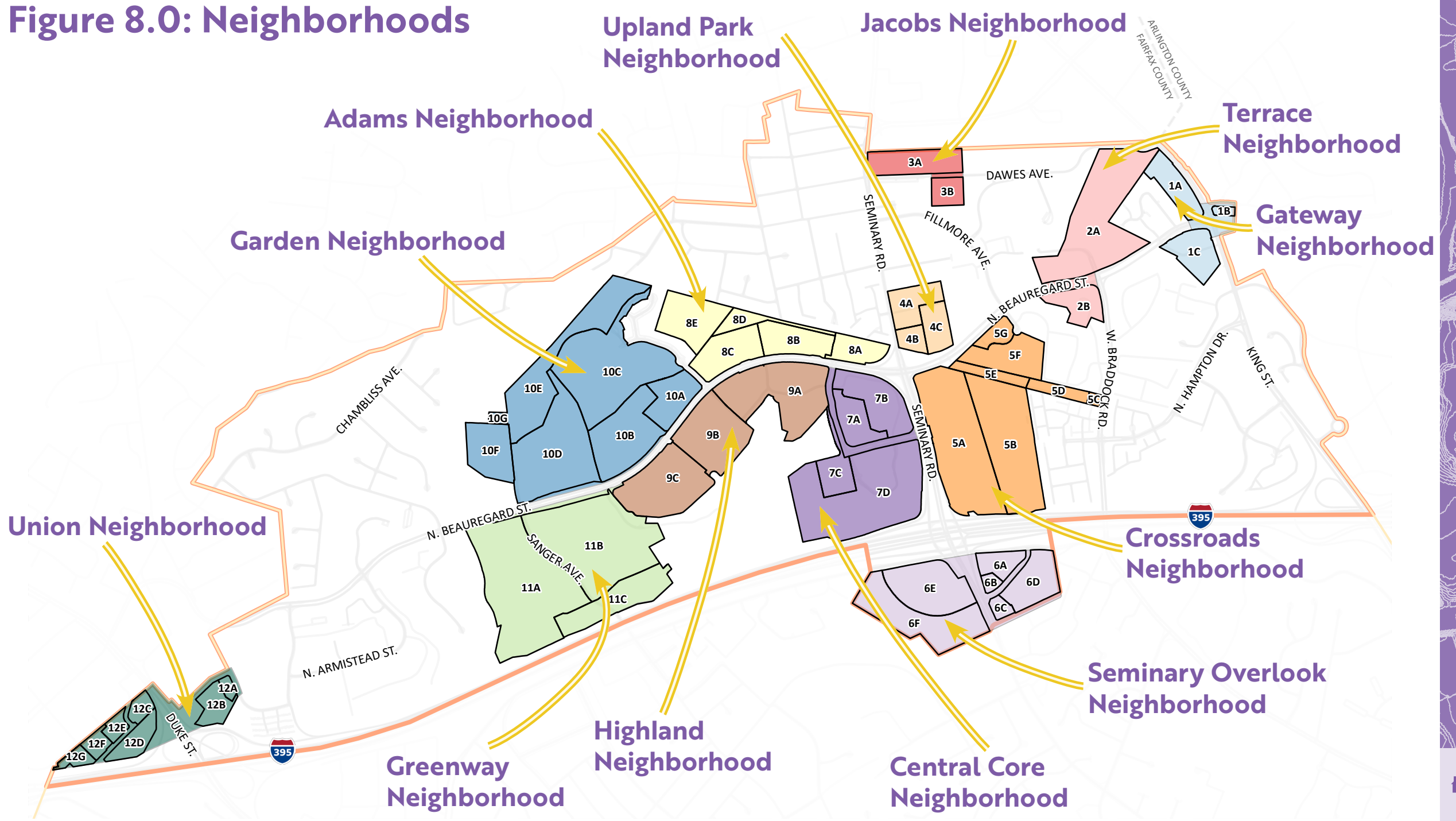
A mid-block pedestrian connection is a building break designed to provide an open and unobstructed pedestrian pathway. These connections must comply with the building break requirements and guidelines in the Design Guidelines.



Building Blocks/ Streetwalls

Buildings will create a well-defined edge, also known as the building streetwall, that frames and defines the public streets and open spaces. The streetwall provides a sense of spatial definition to enable the street to function as an outdoor room and reinforce pedestrian activity on the sidewalk.

Figure 8.0: Neighborhoods



Gateway Neighborhood

The intent of this Neighborhood is to enable redevelopment of the existing buildings and surface parking lots with buildings that visually denote a gateway entrance to the City and provide neighborhood-serving retail and improve connectivity within the neighborhood.



Required retail at King Street and N. Beauregard Street will help activate the gateway entrance to Alexandria.



A new playground will serve the neighborhood.



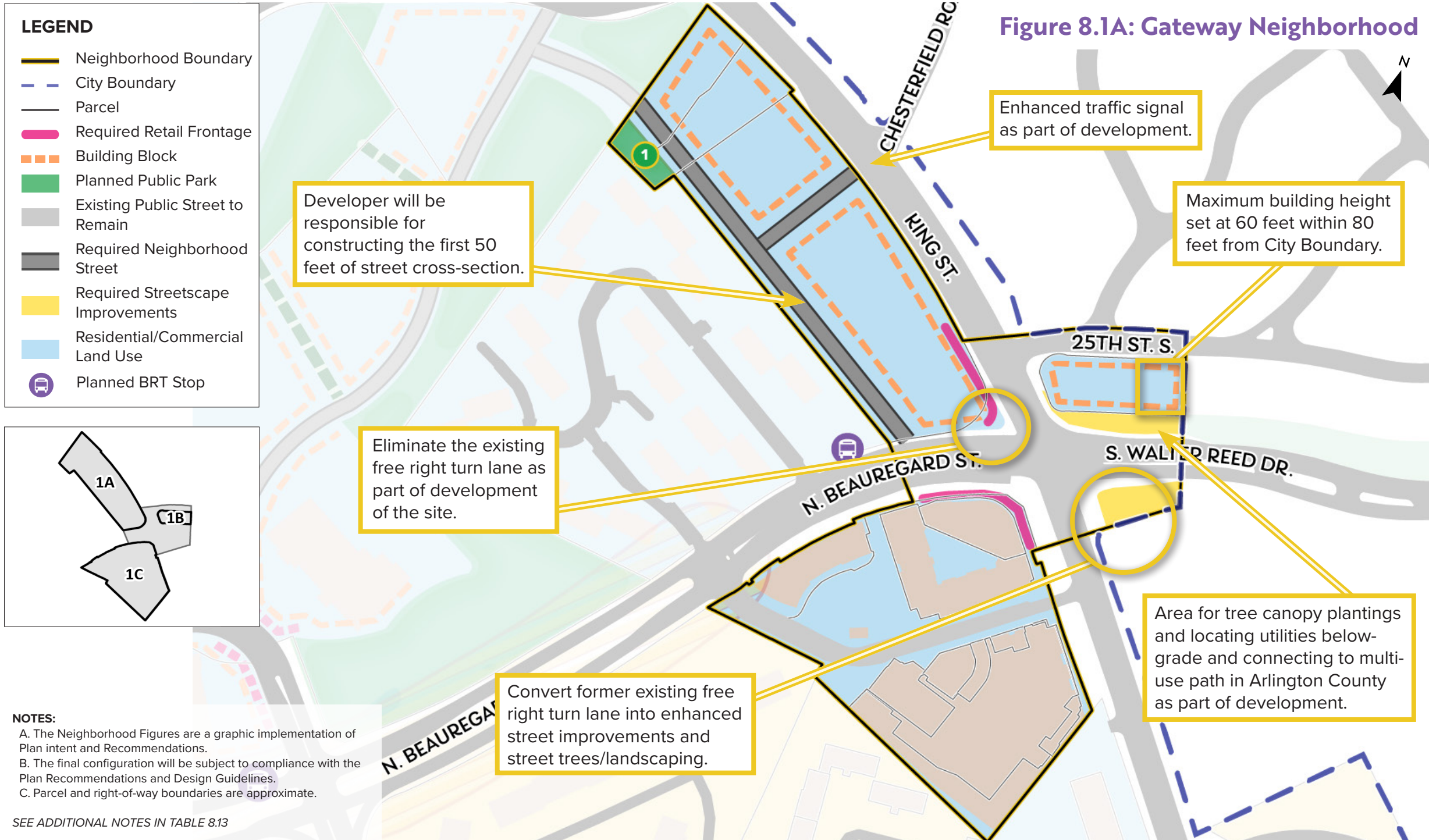
New development will enhance and connect to recent existing development projects in the neighborhood.

Table 8.1: Gateway Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio ⁷ (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
1A	Residential/Commercial	1.5	3.0	Yes	100	1	School Age Playground	6,000
1B	Residential/Commercial	1.5	3.0	No	60 - 100	N/A	N/A	N/A
1C	Residential/Commercial	2.5	3.0	Yes	100	N/A	N/A	N/A



Figure 8.1A: Gateway Neighborhood



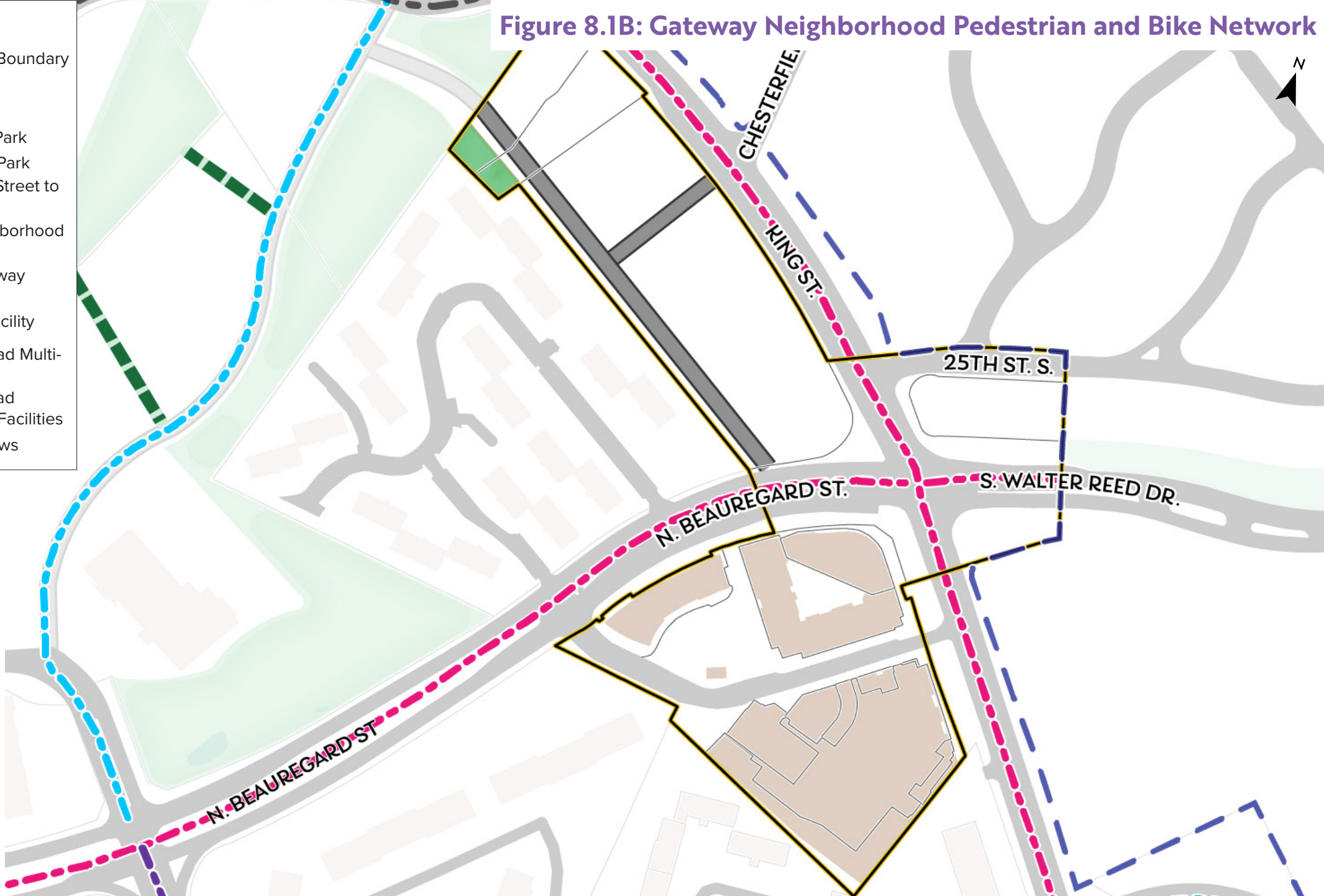
NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.1B: Gateway Neighborhood Pedestrian and Bike Network

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows



Terrace Neighborhood

The intent of this Neighborhood is to enable development to connect the Northern Virginia Community College (NVCC) campus to the adjoining neighborhoods and provide an appropriate level of density adjacent to the new West End Transitway stop. Development in this Neighborhood will also provide important community benefits, such as the planned public parks and potential neighborhood-serving retail. As part of the future zoning and development approval(s) for the Terrace Neighborhood, the feasibility of incorporating a new City recreation center or comparable use will be explored. The facility may be a separate facility or integrated within one of the new residential buildings.



The topography can be embraced and integrated into redevelopment.



New buildings should be oriented towards new and existing open spaces.



There is an opportunity for retail uses and possibly a city recreational center that serve students and residents.















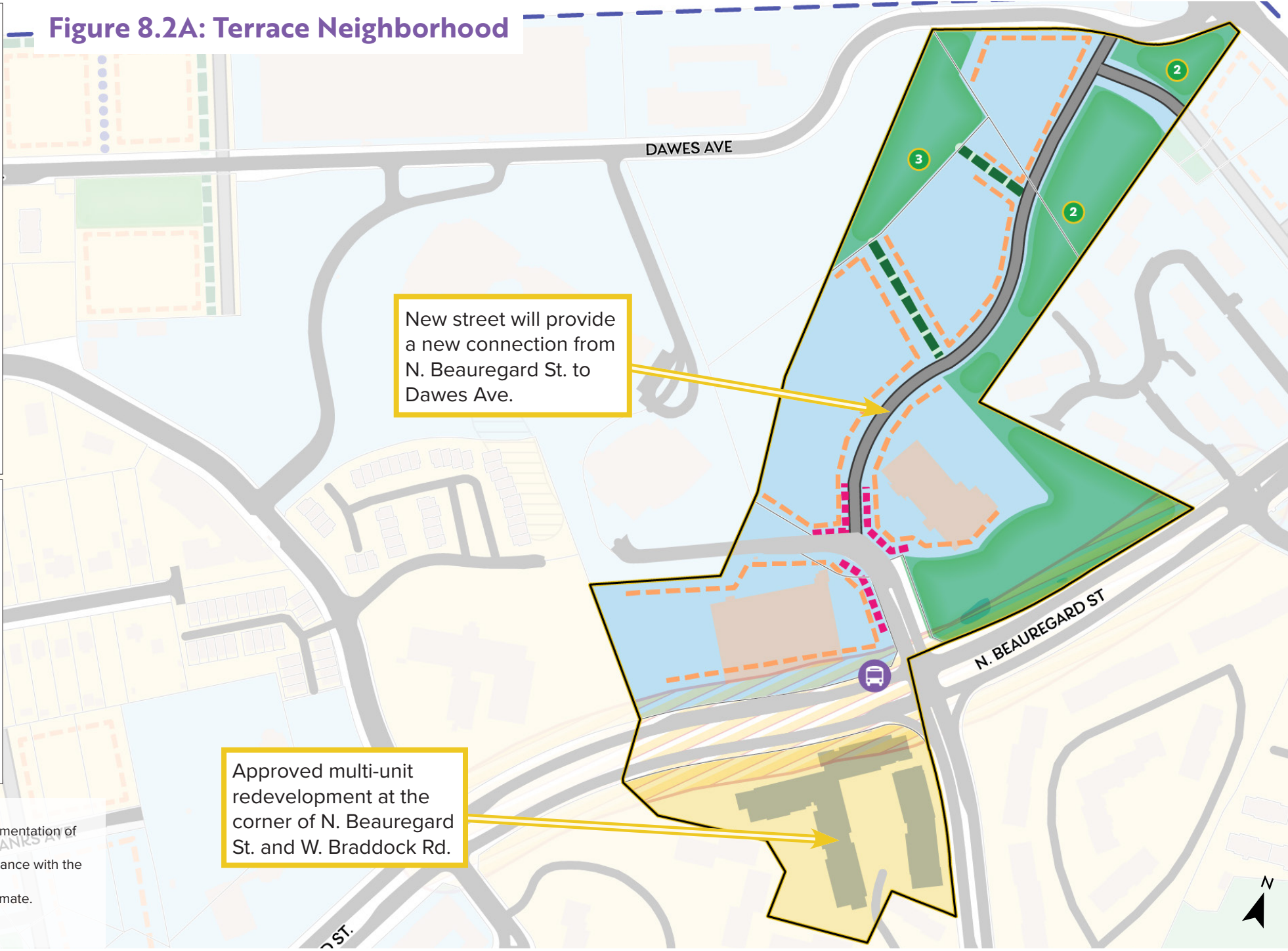
Table 8.2: Terrace Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio ⁷ (FAR)	Required Ground Floor Retail	Optional Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
2A	Residential/ Commercial	0.75	3.0	No	Yes	85	2	Natural Areas, Passive Recreation	260,000
							3	Flexible Lawn Areas (passive and active), Trails, Natural Areas	65,000
2B	Residential	2.5	3.0	No	No	100	N/A	N/A	N/A

Figure 8.2A: Terrace Neighborhood

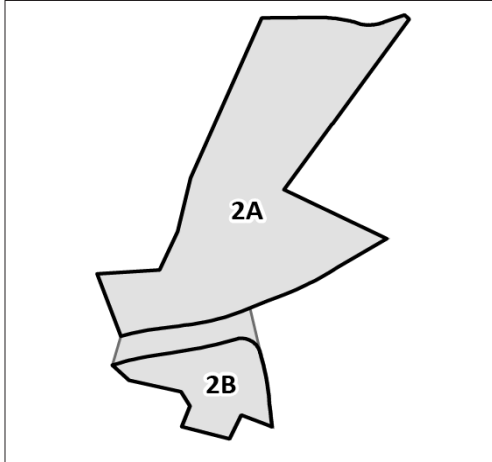
LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Encouraged Retail Frontage
-  Building Block
-  Planned Greenway Connection
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Residential/Commercial Land Use
-  Planned BRT Stop
-  Resource Protection Area



New street will provide a new connection from N. Beauregard St. to Dawes Ave.

Approved multi-unit redevelopment at the corner of N. Beauregard St. and W. Braddock Rd.



NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.

SEE ADDITIONAL NOTES IN TABLE 8.13

LEGEND

- Neighborhood Boundary
- - - City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows

Figure 8.2B: Terrace Neighborhood Pedestrian and Bike Network

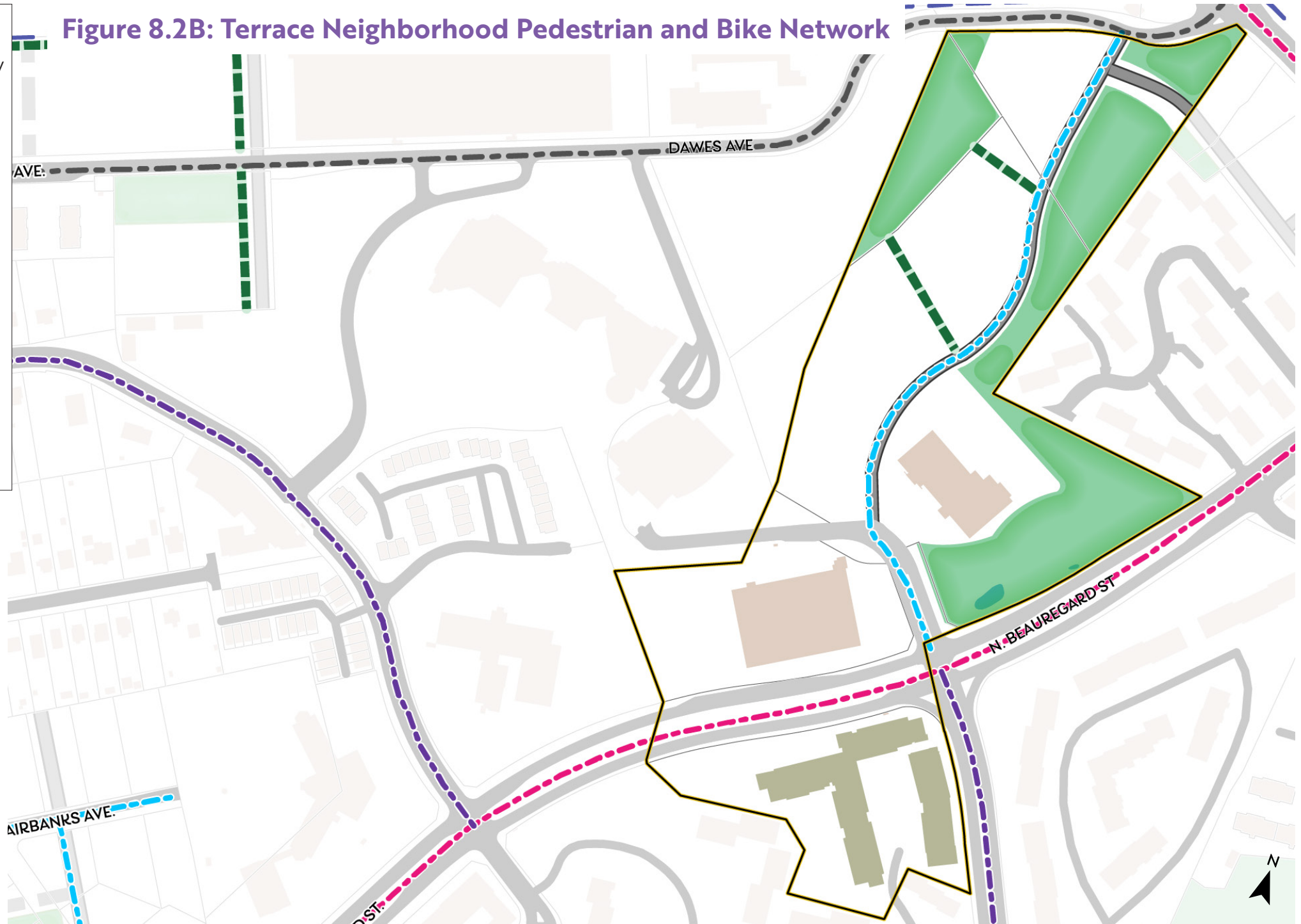


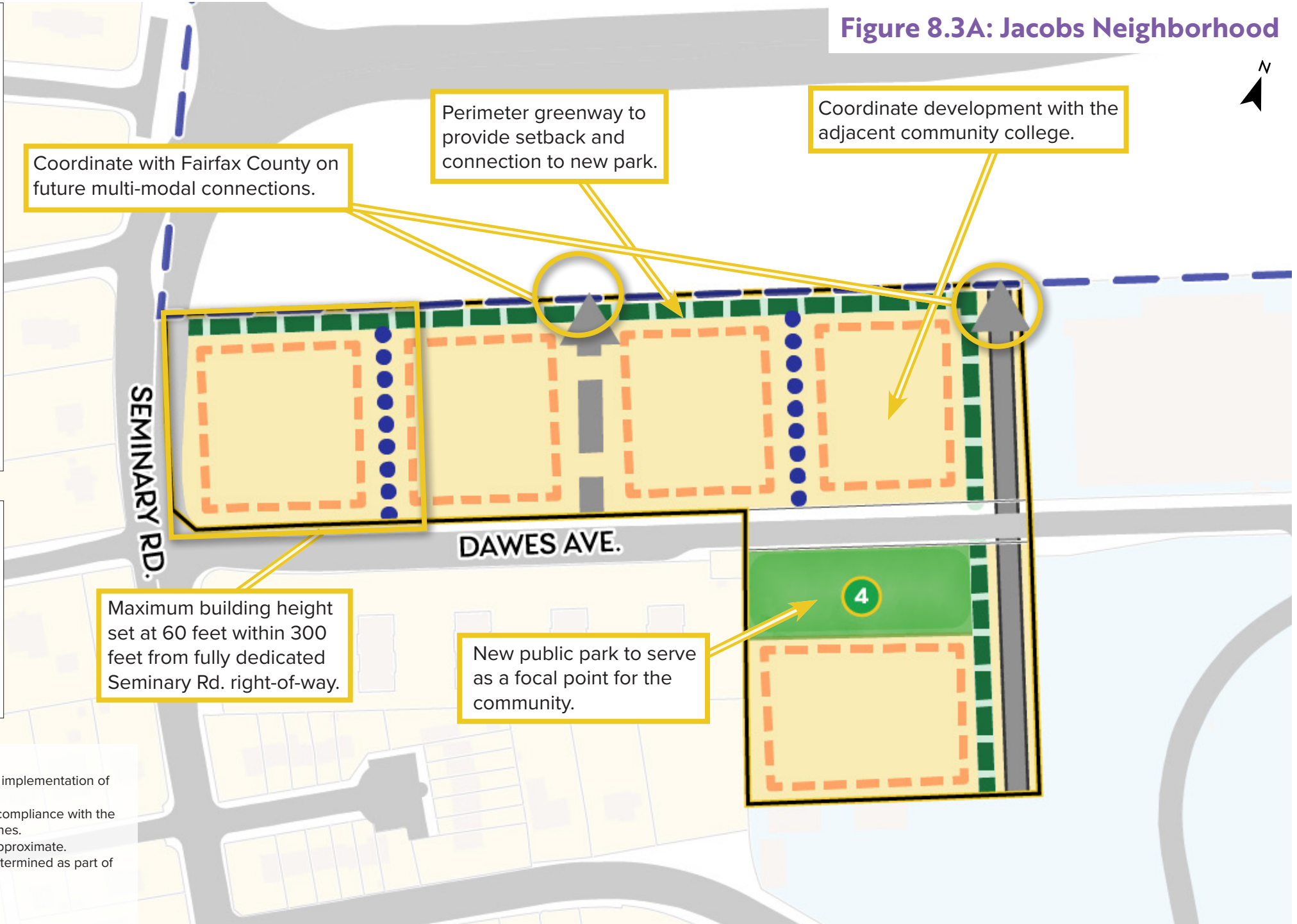
Table 8.3: Jacobs Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
3A	Residential	0	3.0	No	60 - 85	N/A	N/A	N/A
3B	Residential	0	3.0	No	85	4	School Age Playground, Flexible Lawn Area	25,000

Figure 8.3A: Jacobs Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use



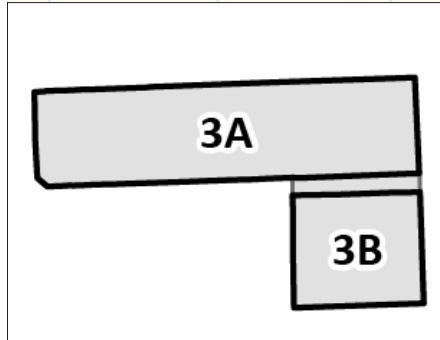
Coordinate with Fairfax County on future multi-modal connections.

Perimeter greenway to provide setback and connection to new park.

Coordinate development with the adjacent community college.

Maximum building height set at 60 feet within 300 feet from fully dedicated Seminary Rd. right-of-way.

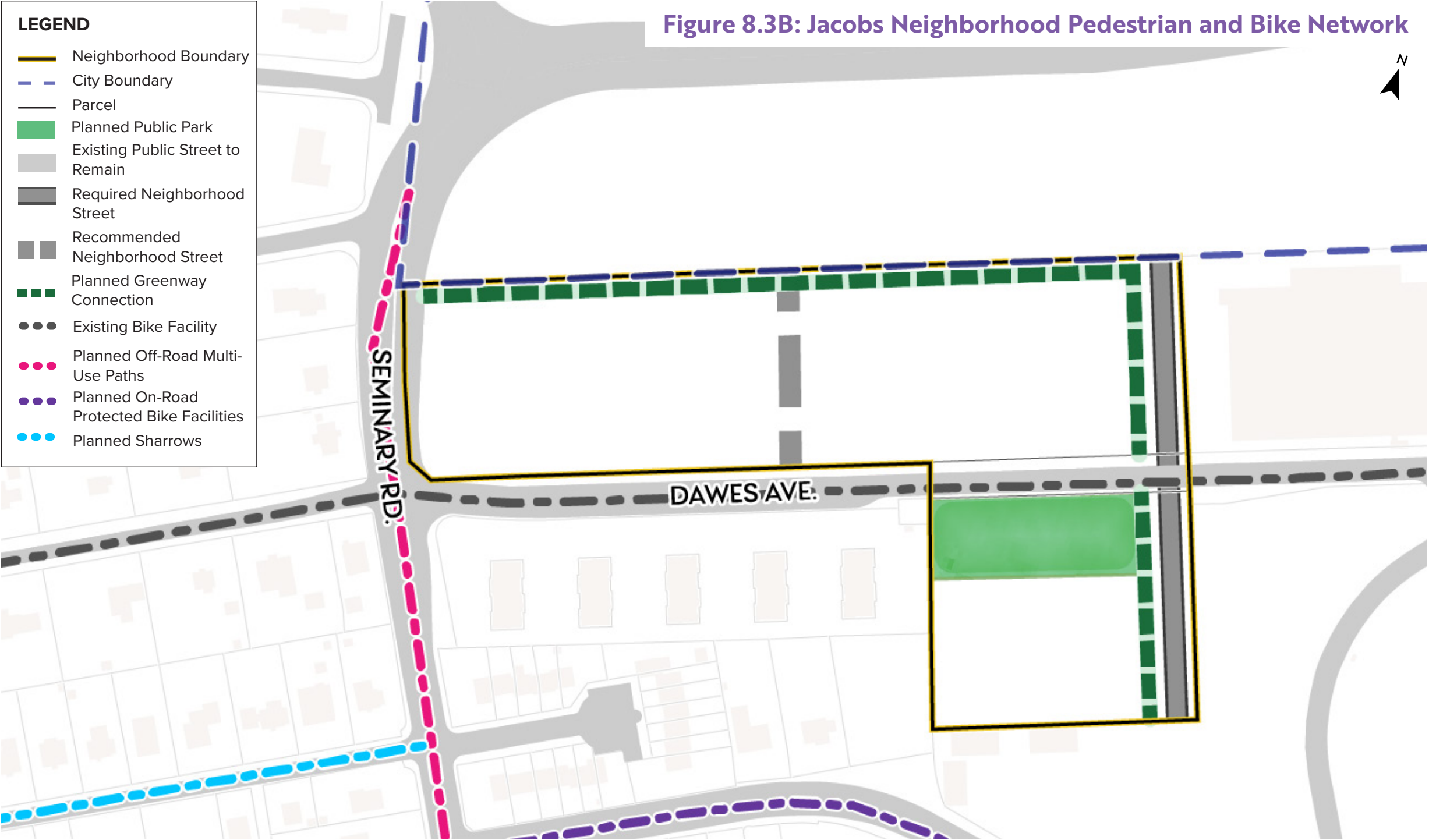
New public park to serve as a focal point for the community.



NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.
 D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.3B: Jacobs Neighborhood Pedestrian and Bike Network



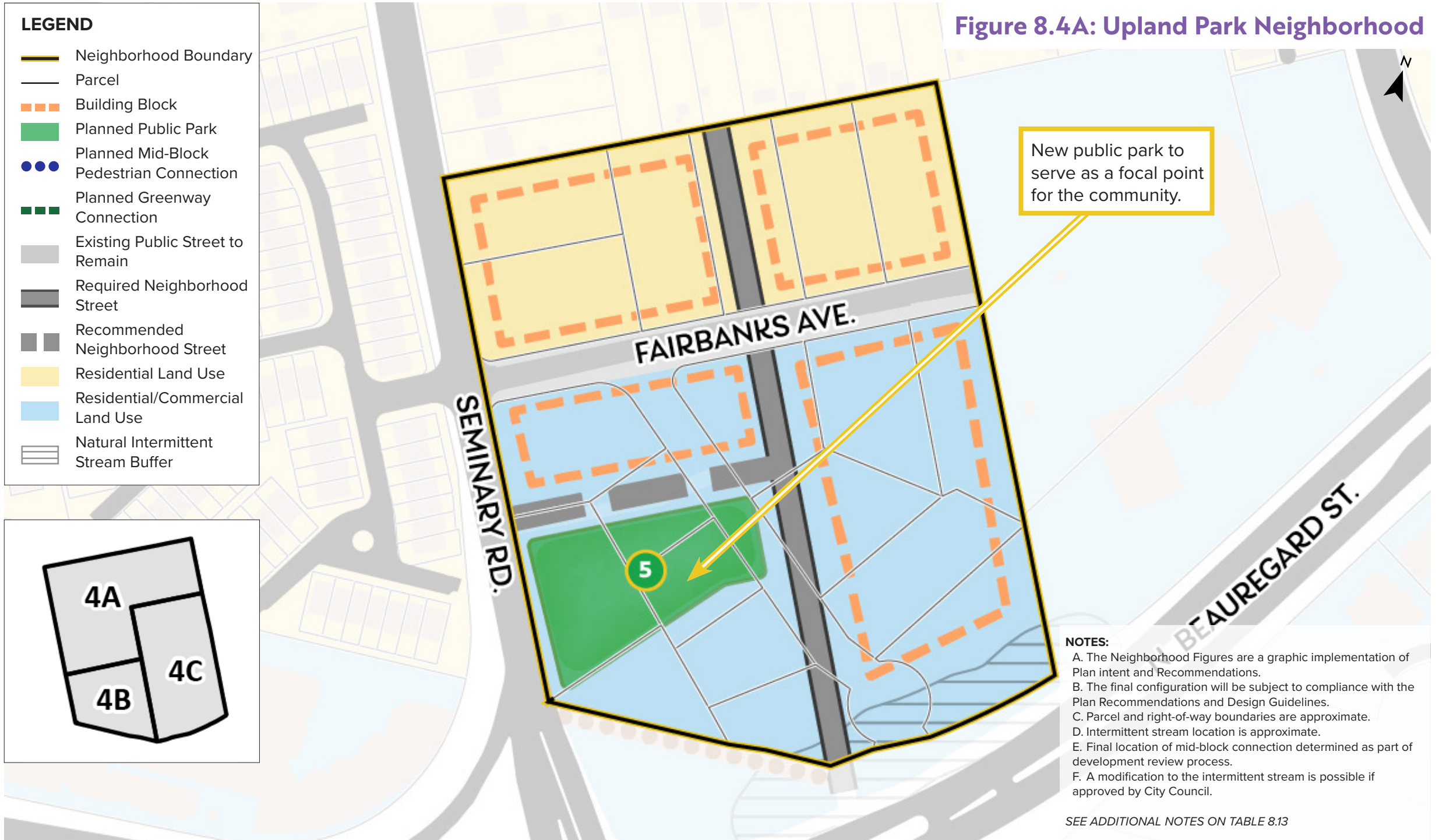
- LEGEND**
- Neighborhood Boundary
 - City Boundary
 - Parcel
 - Planned Public Park
 - Existing Public Street to Remain
 - Required Neighborhood Street
 - Recommended Neighborhood Street
 - Planned Greenway Connection
 - Existing Bike Facility
 - Planned Off-Road Multi-Use Paths
 - Planned On-Road Protected Bike Facilities
 - Planned Sharrows



Table 8.4: Upland Park Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Minimum Retail (SF)	Maximum Commercial (SF)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
4A	Residential	2.0	3.0	0	0	45	N/A	N/A	N/A
4B	Residential/ Commercial			8,000	95,000	100	5	Playground, Dog Exercise Area, Flexible Lawn Area	37,000
4C	Residential/ Commercial			100	N/A	N/A	N/A		

Figure 8.4A: Upland Park Neighborhood



New public park to serve as a focal point for the community.

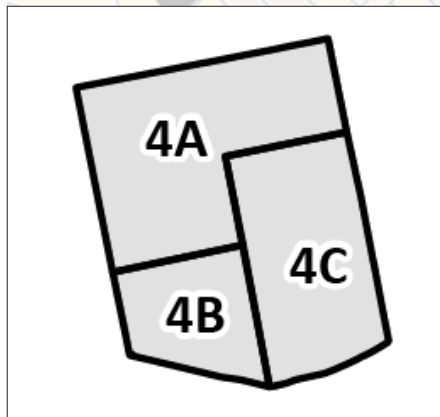
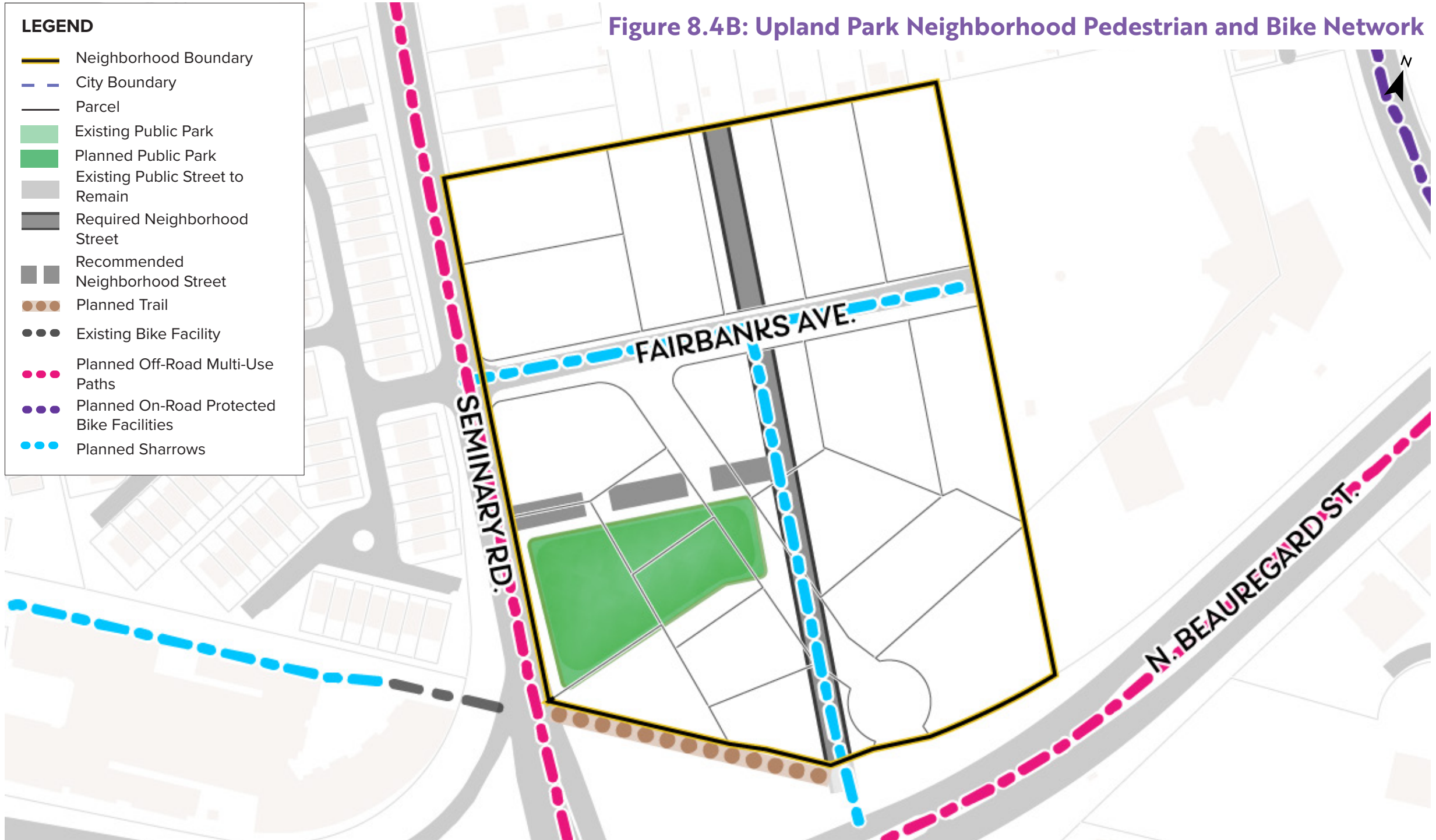


Figure 8.4B: Upland Park Neighborhood Pedestrian and Bike Network



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows

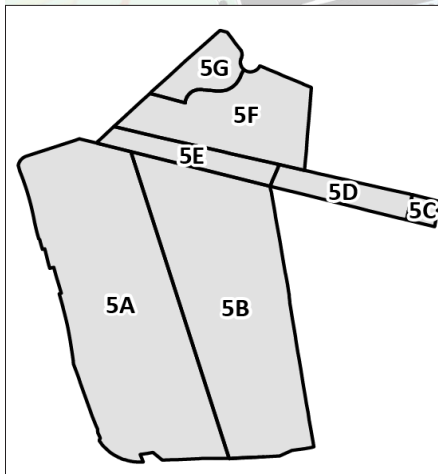
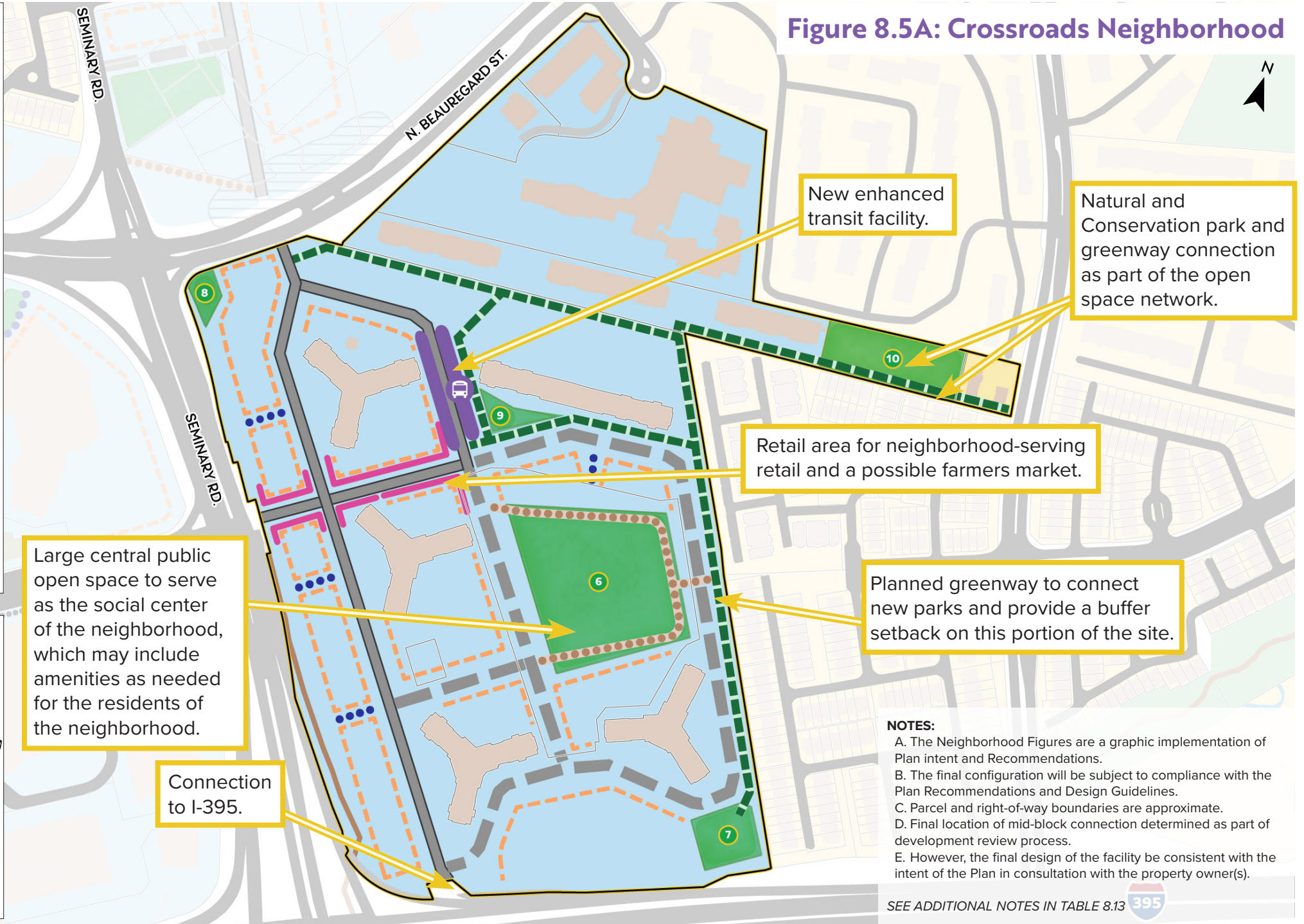
Table 8.5: Crossroads Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Commercial (SF)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
5A	Residential/Commercial	1.25	3.0	356,100	Yes	100	8	Exercise Play Features, Small Multi-Purpose Athletic Courts	6,000
5B	Residential/Commercial	1.25	3.0		No	85	6	Rectangular Field, Multi-Purpose Athletic Courts, School Age Playground	140,000
							7	Small Multi-Purpose Athletic Courts, Dog Exercise Area	20,000
							9	Tot Lot Playground, Flexible Lawn Area, Shade Structures	9,000
5C	Residential	0.75	3.0	N/A	No	60	N/A	N/A	N/A
5D	Residential/Commercial	0.75	3.0	N/A	No	60	10	Trails, Picnic Areas, Natural Area	45,000
5E	Residential/Commercial	0.75	3.0	N/A	No	100	N/A	N/A	N/A
5F	Residential/Commercial	2.5	3.0	N/A	No	150	N/A	N/A	N/A
5G	Residential/Commercial	2.5	3.0	N/A	No	150	N/A	N/A	N/A

Figure 8.5A: Crossroads Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Planned BRT Stop



NOTES:

- A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
- B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.
- E. However, the final design of the facility be consistent with the intent of the Plan in consultation with the property owner(s).

SEE ADDITIONAL NOTES IN TABLE 8.13



Figure 8.5B: Crossroads Neighborhood Pedestrian and Bike Network

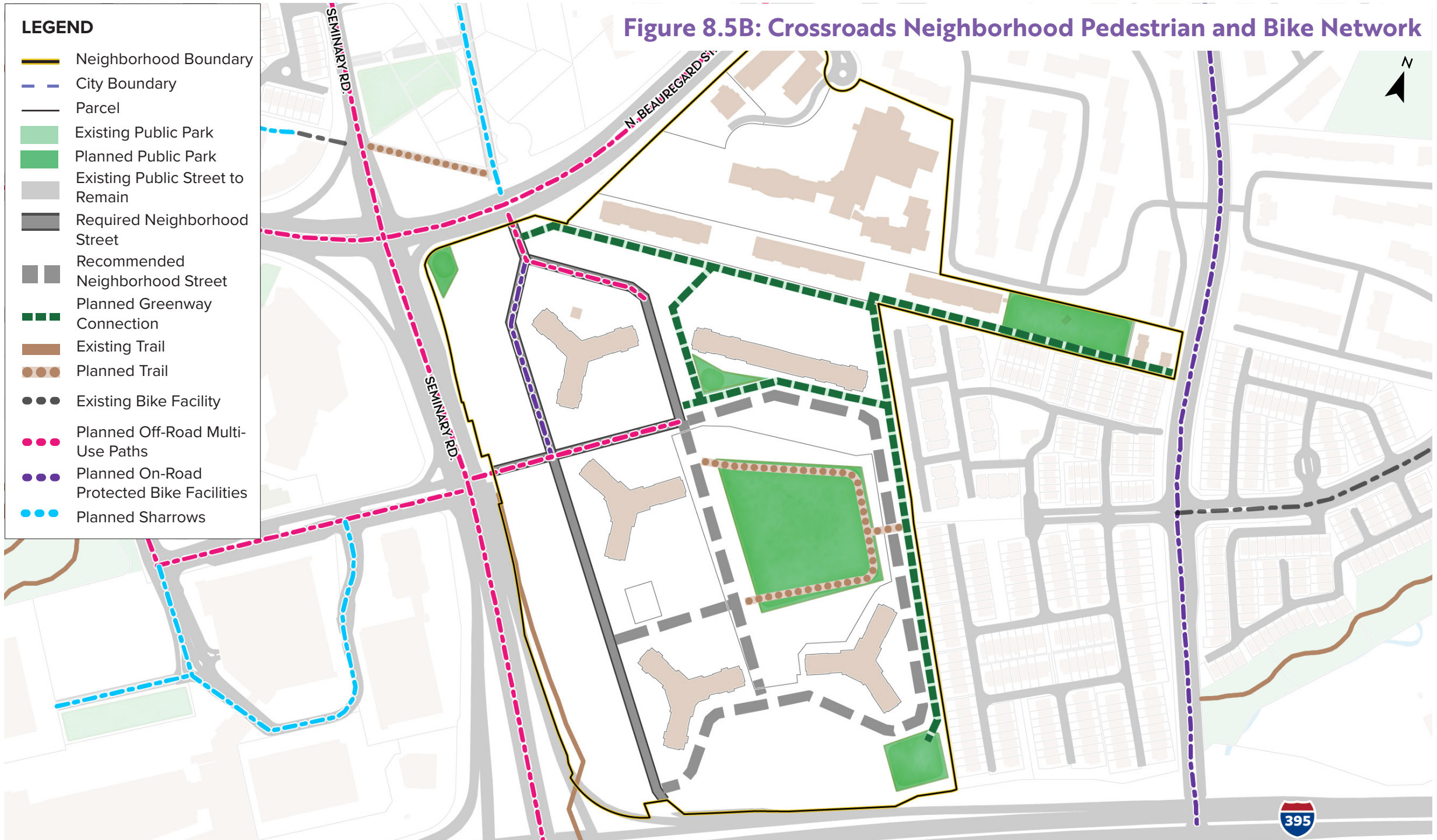


Table 8.6: Seminary Overlook Neighborhood

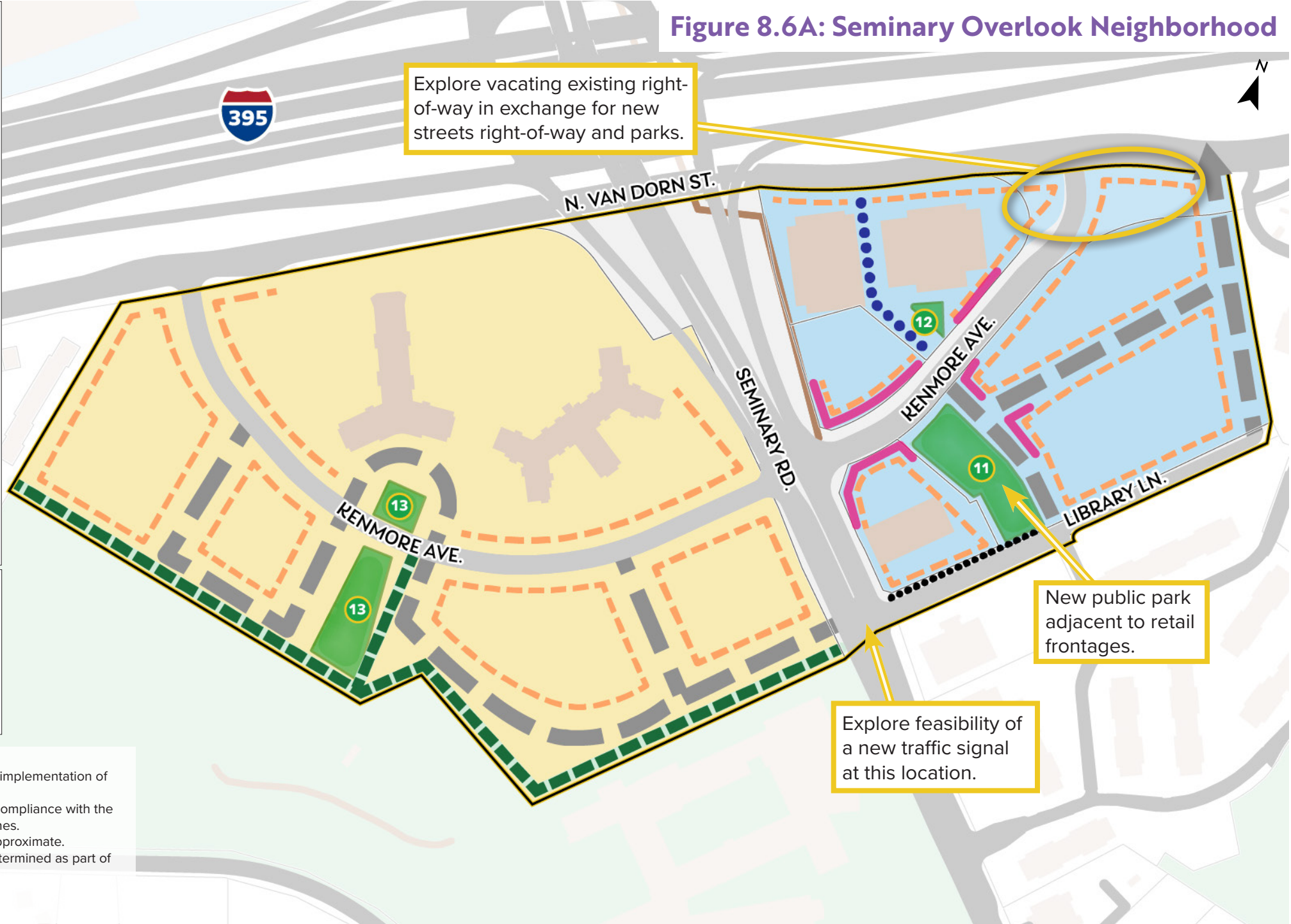
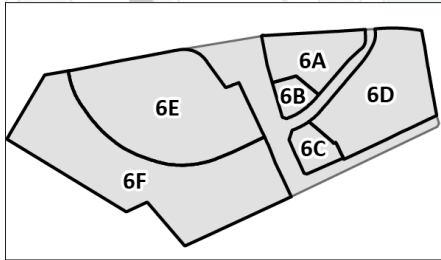
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
6A	Residential/Commercial	2.0	3.0	Yes	150	12	Flexible Seating Areas	2,000
6B	Residential/Commercial	2.0	3.0	Yes	150	N/A	N/A	N/A
6C	Residential/Commercial	2.0	3.0	Yes	85	N/A	N/A	N/A
6D	Residential/Commercial	0.75	3.0	Yes	85	11	Multi-Purpose Athletic Courts, Flexible Lawn Area, Shade Structures	25,000
6E	Residential	1.25	2.0	No	150	13	Dog Park	6,000
6F	Residential	0.75	2.0	No	85			17,000



Figure 8.6A: Seminary Overlook Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Enhanced Pedestrian Connection
- Existing Trail
- Existing Public Street to Remain
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use

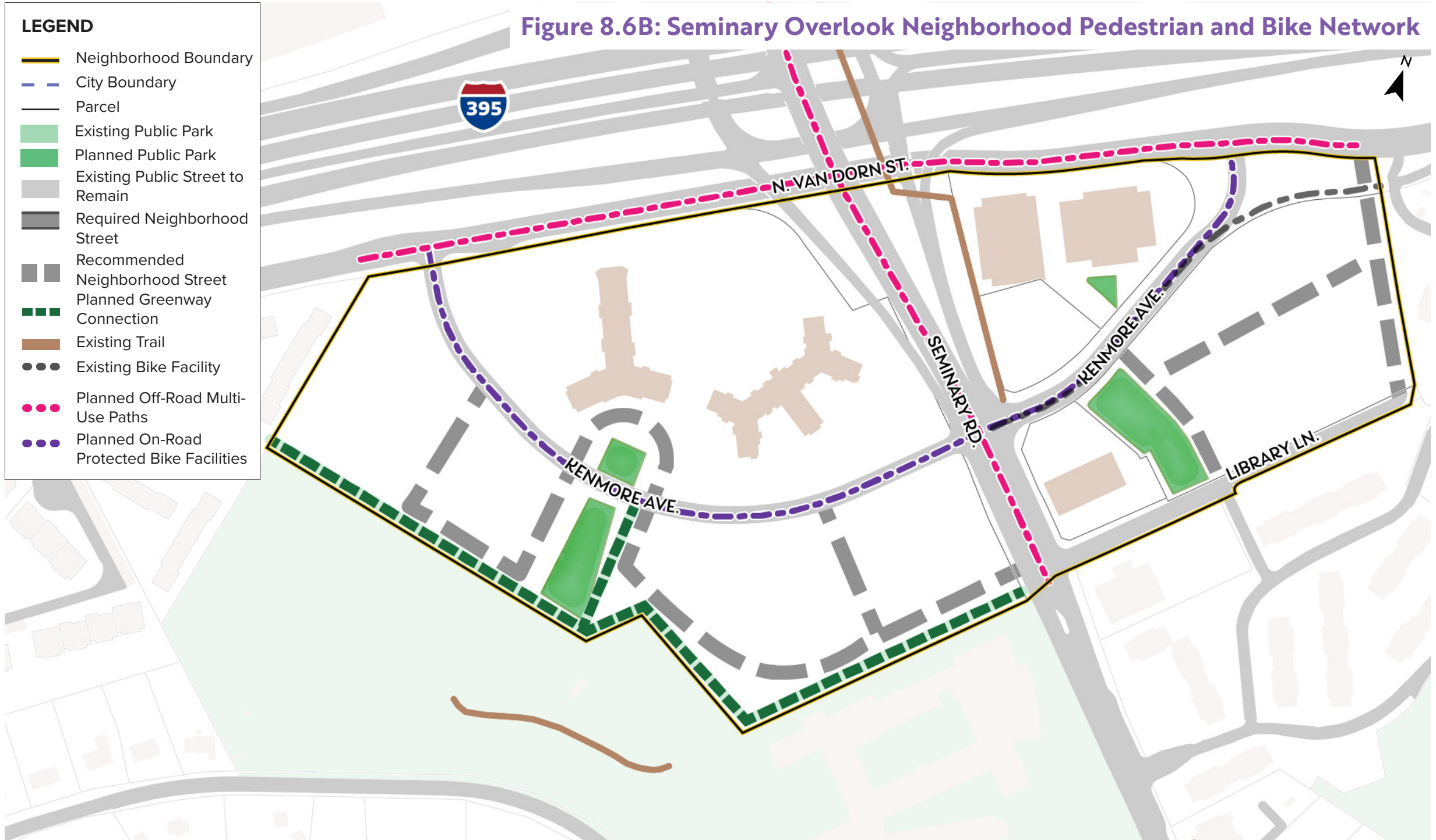


NOTES:

- A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
- B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES ON TABLE 8.13

Figure 8.6B: Seminary Overlook Neighborhood Pedestrian and Bike Network



- LEGEND**
- Neighborhood Boundary
 - City Boundary
 - Parcel
 - Existing Public Park
 - Planned Public Park
 - Existing Public Street to Remain
 - Required Neighborhood Street
 - Recommended Neighborhood Street
 - Planned Greenway Connection
 - Existing Trail
 - Existing Bike Facility
 - Planned Off-Road Multi-Use Paths
 - Planned On-Road Protected Bike Facilities

Central Core Neighborhood

The intent of this Neighborhood is to enable infill development with primarily residential uses, increase access to the Winkler Botanical Preserve, and build on the civic role of the Del Pepper Community Resource Center. The Plan also acknowledges that some of the existing office uses will likely convert to other uses.



New development will encourage ground floor uses that enhance and activate the public realm.



The Del Pepper Community Resource Center is an important part of this neighborhood. The building provides residents access to the Department of Community and Human Services, the Alexandria Health Department, Neighborhood Health, and the Permit Center.



Future development will include open space amenities, such as dog exercise areas.

Table 8.7: Central Core Neighborhood

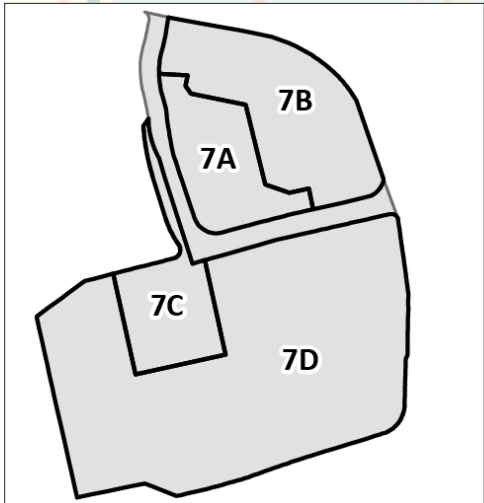
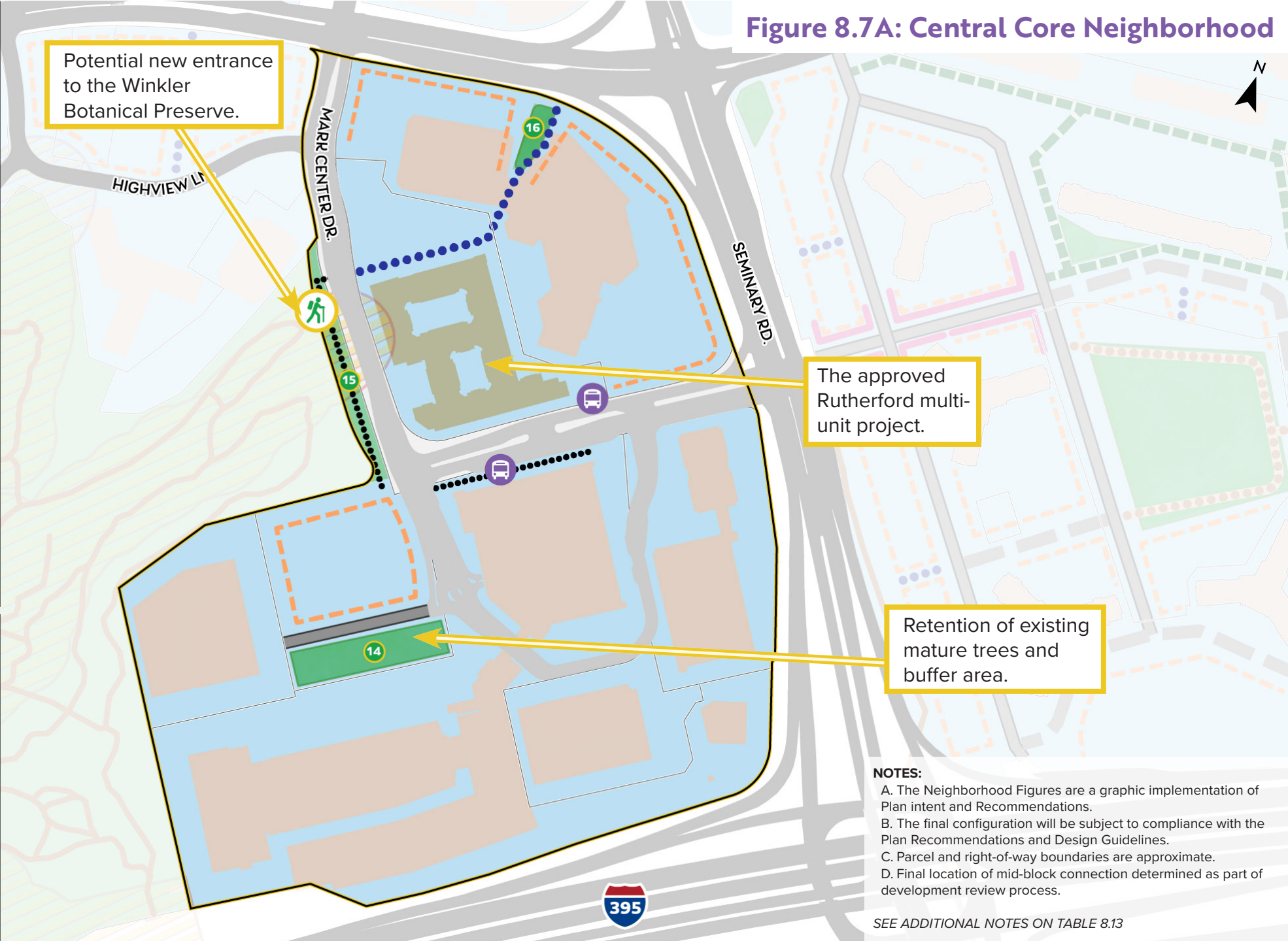
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
7A	Residential/Commercial	2.5	3.0	No	100	N/A	N/A	N/A
7B	Residential/Commercial	1.5	3.0	No	100	16	Small Multi-Purpose Athletic Courts, Dog Exercise Area	6,000
7C	Residential/Commercial	2.5	3.0	No	150	14	Natural Area	25,000
						15	Natural Area	22,000
7D	Residential/Commercial	2.0	3.0	No	150	N/A	N/A	N/A



Figure 8.7A: Central Core Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Enhanced Pedestrian Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Residential/Commercial Land Use
- Resource Protection Area
- Possible Winkler Botanical Preserve Pedestrian Access
- Planned BRT Stop



NOTES:

- A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
- B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES ON TABLE 8.13

LEGEND














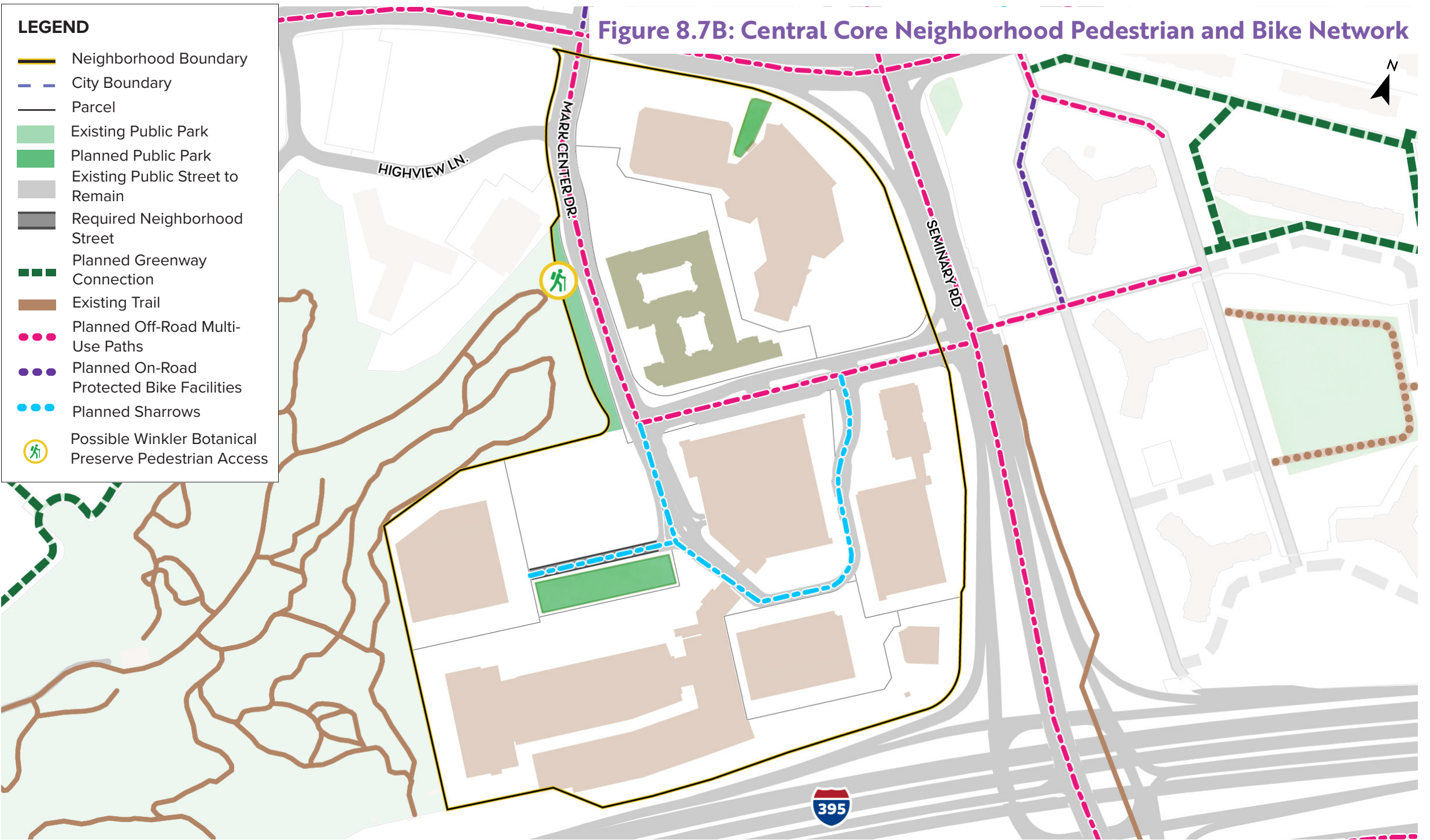
-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Existing Public Park
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Planned Greenway Connection
-  Existing Trail
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities
-  Planned Sharrows
-  Possible Winkler Botanical Preserve Pedestrian Access

Figure 8.7B: Central Core Neighborhood Pedestrian and Bike Network



Adams Neighborhood

The intent of this Neighborhood is to build on the existing John Adams Elementary School. Development will be centered around a new approximately 2-acre public park adjacent to the school, and the neighborhood will likely be predominantly residential with an interconnected street network.



With development, a new rectangular sports field can be located adjacent to John Adams Elementary School.



A network of trails and greenways will help connect the neighborhood and provide access to adjacent neighborhoods.



New buildings and streetscapes will better accommodate pedestrians.














Table 8.8: Adams Neighborhood

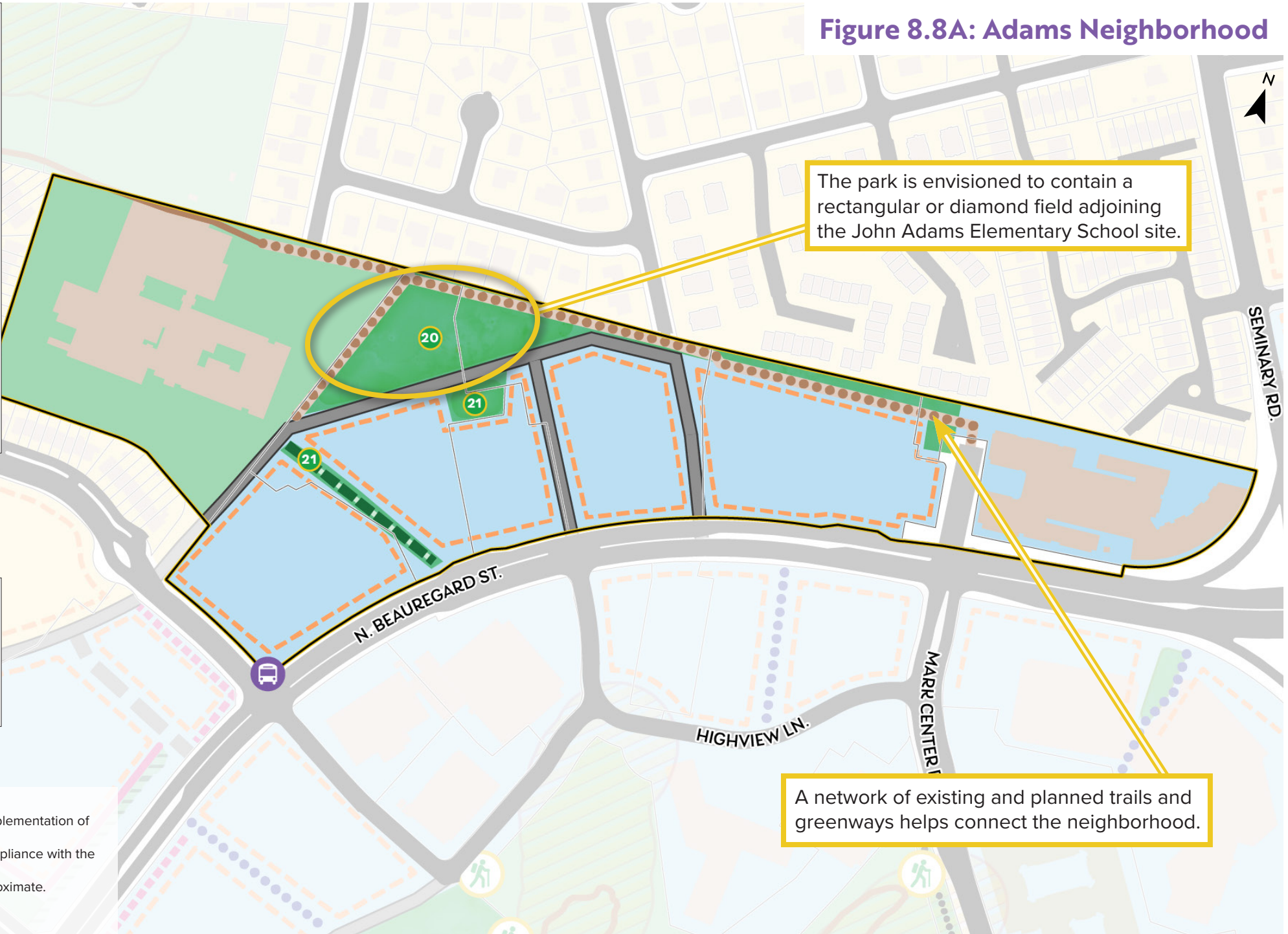
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
					ID	Required Amenities ²	Minimum Size ³ (SF)
8A	Residential/Commercial	3.0	3.0	100	N/A	N/A	N/A
8B	Residential/Commercial	0		85	N/A	N/A	N/A
8C	Residential/Commercial	0		100	21	Trails, Exercise Play Features	26,500
8D	Residential/Commercial	0		N/A	20	Rectangular Field or Diamond Field	98,000
8E	Residential	0.75	2.0	60	N/A	N/A	N/A



Figure 8.8A: Adams Neighborhood

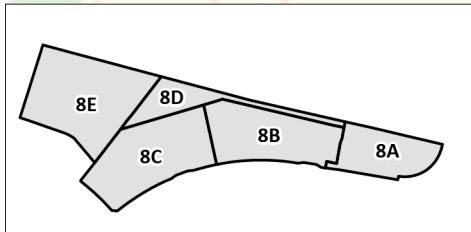
LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Building Block
-  Planned Public Park
-  Planned Greenway Connection
-  Planned Trail
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Residential/Commercial Land Use
-  Planned BRT Stop



The park is envisioned to contain a rectangular or diamond field adjoining the John Adams Elementary School site.

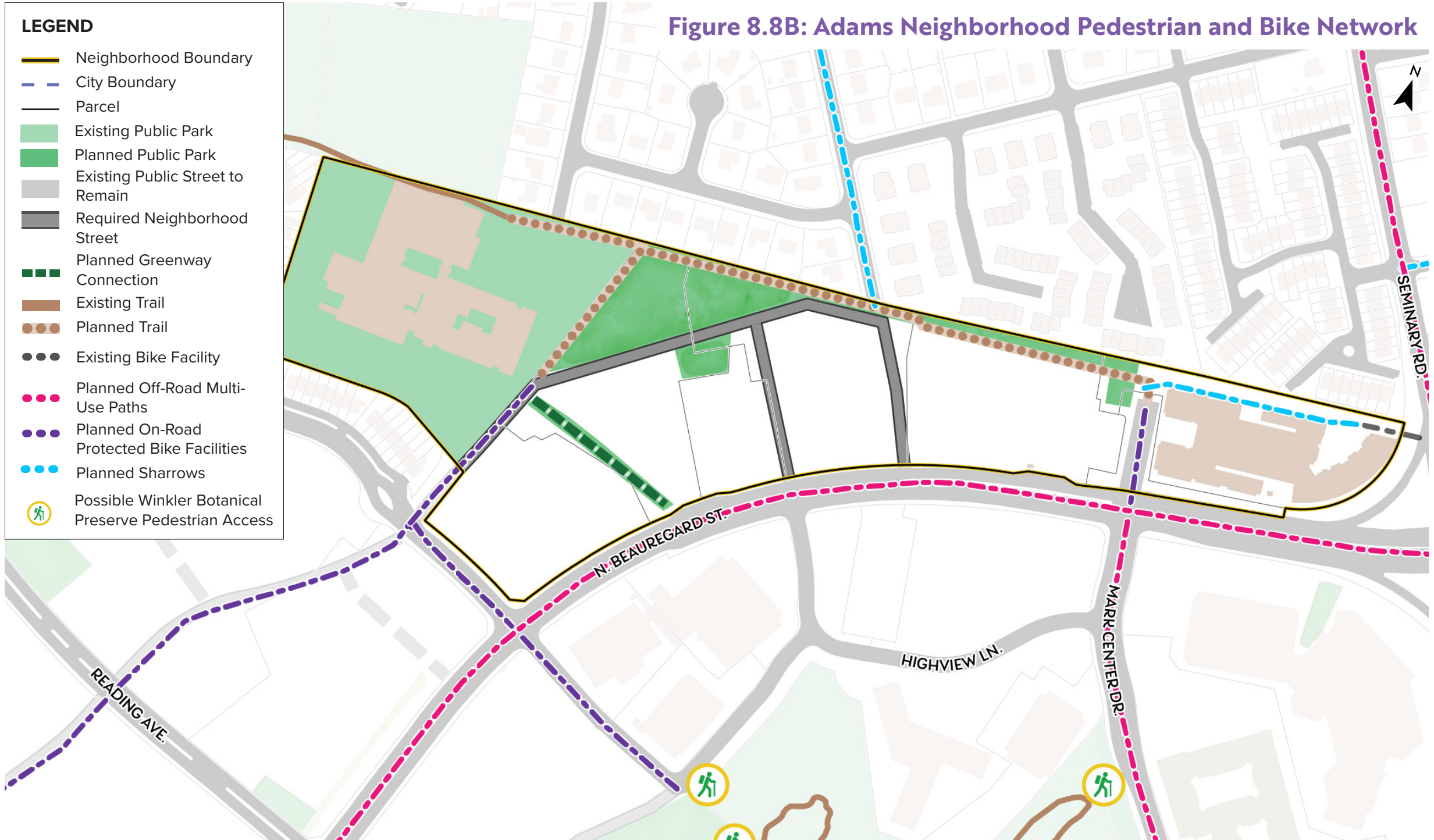
A network of existing and planned trails and greenways helps connect the neighborhood.



NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.

SEE ADDITIONAL NOTES ON TABLE 8.13

Figure 8.8B: Adams Neighborhood Pedestrian and Bike Network



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows
- 🚶 Possible Winkler Botanical Preserve Pedestrian Access

Table 8.9: Highland Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
9A	Residential/Commercial	1.5	3.0	No	150	N/A	N/A	N/A
9B	Residential/Commercial	1.5	3.0	No	100	17	Playground, Shade Structures, Flexible Lawn Area	35,000
9C	Residential	0.67	3.0	No	100	18	Small Multi-Purpose Athletic Courts, Dog Exercise Area	25,000
						19	Small Multi-Purpose Athletic Courts, Shade Structure, Natural Area	45,000



Figure 8.9A: Highland Neighborhood

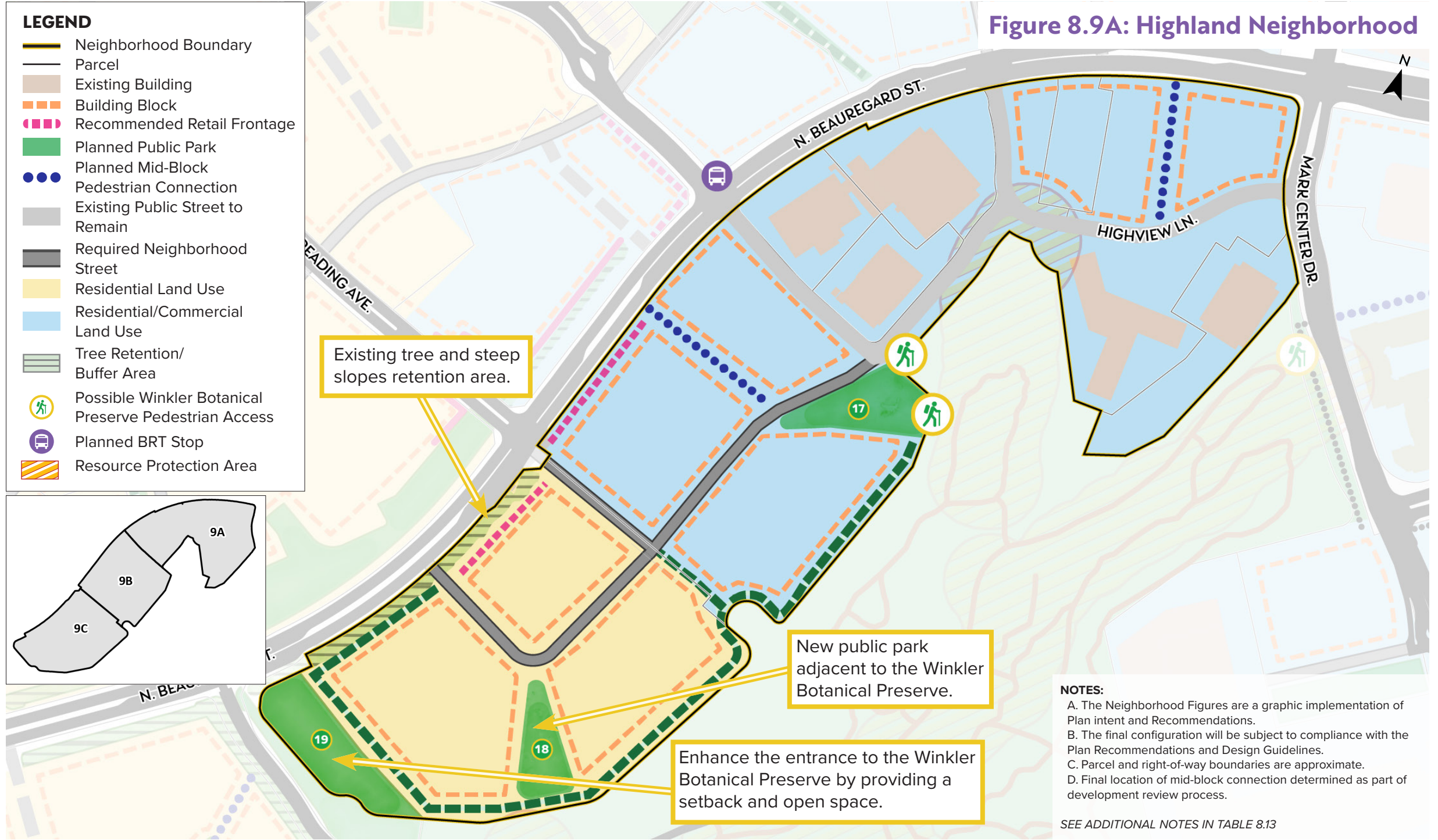
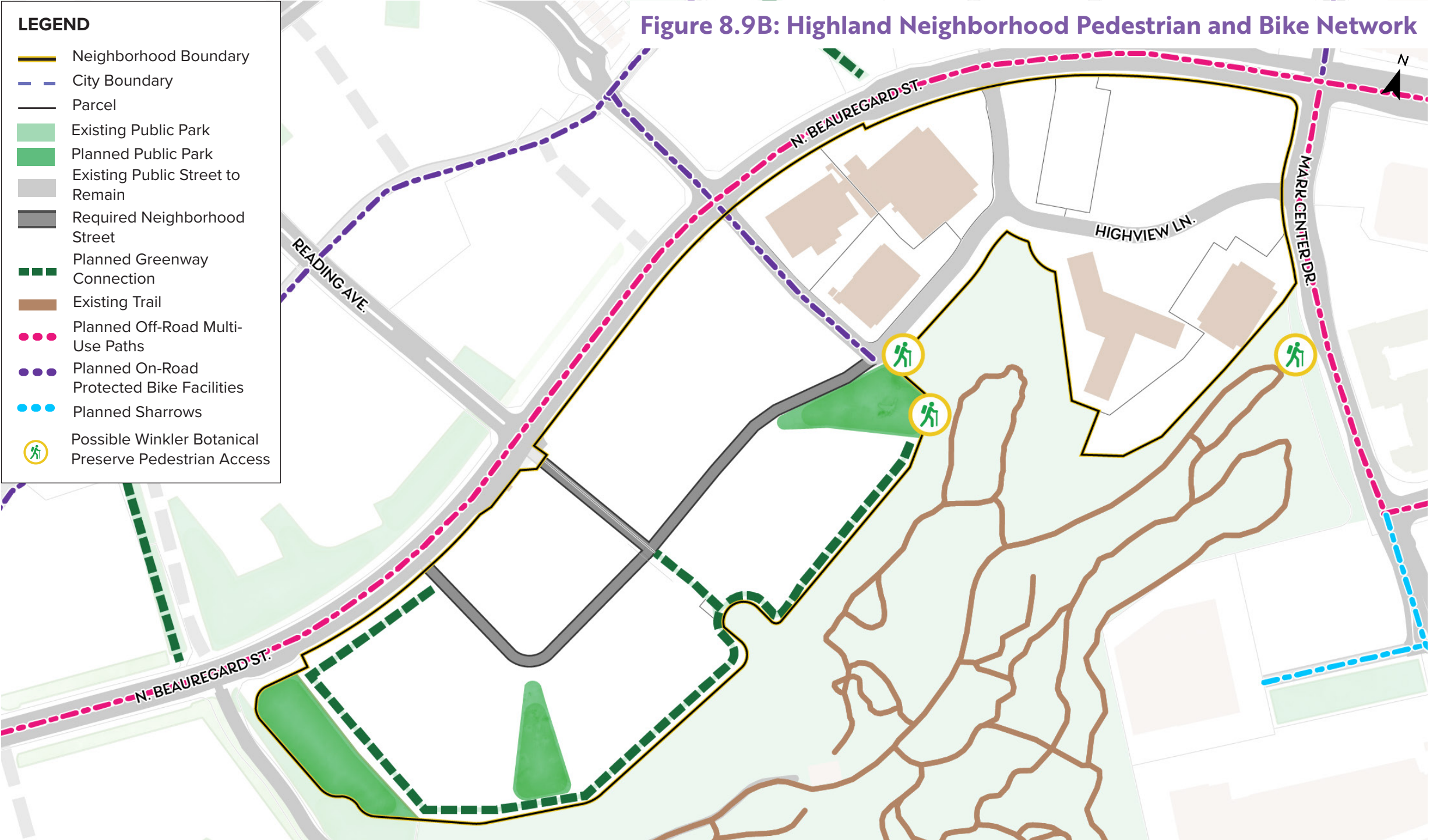


Figure 8.9B: Highland Neighborhood Pedestrian and Bike Network

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows
- Possible Winkler Botanical Preserve Pedestrian Access



Garden Neighborhood

The intent of this Neighborhood is to increase the size of Dora Kelley Nature Park and retain a predominantly residential use throughout. Development will also provide expanded retail in the required and encouraged retail areas. New greenway connections will expand access to this Neighborhood's open spaces, which will be consolidated together to create space for amenity improvements.



New parks will provide an array of amenities, such as shade structures, sports courts, and flexible lawn areas.



New buildings will be oriented towards and connect with the planned open spaces and greenways. They will also help frame and define a network of streets.



Retail will be required and encouraged along sections of N. Beauregard Street and Reading Avenue.

Table 8.10: Garden Neighborhood

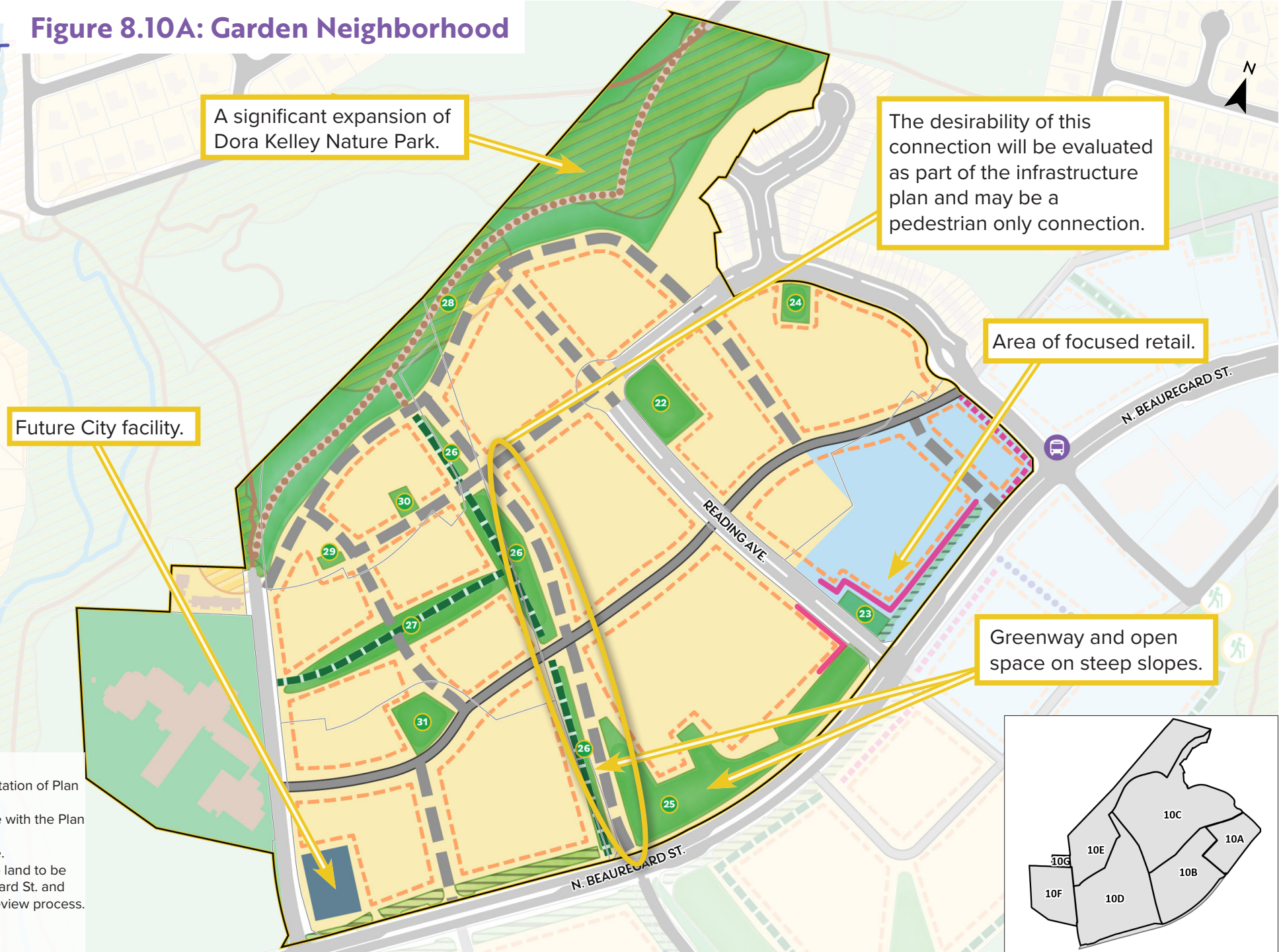
Subareas	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Commercial (SF)	Minimum Retail (SF)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
10A	Residential/Commercial	0.75	2.5	785,510	Amount of retail will comply with minimum frontage and depth requirements	110 - 130	23	Event Space, Flexible Seating	7,000
10B	Residential	0.75				110 - 130	25	Natural Area, Trails	71,000
10C	Residential	0.75				60 - 110	22	Dog Park, Shade Structures	26,000
						24	Tot Lot Playground, Shade Structures, Flexible Seating	8,000	
10D	Residential	0.75	2.0	21,355	0	60	26	Trails, Shade Structures, Small Multi-Purpose Courts, Athletic Practice Cages	63,000
						27	Trails, Shade Structures, Exercise Play Features, Dog Exercise Area	32,000	
						31	Multi-Purpose Athletic Courts, Flexible Lawn Area	17,000	
10E	Residential	0.75				60	28	Natural Area, Trails	318,000
						29	Flexible Seating Areas	2,000	
						30	Flexible Seating Areas, Flexible Lawn Area	4,000	
10F	Residential	0.3	3.0	N/A	N/A	60	N/A	N/A	N/A
10G	Residential	0.75	3.0	N/A	N/A	60	N/A	N/A	N/A



Figure 8.10A: Garden Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Recommended Retail Frontage
- Building Block
- Existing Public Park
- Planned Public Park
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Tree Retention/ Buffer Area
- Resource Protection Area
- Planned BRT Stop



NOTES:

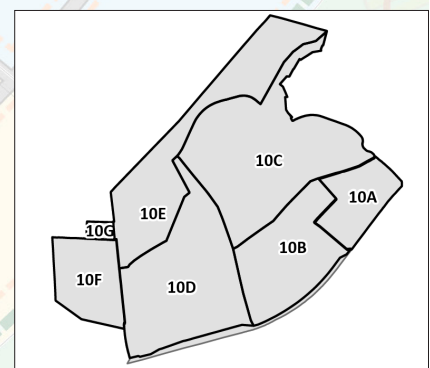
A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.

B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.

C. Parcel and right-of-way boundaries are approximate.

D. Additional residential units may be permitted on the land to be dedicated to the City at the intersection of N. Beauregard St. and Sanger Ave. if approved as part of the development review process.

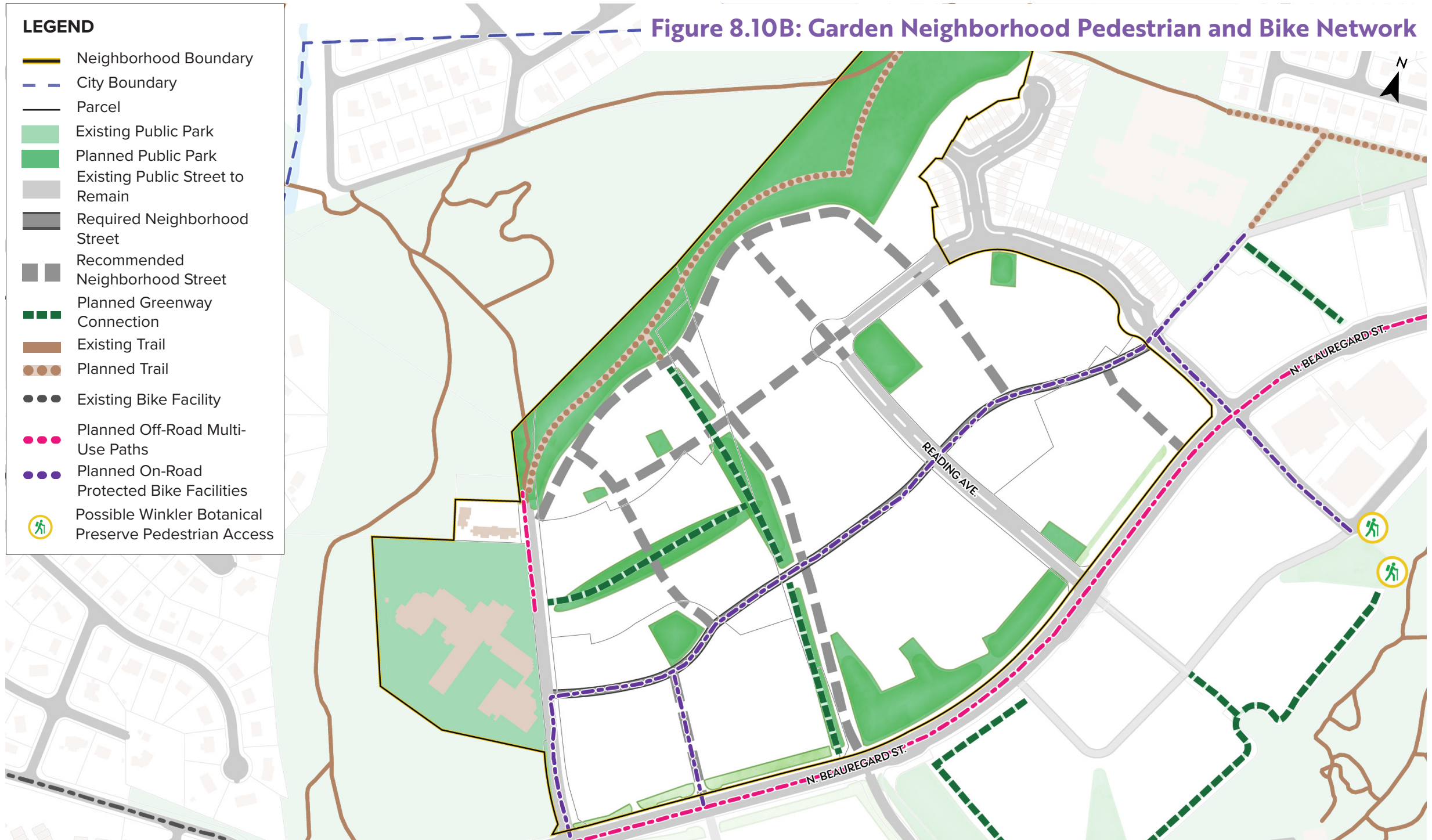
SEE ADDITIONAL NOTES IN TABLE 8.13



LEGEND

- Neighborhood Boundary
- - - City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Possible Winkler Botanical Preserve Pedestrian Access

Figure 8.10B: Garden Neighborhood Pedestrian and Bike Network



Greenway Neighborhood

The intent of this Neighborhood is to provide an interconnected street grid and a mix of residential building types (multi-unit and townhouses), with access to the planned 23-acre Greenway Park and the Winkler Botanical Preserve through an enhanced visual and physical entrance. This Neighborhood also prioritizes restoring the Resource Protection Area (RPA).



New open spaces will include amenities, such as flexible seating areas and flexible lawn areas.



Residents will be provided better access to new and existing open spaces within this neighborhood.



Residential development will consist of primarily lower-scale development types.



Table 8.11: Greenway Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
					ID	Required Amenities ²	Minimum Size ³ (SF)
11A	Residential	0.75	2.0	45 - 60	33	Trails, Small Multi-Purpose Athletic Court	11,000
					34	Natural Areas, Trails	740,000
					37	Trails, Exercise Play Features, Playground	15,000
					38	Flexible Seating Areas, Shade Structures	3,000
11B	Residential	0.75		45 - 60	32	Flexible Seating Areas, Flexible Lawn Area	7,000
					35	Natural Areas, Trails	250,000
11C	Residential	0.75		60	36	Natural Areas, Trails	39,000

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Resource Protection Area
- Possible Winkler Botanical Preserve Pedestrian Access
- Planned BRT Stop
- Tree Retention/ Buffer Area

Figure 8.11A: Greenway Neighborhood

Maximum building height set at 60 feet within 250 feet from fully dedicated N. Beauregard St. right-of-way.

Enhanced visual connection to the Winkler Botanical Preserve.

Existing entrance to the Winkler Botanical Preserve.

New streets and buildings create a clear public edge to the new public park.

Natural and Conservation Park to serve as a primarily natural park for the neighborhood, AlexWest, and the City.

NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.
 D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES IN TABLE 8.13

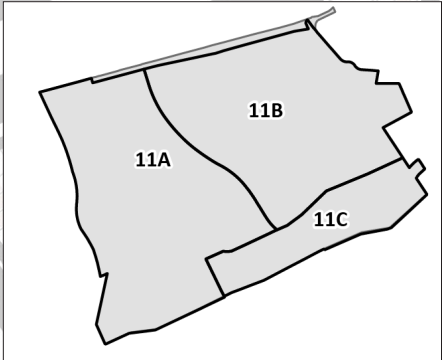


Figure 8.11B: Greenway Neighborhood Pedestrian and Bike Network

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Possible Winkler Botanical Preserve Pedestrian Access

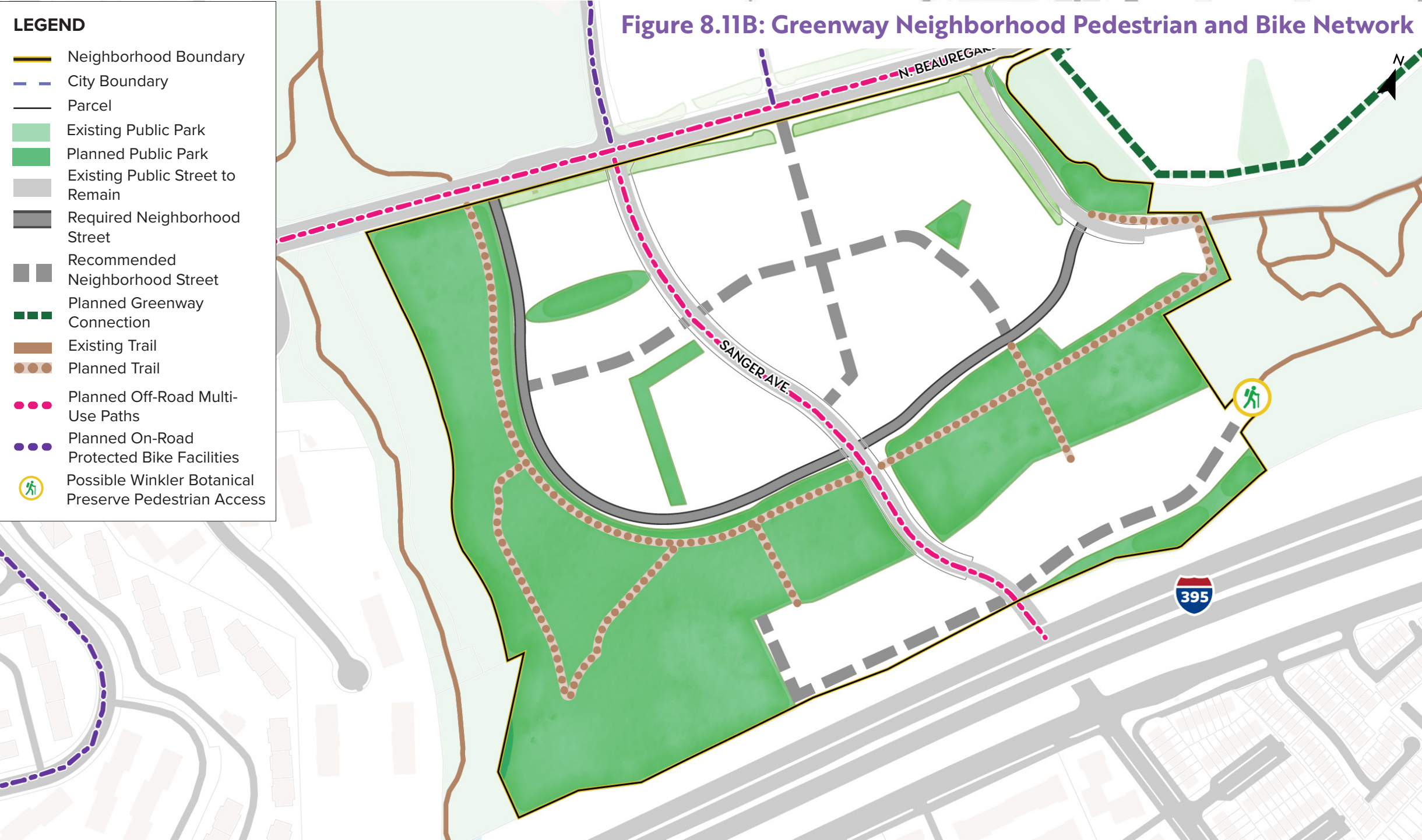


Table 8.12: Union Neighborhood

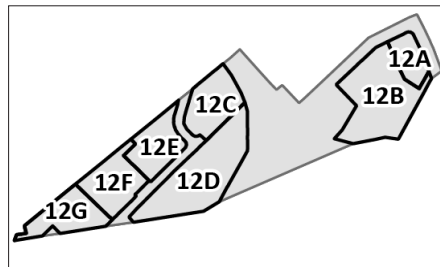
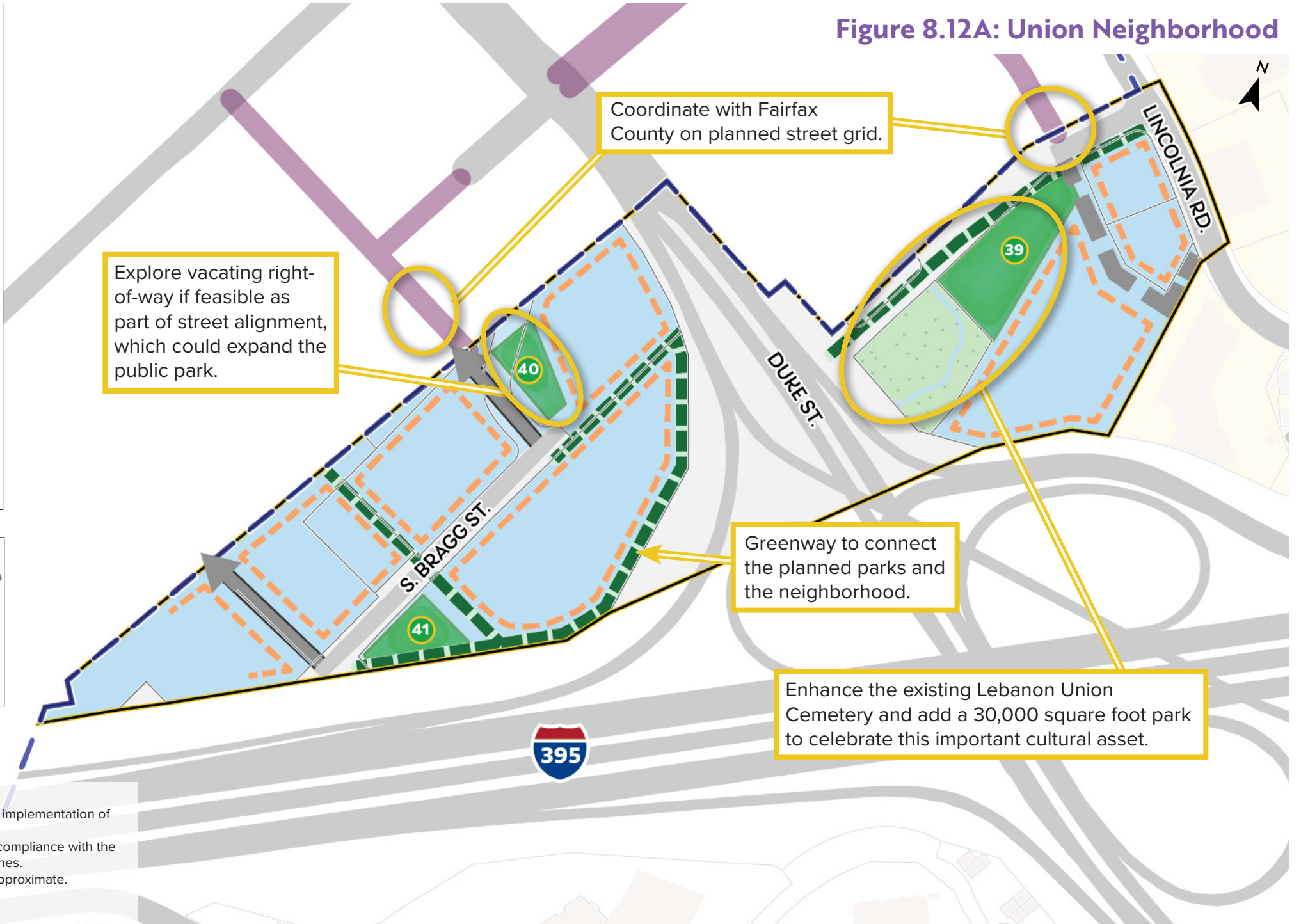
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
12A	Residential/Commercial	1.25	3.0	No	100	N/A	N/A	N/A
12B	Residential/Commercial	1.25	3.0	No	100	39	Cultural Site, Historic Interpretation	30,000
12C	Residential/Commercial	1.5	3.0	No	100	40	Playground, Shade Structures	10,000
12D	Residential/Commercial	1.5	3.0	No	100	41	Multi-Purpose Athletic Courts, Shade Structures	10,000
12E	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A
12F	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A
12G	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A



Figure 8.12A: Union Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Greenway Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Fairfax County Planned Streets
- Residential/Commercial Land Use
- Cemetery















NOTES:

- A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
- B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
- C. Parcel and right-of-way boundaries are approximate.

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.12B: Union Neighborhood Pedestrian and Bike Network

LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Cemetery
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Recommended Neighborhood Street
-  Fairfax County Planned Streets
-  Planned Greenway Connection
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities

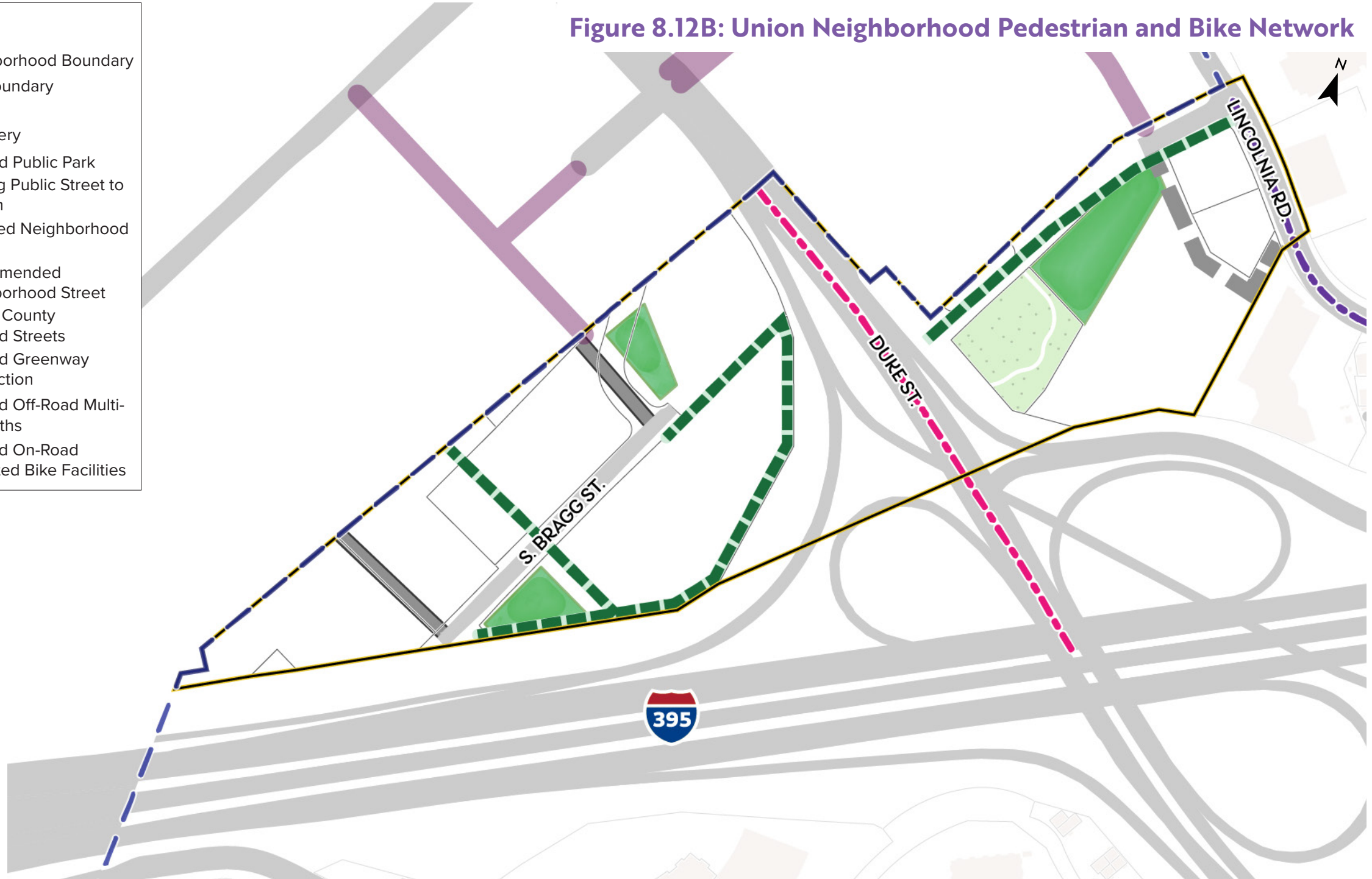


Table 8.13: Development Table Notes

Note #	Note
1	See Figure 2.4: Building Heights for specific height recommendations.
2	Outdoor park amenities are to be finalized as part of the development review process and will be based on the most current needs assessment.
3	In addition to the publicly accessible parks and open space required in Figure 5.2, each residential development will provide a minimum of 25% on-site open space, including ground-level and above-grade open space. Residential developments that are not required to provide public parks and open space or developments that provide less than 10% as public parks and open space are expected to provide a greater proportion of at-grade open space as part of the 25% requirement.
4	For the purposes of this table, the 10% committed affordable housing requirement applies to the residential floor area above the base residential maximum FAR.
5	Floor Area Ratio (FAR) will be calculated on applicable provisions of the Zoning Ordinance.
6	In subarea 10A of the Garden Neighborhood, where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.
7	For purposes of this table, the table assumes 300 square feet per room for hotels.
8	City recreational facilities may be located within the open space recommended by the Plan.
9	The location of the required streets will be constructed as generally depicted in Figure 4.2 and in Figures and Tables 8.1–8.12, subject to site constraints and compliance with all applicable provisions of the Design Guidelines. The location of recommended streets must be constructed as generally depicted in Figure 4.2 and in Figures and Tables 8.1–8.12, however their final location can be determined during the development review process.
10	The size, shape and location of the park(s) are depicted for illustrative purposes. The final shape and location within each neighborhood will be determined as part of the development process subject to the size and amenities recommended by the Plan.





IMPLEMENTATION



The Plan establishes a 20-year framework to guide future planning, infrastructure, parks, and development throughout the Plan area, with the expectation that, given the scale and scope of the Plan Recommendations, they will occur in phases. In addition to establishing a land use strategy intended to expand housing opportunity and affordability to help minimize displacement, the Plan also implements community amenities and infrastructure to mitigate impacts from development and to provide public benefits within the Plan area.

Funding and Prioritization

Funding responsibility for the Plan-recommended community benefits is outlined in **Table 9.1: Community Benefits + Funding Responsibility**. Community benefits that are the responsibility of development will be provided in-kind, rather than funded through monetary contributions provided by the developer. Larger infrastructure projects, such as improvements to existing roadways (not on redevelopment sites), or other Plan area wide benefits, such as a new recreation facility, will be implemented by the City with grant funding and/or will compete with projects for funding through the City’s 10-year Capital Improvement Program (CIP). Given constrained resources and the importance of implementing improvements strategically and efficiently, **Table 9.2: Prioritization of City- and Grant-funded Projects** provides guidance for prioritizing the improvements that require City and/or grant funding.

Table 9.1: Community Benefits + Funding Responsibility

Community Benefit	Funding Responsibility
Expand Housing Affordability	
a. Ten percent of additional residential development shall be provided as committed affordable housing, and contributions to the Housing Trust Fund shall be provided on base development.	Developers in-kind and contributions to the City Housing Trust Fund
b. Preservation and expanded/deepened housing affordability pursued through partnerships, co-location, and other tools and opportunities.	City, State, Federal, Non-Profit and Other Partners
Enhance Mobility and Safety	
a. Enhancements to Pedestrian and Bicycle Network as depicted in Figure 4.6	Developers in-kind
b. Street Network as depicted in Figure 4.2	Developers in-kind
c. Southern Towers Transit facility	City, Grants, Property owner provides land in-kind
d. Seminary Road and N. Beauregard Street Intersection Improvements	City, Grants, Developers in-kind
e. Mobility Enhancements as depicted in Figure 4.9	City, Grants
Incorporate City Facilities	
a. Dedication of land for a City facility as depicted in Figure 8.11 (southwest corner of N. Beauregard Street and Sanger Avenue)	Developers in-kind
b. Recreation facility (or equivalent) construction	City
Enhance and Expand Open Space	
a. Parks and Open Space Network as depicted in both Figure 5.3 and Tables 8.1–8.12	Developers in-kind
b. Access improvements to existing parks	City

Table 9.2: Prioritization of City- and Grant-funded Projects

Project (Funded by CIP &/or Grants)		Priority (1 = Highest Priority)	Notes
1	Mobility/Safety Enhancements as depicted in Figure 4.9		
	• N. Beauregard Street / Sanger Avenue	3	Coordinate with William Ramsay Safe Routes to School project and Transitway implementation
	• N. Beauregard Street / Rayburn Avenue	2	Coordinate with Transitway implementation
	• N. Beauregard Street / Seminary Road	1	Grant funding for design has been secured; prioritize funding for construction funding; development will provide right-of-way and frontage improvements
	• N. Beauregard Street / Braddock Road	3	Coordinate with NVCC development and transitway implementation
	• N. Beauregard Street / King Street	1	Funding secured and design complete, construction anticipated in 2025
	• Seminary Road / Mark Center Drive	1	High priority for pedestrian safety improvements
	• Seminary Road / Library Lane	1	High priority for pedestrian safety improvements
	• King Street / Dawes Aveune	1	Coordinate with Fairfax Route 7 improvements, NVCC, adjacent development
	• King Street / N. Hampton Drive	2	Medium priority for pedestrian safety improvements
	• King Street / Park Center Drive	1	High priority for pedestrian safety improvements
	• King Street / S. 28th Street	1	High priority for pedestrian safety improvements
2	Missing connections in Street Network not provided by development	2	Medium priority as needed
3	Southern Towers Transit facility	1	High priority for implementation; Grant funding secured; transit access safety improvements high priority
4	Bike & Pedestrian Network connections not provided by development	2	Medium priority as needed
5	Construct Recreation facility	1	High priority, high cost, high return. Facility is needed now; requires CIP planning.
6	Provide new entrances to Winkler Botanical Preserve	1	High priority, low cost, high return
7	Improve access to James Mulligan Park and other existing City Parks	2	Medium priority; coordinate with development or improvements at adjacent ARHA site



Tasks and Timing

Successful implementation of the Plan’s Recommendations, including the benefits listed above, requires a variety of implementation actions with varying responsibilities and timeframes for completion as shown in **Table 9.3: Implementation Rubric**. The rubric provides a framework for tracking and reporting progress over the Plan’s lifespan after adoption. Each action includes an implementation timeframe: short-term (0-5 years), mid-term (6-10 years), long-term (11-20 years), and ongoing (0-20+ years). This table does not include site specific infrastructure-related improvements typically required as part of any development, such as undergrounding utilities, stormwater, sanitary sewer, open space, and streetscape enhancements.

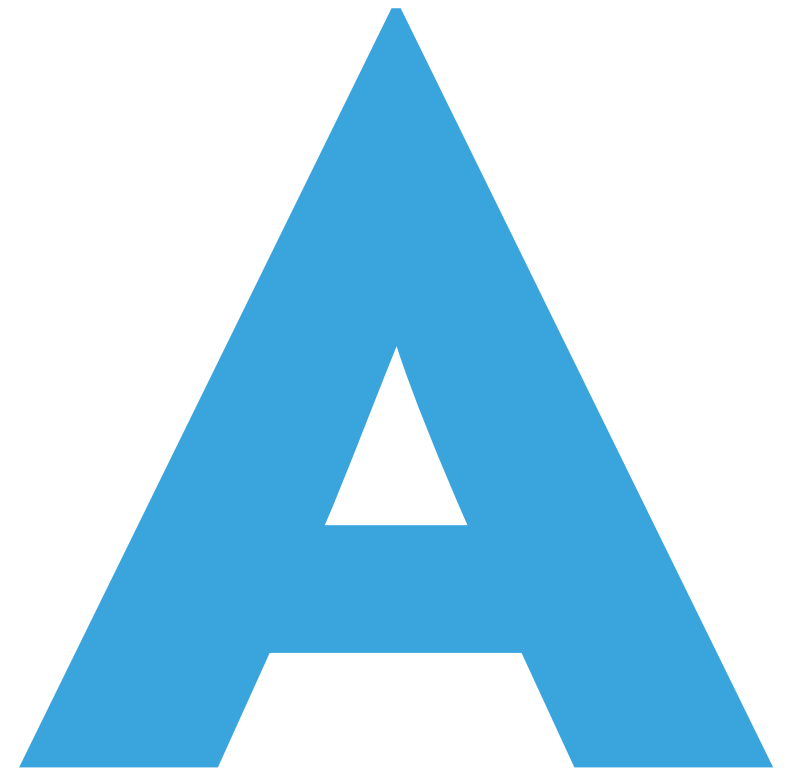
Table 9.3: Implementation Rubric

Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
LAND USE							
1	13	Dedicate the land identified in Figure 8.10 to the City for a future community facility.	Developers	●	○	○	○
2	1	Per Figure 2.2 , prioritize development in the Focus Area, including on existing surface parking lots and underutilized commercial sites.	Developers	○	○	○	●
3	2, 5, 6	Provide Residential, Commercial, and ground floor retail uses as depicted in Figure 2.3 and Figures and Tables 8.1–8.12 .	Developers	○	○	○	●
HOUSING							
4	14 - 17	Provide committed affordable housing units and contributions.	Developers	○	○	○	●
5	18	Develop coordinated affordable housing plans for properties involving multiple residential sites.	Developers	○	○	○	●



Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On going
HOUSING							
6	22	Produce and preserve new committed affordable housing units through partnerships and other tools and resources.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
7	23	Pursue tenant support and protections through community partners, programs, voluntary commitments from developers/property owners, and future legislative tools.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
8	24	Provide technical support to condominium and HOA communities to promote housing stability and ownership affordability.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
MOBILITY							
9	25, 27	Construct streets, blocks, and connections as depicted in Figures 4.2 - 4.5 as part of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
10	29, 30, 34	Implement bike and pedestrian improvements as depicted in Figure 4.6 as part of development, including the connections that link to the network, all pedestrian crossings (including sidewalks), and internal non-auto connections.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
11	31	Provide and support access to shared mobility options as part of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
12	33	Coordinate to provide additional pedestrian and bicycle connections not shown in Figure 4.6 .	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
13	28	Address mobility-related issues in the areas identified in Figure 4.9 .	City	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
14	35	Improve the intersection of Seminary Road and N. Beauregard Street as generally depicted in Figure 4.10 .	City, Developers	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	37	Provide land area and infrastructure to connect to the new transit facility.	Developers	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On going
MOBILITY							
16	37	Construct a new transit facility in Southern Towers as generally depicted in Figure 8.5 .	City	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
17	38	Provide all necessary transit access and amenities to mitigate impacts of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
18	39	Coordinate with transit partners to explore improvements to transit operations.	City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
PARKS + OPEN SPACE							
19	40	Provide at-grade publicly accessible public parks/open space as generally depicted in Figure 5.3 and specified in Tables 8.1–8.12 .	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
20	41	Locate a new City Recreation Center, or similar facility, within the Plan area.	City	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
21	42	Implement access improvements to Winkler Botanical Preserve, James Mulligan, and other existing public and public easement parks.	City	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
SUSTAINABILITY							
22	49	Provide onsite tree canopy consistent with City Policy.	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
23	50	Comply with the City's Green Building Policy.	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
24	51	Explore opportunities for the implementation of district-wide sustainability measures and approaches.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>



APPENDIX





American Indian Camp in the Uplands



Stone tools from the Stonegate site



Cabin in Historic Fairfax County

Historical Context

The history of AlexWest dates back long before contemporary historical records start. Beginning approximately 13,000 years ago, Native Americans established small camps along creeks, frequently traversing the area for hunting and gathering. Archaeological surveys and excavations have identified the locations of 24 Native American settlements in and around the previous Beauregard Small Area Plan boundaries, accounting for more than 70 percent of the total number of Native American settlements discovered in Alexandria. Sites that have been identified include the present-day Mark Center, the Winkler Botanical Preserve, and Stonegate residential community. The earliest identifiable artifacts found at Stonegate date from 5500 B.C.

The arrival of European colonists in the early 1600s fundamentally shifted the course of Alexandria's, and AlexWest's, history. At that time, a large affiliation of Native American communities called the Conoy Chiefdom lived along the banks of the Potomac and farther inland, likely including the area that is now AlexWest. Historical documents indicate that by the late 1600s, these communities had largely disappeared.

In 1669, much of AlexWest was granted by King Charles II to seven supporters, eventually passing to Thomas Lord Fairfax, who controlled all shares by the end of the seventeenth century and continued

to issue land grants. Research suggests that in 1741, William Henry Terrett acquired 982 acres that encompassed the Mark Center property. Archaeologists have found remnants of a small, two-room, early-nineteenth century wood dwelling, probably occupied by slaves or tenants of William Henry Terrett, located between what is now the BRAC building and the parking structure in the northwest. Additionally, the remains of a log cabin, most likely a tenant home occupied from about 1790 to 1830, were found on the Stonegate development property.

AlexWest includes several possible Civil War-era sites within or immediately adjacent to the Plan area. Pre-Civil War sites found included a cabin for likely slave tenants in the area where the Winkler Botanical Preserve is located. Despite the fact that AlexWest was outside of the ring of protective forts and batteries surrounding the Capital during the Civil War, there is evidence of significant military activity and camps in the area, both Union and Confederate. The area where Dora Kelley Nature Park is located was once called Lebanon prior to the Civil War and included a church and one-room schoolhouse. During the War, there were several Union Army units who occupied this area, and one unit burned the church to the ground in retaliation for the Union Army's losses at the Battle of Bull Run. Today, the cemetery, which is maintained by the City, is all that remains of where the Lebanon Union church once stood.

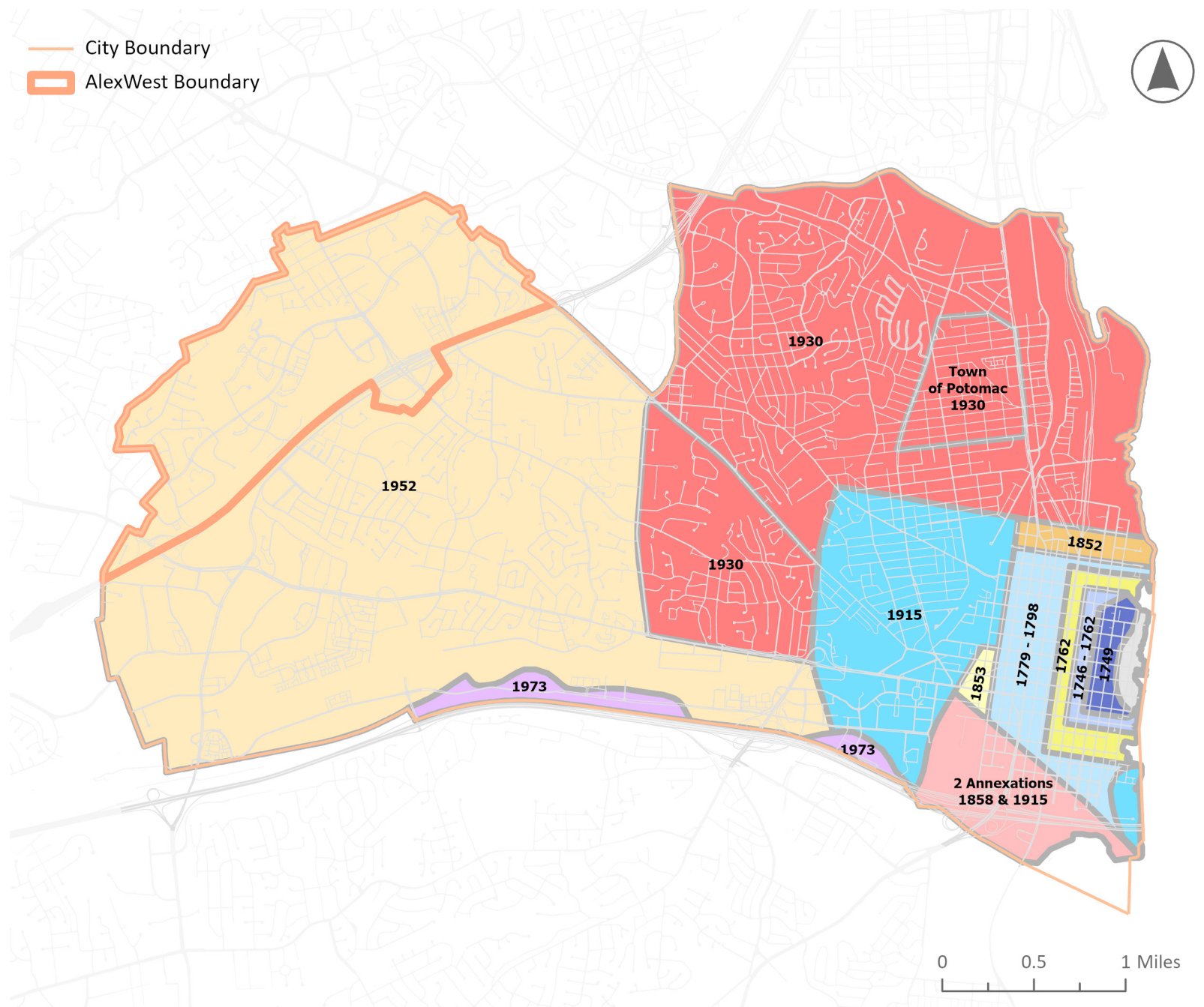


Despite active habitation and development, Western Alexandria remained primarily agricultural until urbanization began in the 1940s. Major residential development built between the 1940s and the 1960s included Shirley Gardens (today known as the Upland Park neighborhood), Southern Towers, Seminary Towers, and the Hamlets East and West. The City of Alexandria annexed AlexWest from Fairfax in 1952 at the time of the development of the Henry G. Shirley Memorial Highway (I-395), a new commuting option for federal employees at the time.

The Alexandria neighborhood Fairlington, included in the Annexation in 1952, was part of a 1940s wartime effort to accommodate U.S. Department of Defense employees and their families through planned, federally financed housing. In 1999, the now-private community was designated a Historic District on the National Register of Historic Places (NRHP).

Throughout the 1950s and 60s, AlexWest developed into a suburban area of residential high rises and single-unit homes, coupled with commercial shopping centers and other community amenities, including six educational and recreational institutions. The Alexandria campus of the Northern Virginia Community College opened in 1973. The combination of shopping and retail enhanced AlexWest's local economy.

Figure A.1: City Annexation Map



Demographic Overview

Race and Ethnicity

- From 1990 to 2010, nearly three quarters of the City’s Black or African American population relocated from the historically industrial areas at the east and south edges of the City to AlexWest. Today, Black or African Americans make up 30% of the AlexWest population, a higher proportion than the City’s average.
- Non-Hispanic whites make up the plurality of the Plan area at just below 40%.
- There is a higher percentage of Asian or Asian Americans, Hispanics or Latinos, or those who identify as other races living in AlexWest as compared to the City average.

Foreign-Born

- AlexWest is the most ethnically diverse of all the Plan areas in the City, with foreign-born residents originating from six of the seven continents.
- 38% of AlexWest’s foreign-born residents originate from Africa, with Central and South America following behind.
- Roughly 12,000 AlexWest residents, or 41%, originate from another country. Comparatively, only 21% of the City’s population is born in another country.

English as a Second Language

- 23% of AlexWest households are predominantly non-English speaking. Of this population, 32% are

primarily Arabic-speaking and 27% are primarily Spanish-speaking.

- Amharic, Dari, and Pashto are also prevalent languages spoken in AlexWest.

Age & Educational Attainment

- 51% of AlexWest residents have some form of a college degree (graduate, professional, or bachelor).
- AlexWest has a slightly higher proportion of high school graduates as the highest level of educational attainment when compared to the City average.
- A majority of AlexWest residents are between 25 – 44 years old.

Income & Employment

- On average, the median income for an AlexWest family is just under \$95,000, compared to the City’s median income of \$129,000. The majority of AlexWest residents earn between \$50,000 to \$100,000.
- AlexWest has a higher share of residents who are moderate- to low-income, and as a result, are disproportionately impacted by rising housing costs in the City and the region overall.
- Residents in AlexWest work in a variety of fields and sectors, with the highest proportion of residents employed in education and healthcare, followed by management, administrative, and other professional services. A marginally higher

proportion of residents also work in the food, entertainment, and recreation industry as compared to the City average.

- Many of the Plan area’s residents work for “essential industries,” which provide critical services in the health, food, government, and social services that contribute to the day-to-day functioning of society.

Housing & Medical Care

- 3 in 4 AlexWest residents are renters and AlexWest has a large concentration of multi-unit buildings as compared to other parts of the City.
- 50% of these multi-unit buildings contain 20 or more housing units. The average number of single-unit, detached homes is significantly less than the City average (6% compared to the City’s 14% average).
- 30% of the housing stock in AlexWest was built between 1960-1969 and only a handful of residential buildings have been built after 2014.
- 14% of AlexWest residents do not have health insurance coverage as compared to 9% of the City’s residents.

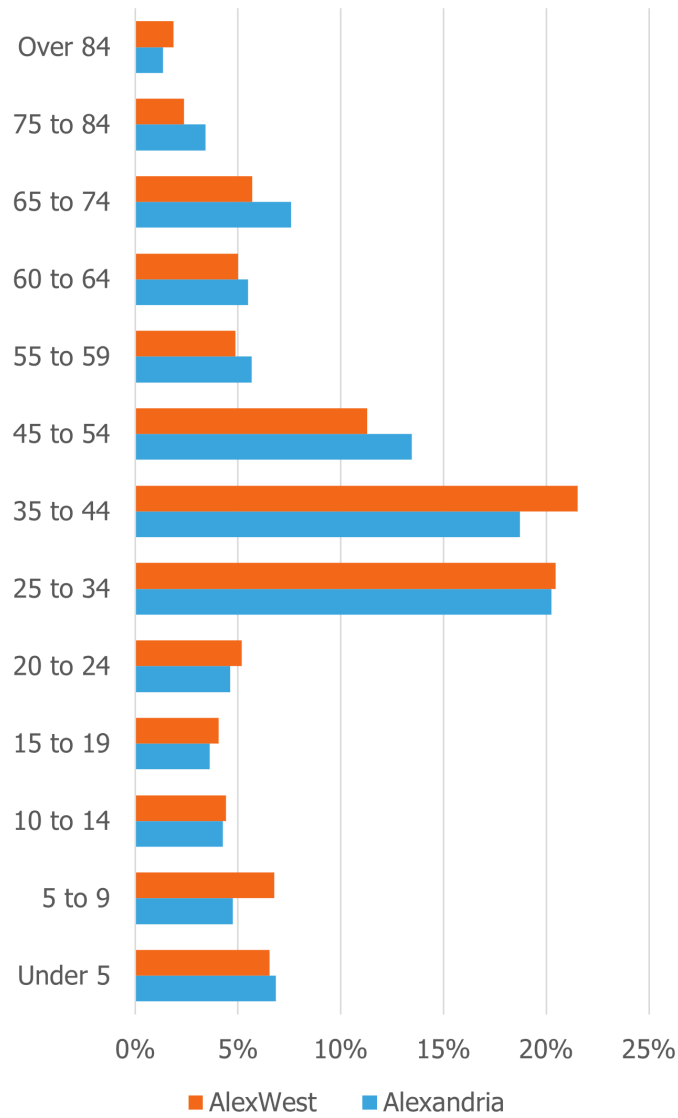
Transportation

- AlexWest residents on average own about one vehicle per household.
- 12% of AlexWest residents work from home, compared to the City’s 16% average.

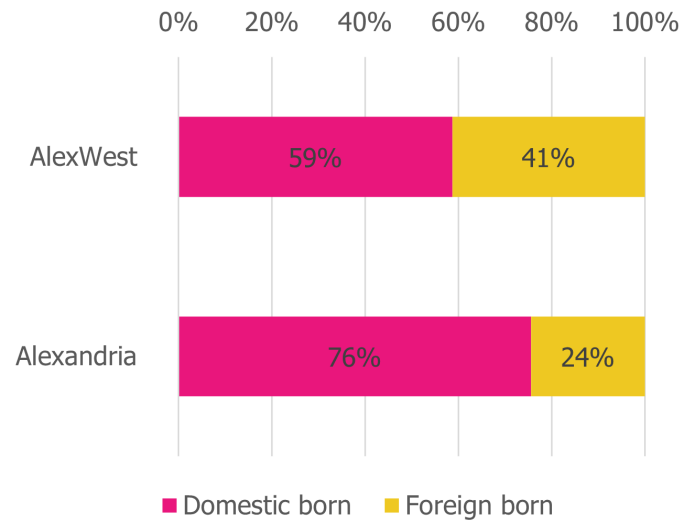




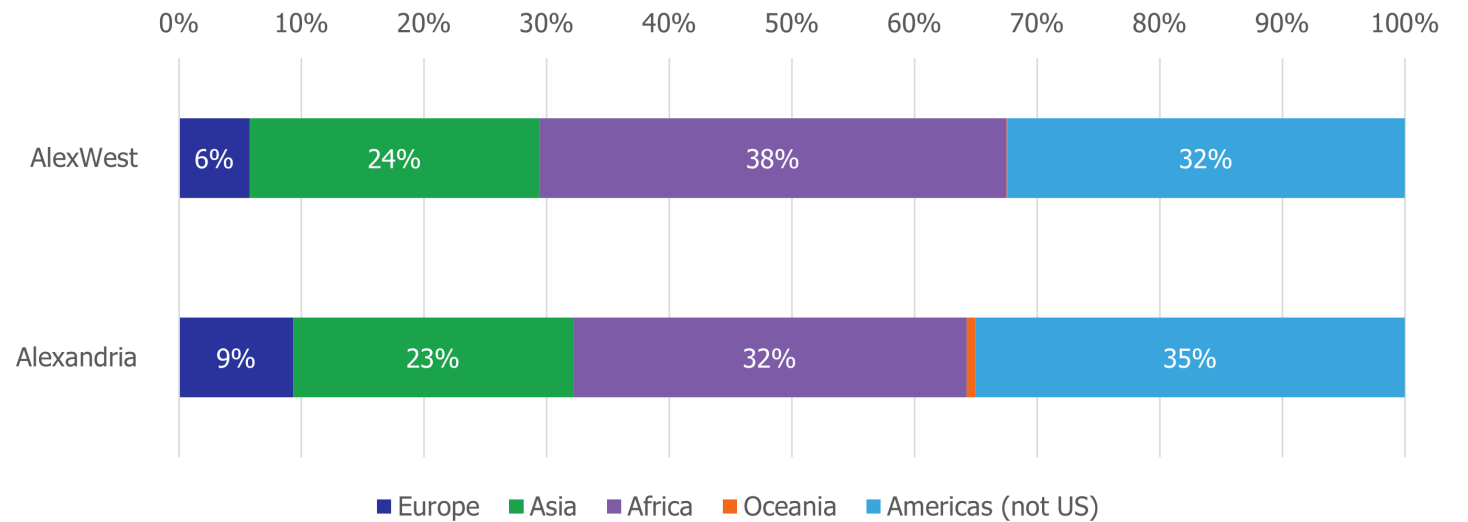
Population - Age (In Years)



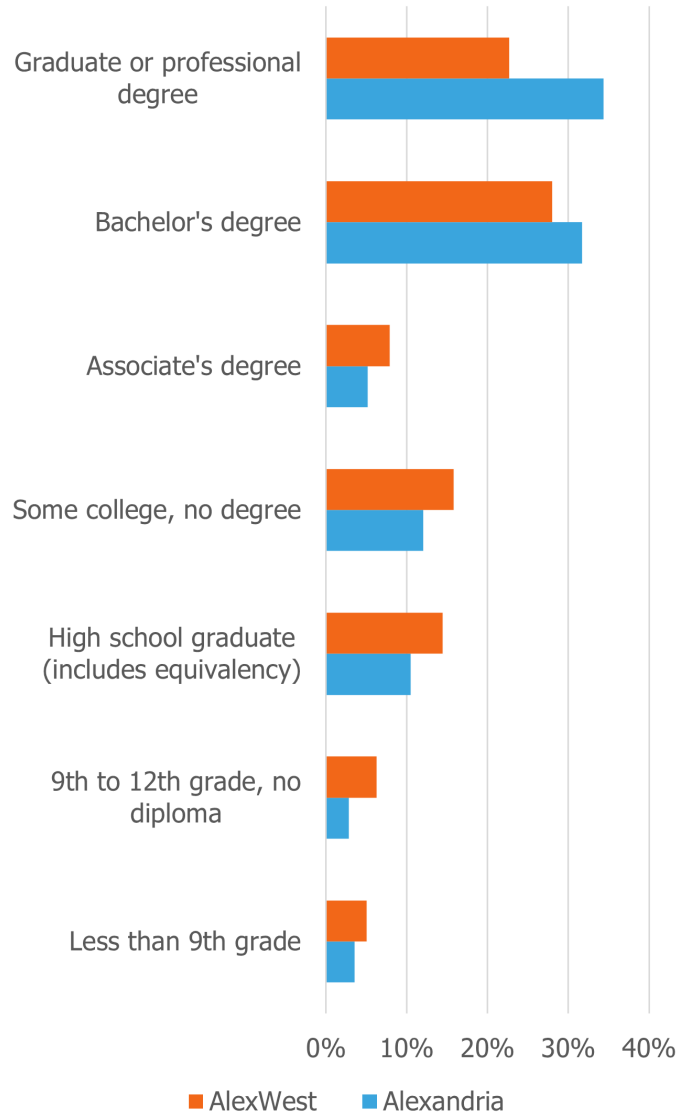
Place of Birth - Nationality



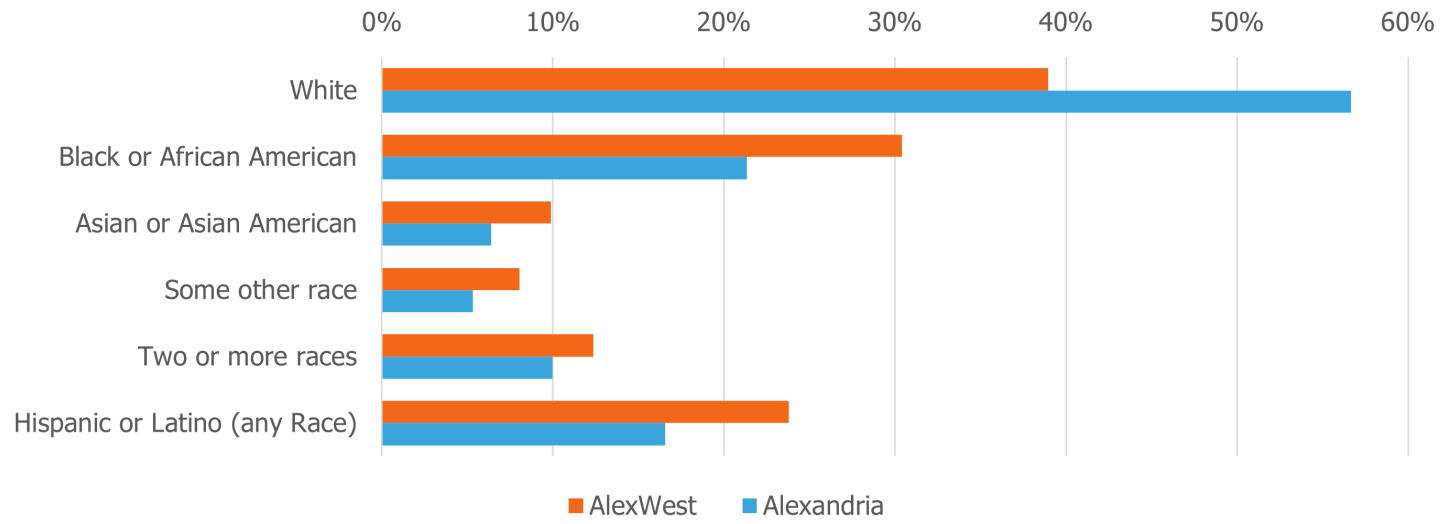
Foreign Born - Continent of Origin



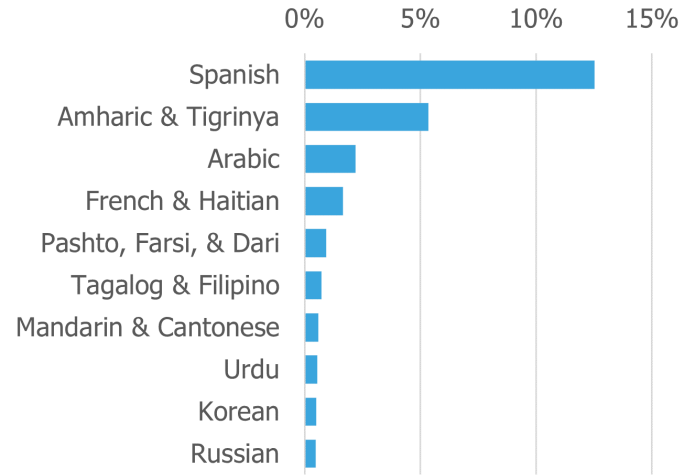
Educational Attainment



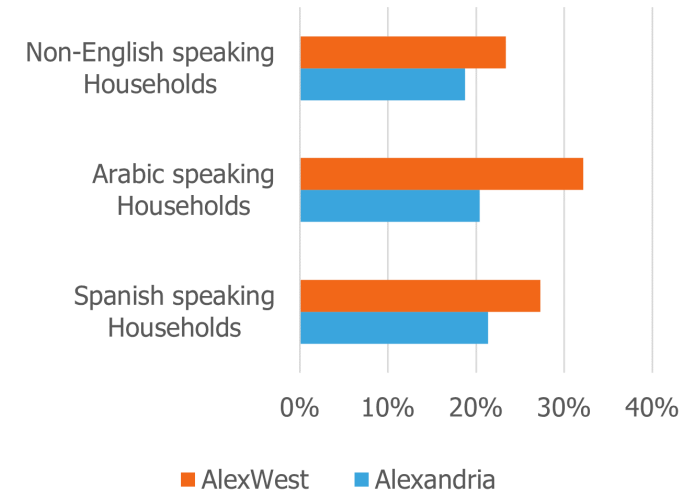
Race and Ethnicity



Languages Spoken at Home in Alexandria (besides English)

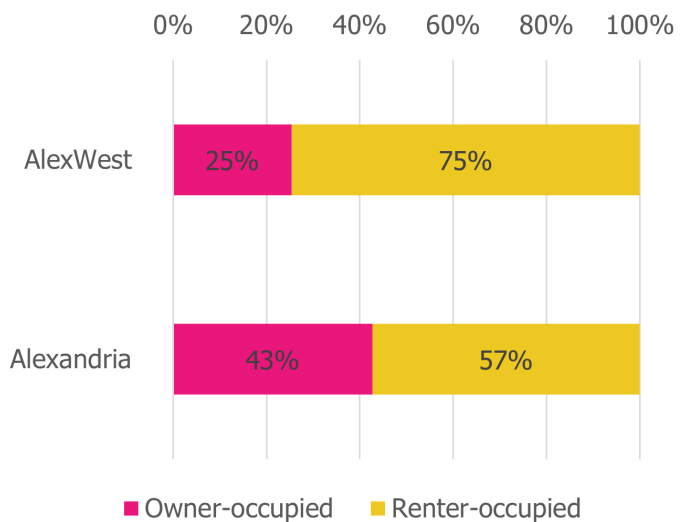


Households with Limited English Proficiency

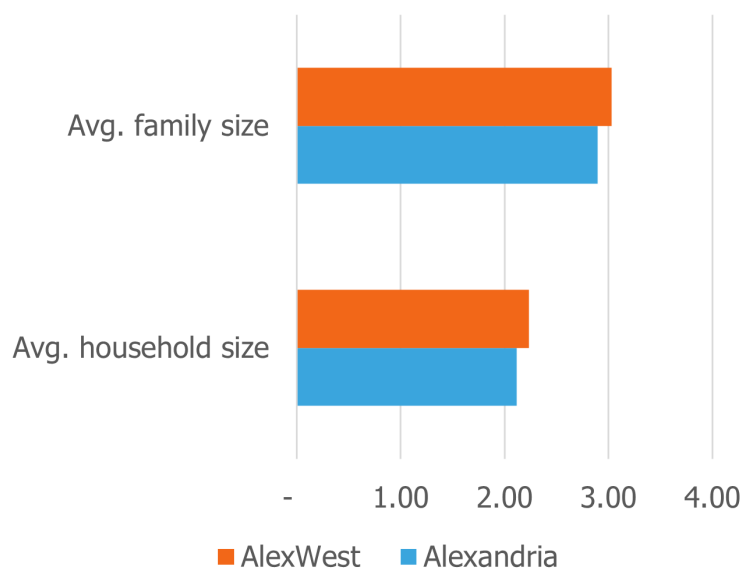




Household - Occupancy Type



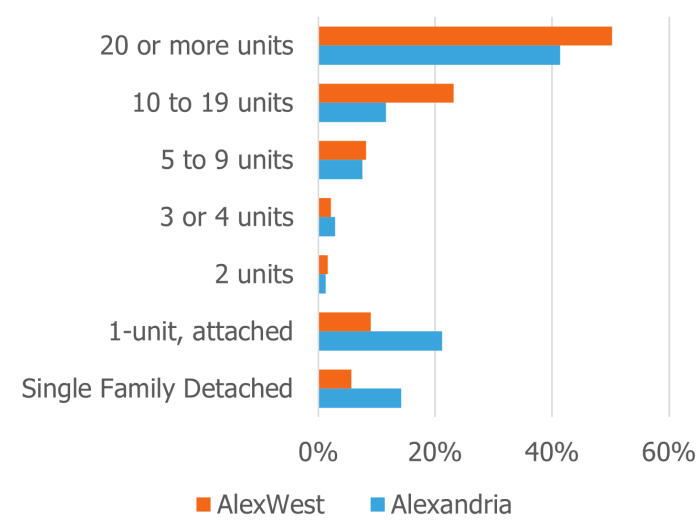
Household Characteristics



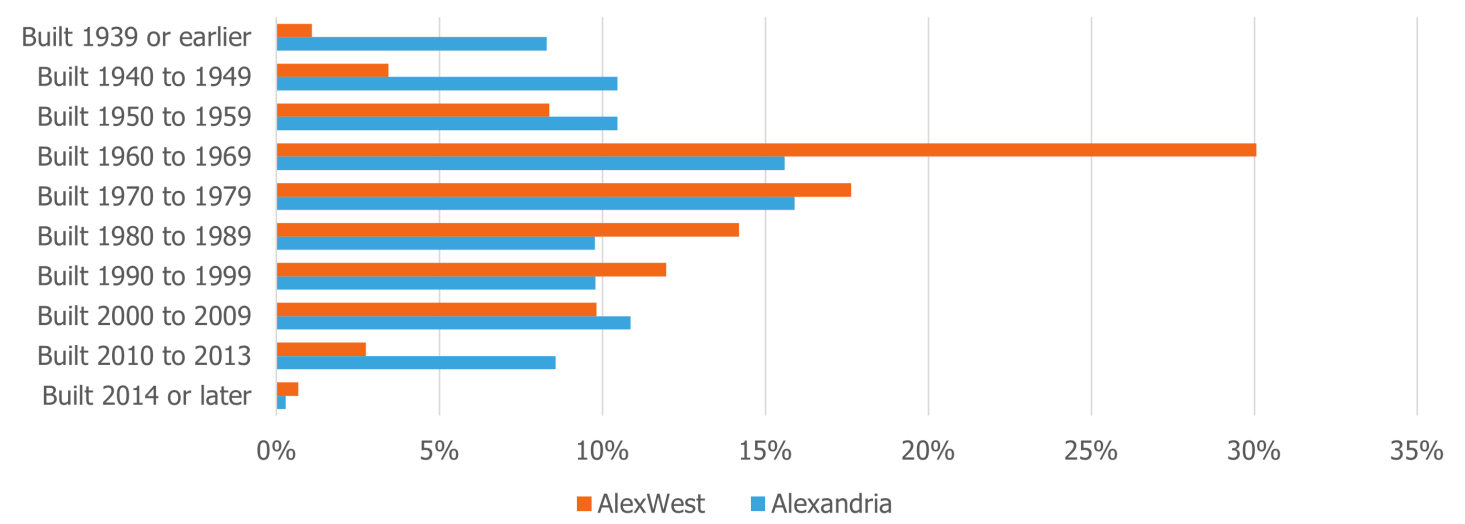
Median Household Income (in Dollars)



Building - Number of Units

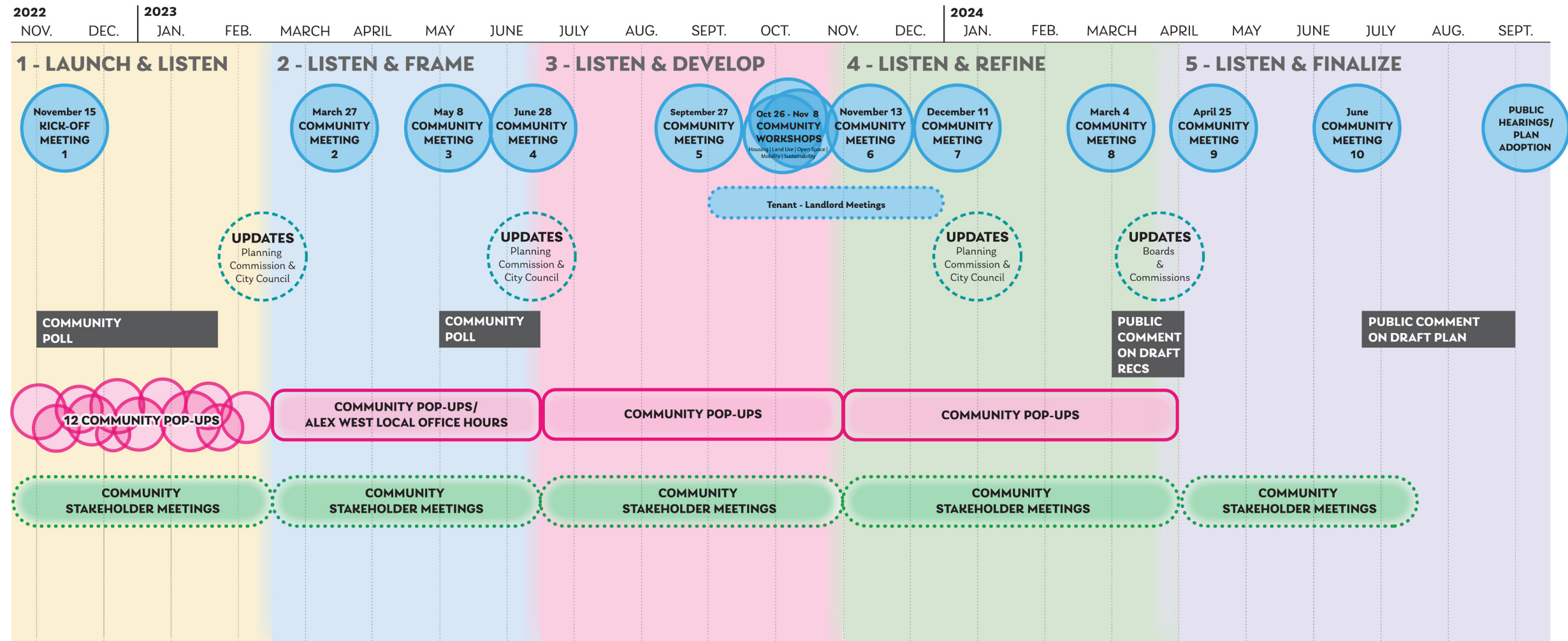


Building - Age



Community Engagement

AlexWest is a large and ethnically, racially, and socioeconomically diverse collection of neighborhoods. Given the high degree of overall diversity, the City conducted preliminary engagement with residents and community organizations to ensure that the planning process was wide-reaching, informative, and accessible to people of all backgrounds. Based on this preliminary engagement, the City developed a comprehensive, five-phase community engagement strategy that implemented current best practices in engagement, engaged all parts of the community in ways that reduced barriers to participation, and provided equitable opportunities for community members to participate – ensuring that all voices are included and heard.



Key aspects of the community engagement strategy included:

- A variety of engagement formats, such as hybrid community meetings, informal meetings hosted by local organizations, digital and physical polls and questionnaires, online StoryMaps, notifications via digital communications tools (WhatsApp, eNews, and email), pop-up events, information tables at local events, open houses, office hours at local cafes and retail areas, and listening sessions.
- Translation of materials and live interpretation at community meetings in Spanish, Amharic, Arabic, Dari, and Pashto.
- Video updates shared on the Plan website.
- A project webpage which included all engagement materials, draft Plan components, frequently asked questions, meetings Q + As, recordings of meeting presentations, reference materials, and other informative documentation.
- Specific engagement with populations within AlexWest who historically have not participated in Citywide planning processes, such as rental www of color, senior communities, youth, faith-based organizations, and foreign-born communities.

Preliminary Engagement

The City launched preliminary engagement in Summer 2022, when City staff reached out to over 40 community organizations, community groups, business associations, 37 multifamily residential properties, multiple private and public property owners (including Northern Virginia Community

College [(NVCC)], several faith-based organizations, and nearby jurisdictions (Fairfax and Arlington Counties) to introduce the planning process for AlexWest. Preliminary engagement activities included setting up the Plan’s official webpage on alexandriava.gov, establishing an instant message group using WhatsApp, and attending informal meetings to answer community stakeholders’ questions about the process and get preliminary feedback. Preliminary engagement identified opportunities for partnerships between the City and local organizations to better spread awareness about the AlexWest planning process, served as an additional communication outlet between residents and the City, and laid the foundation for the subsequent engagement conducted by the City. Preliminary engagement also included establishing what the AlexWest Plan would and would not address and how stakeholders could be involved throughout the planning process to influence decision-making.

Phase I: Launch & Listen

The AlexWest planning process officially kicked off in November 2022. Phase 1, “Launch & Listen”, included 12 local pop-up events, various stakeholder meetings, one community meeting, and Community Poll #1, in which almost 1,000 people participated. High-level takeaways from the poll included that the community valued its diversity and culture, enjoyed proximity to other activity centers, such as Washington D.C. and Pentagon City, and had concerns over traffic and congestion, unaffordable housing, cost of utilities, fear of displacement, access to parks and green spaces, and overall safety.

Community Engagement By the Numbers



- Engaged over **1,500 community members** and over **30 different community organizations**
- Provided interpretation and translation in **six languages**
- Facilitated events with **youth, renters, non-English speaking residents, residents of color, aging condo communities, and faith communities.**



Phase 2: Listen & Frame

Phase 2, “Listen & Frame”, took place from March 2023 through July 2023, and included three community meetings, an introduction of the Plan topics, local office hours where community stakeholders could provide feedback, and a second community poll. Community Poll #2 had over 200 participants, and the poll feedback was used to inform the Draft Plan Objectives, guiding statements broken down by key topics such as Housing, Transportation, Parks, and Land Use. Together, these objectives generated the foundation of the Plan. During the development of the Draft Plan Objectives, prioritizing housing affordability and addressing displacement emerged as defining elements of community members’ feedback.

Phase 3: Listen & Develop

Phase 3, “Listen & Develop”, took place from July 2023 through November 2023 and included one community meeting, 10 meetings between AlexWest property owners and tenants, numerous meetings with community organizations, local pop-up events, and three community open houses in key locations in the Plan area. During Phase 3, City staff began developing planning concepts focusing on Housing, Transportation and Mobility, Parks and Open Space, Land Use, and Sustainability and were informed by the Draft Plan Objectives, as well as community feedback gathered during Phases 1 and 2. The three community open houses provided opportunities for community members and other stakeholders to actively engage with staff on these various planning

concepts, provide feedback, and enjoy games, food, and music. Each open house included visual boards conveying the planning concepts by topic and offered participants opportunities to “dot” vote on board questions and use sticky notes to provide written feedback. An online survey accompanied the open houses and provided participants unable to attend in-person the opportunity to weigh in. In general, open house feedback focused on affordable housing, traffic safety, business and retail types, park and open space types, and sustainability challenges and opportunities, which directly contributed to the development of the Plan Recommendations.

Phase 4: Listen & Refine

Phase 4, known as “Listen & Refine”, took place from November 2023 through April 2024 and included three community meetings, additional meetings with community organizations and civic associations, and the release of the draft Plan Recommendations. Community feedback from the polls and open houses, as well as the expertise of City departments, formed the backbone of the draft Plan Recommendations, which were additionally refined following a virtual public comment period. Community members submitted feedback on the draft recommendations through an interactive ArcGIS StoryMap, several listening sessions and meetings with community organizations and civic associations, and to City staff directly through phone or email. The City incorporated feedback gathered during this comment period into the next draft of the recommendations, presented at an April community

meeting and accessible on the Plan website. Phase 4 also included a January work session for City Council and the Planning Commission and presentations to other Citywide Boards and Commissions.

Phase 5: Listen & Finalize

The fifth phase, known as “Listen & Finalize”, took place from June 2024 through September 2024 and included the release of the full draft Plan, including graphics and text, in June 2024.

Throughout the planning process, the City prioritized consistent and transparent communication with all constituents, working to ensure that all community stakeholders could reliably and efficiently receive planning updates and be notified when and how they could participate in the process. The AlexWest planning process incorporated community input at every stage, including before the official launch, which resulted in a Plan that reflects key opportunities, concerns, and ideas that originated from the AlexWest community.

Plan Objectives

Plan Objectives were derived from community input and best practices. Draft Plan Objectives were shared with the community at the March 2023 community meeting. This was followed by a public comment period and staff shared updated Draft Plan Objectives based on community input in May 2023. Plan Objectives served as the basis for Plan Recommendations which can be found in the Plan. Separated into topics, the full objectives are as follows:

Housing

1. Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The Plan should address ways to:
 - Evaluate the market impact (with or without new development) on displacement and housing affordability.
 - Maximize preservation and/or replacement of existing market-affordable and workforce affordable housing as committed affordable and workforce units as part of future redevelopment;
 - Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;
 - Pursue legislative authority for the City to require developers to provide “X %” of committed affordable on-site units and a

- right to return to mitigate the impacts of redevelopment on existing residents;
 - Create and deepen affordability by:
 - Establishing a target requirement for affordability as new development occurs and properties redevelop.
 - Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools, to enhance net new committed affordable and workforce units.
 - Strengthen the governance and fiscal health of condominium communities as an important source of affordable homeownership through trainings, technical assistance, and investment.
2. Empower tenants to address housing concerns and increase economic mobility. The Plan should address ways to:
 - Support tenant rights and responsibilities and formation of tenant associations.
 - Support programs to enhance language proficiency and workforce development for those interested.
 - Support technical assistance for tenant efforts to purchase properties for cooperative use.
 3. Expand housing opportunity. The Plan should address ways to:
 - Increase affordable housing/housing production.
 - Encourage a range of housing options.

- Create opportunities for first-time homeownership.
 - Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.
4. Support safe, well-maintained, and accessible homes. The Plan should address ways to:
 - Improve building conditions through coordination with property owners and residents;
 - Enhance accessibility through existing programs.

Transportation

1. Address transportation and mobility holistically to include traffic, safety, transit, connectivity, circulation, and parking.
 - Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the Plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.
 - Improve pedestrian connectivity in existing neighborhoods such as sidewalk repair, installation, or widening.
 - Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.
 - Use the transportation study to identify



opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.

2. Improve connectivity within the Plan area and to other destinations.
 - As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.
3. Communicate and engage with the community about current and planned transportation projects.
 - In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary Road and N. Beauregard Street intersection.
 - Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.

Open Space

1. The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.

2. New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.
3. All (public/publicly accessible) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.
4. To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.
5. Explore ways to retain and increase tree canopy.
6. The Plan will incorporate recommendations and best practices from Alexandria's Park Improvement Plans and Open Space Plans, identifying gaps in open space programming/uses in the Plan area.
7. All public and publicly accessible open spaces should be designed to include a mixture of uses, including and not limited to active, passive, natural, educational, physical fitness, cultural, and social elements for all ages and abilities.
8. Public/publicly accessible open spaces should be appropriately sized that are useable by the community and be designed to support and encourage special events and community activities supporting the community and/or City of Alexandria's programs.

9. Opportunities for public art need to be prioritized integrated within new development as well as within existing or redeveloped open space to ensure equitable access for all residents to art.
10. Interim recreational, cultural, entertainment, or other uses that increase community social interactions and activation of spaces that can be held on existing surface parking lots, sidewalks, or other areas are encouraged to the extent feasible.
11. Evaluate recreational center services and other municipal facilities offered and amenities (including and not limited to restrooms and others) within the Plan area to better serve the current and future needs of the community.

Planning, Land Use, and Other Topics

1. Ensure the design of new public spaces, streetscapes, and buildings maximizes safety for all users.
2. Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.
3. Evaluate existing and planned office and hotel uses given the changing needs for these uses.
4. Provide land uses that support neighborhoods and communities. Encourage neighborhood-centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses (15-min neighborhoods).



5. Establish architecture and design standards that support sustainable, high-quality design, placemaking, and neighborhood identity.
6. Require new streets and streetscapes are attractive, human-scaled, and provide connections that support all modes of transportation.
7. Find opportunities for provision community (meeting) spaces within new buildings as part of redevelopment.
8. Integrate the on-going efforts for the Energy and Climate Change Action Plan, the Environmental Action Plan, and the City's green building policy.
9. Ensure necessary infrastructure is aligned to support new development and redevelopment.
10. Supporting Community Health + Resiliency:
 - Support access to neighborhood goods and services such as grocery stores, medical/dental uses, etc.
 - Explore opportunities to enhance neighborhood access to community resources including job and language training, wireless internet service, and programs to support and engage youth and seniors through collaboration with local partners.
 - Pursue opportunities to provide community gardens, including shared resource gardens with development as well as City parks and/or other City-owned properties such as libraries and/or recreational centers and schools.



Sanitary Sewer Capacity

Ensuring adequate sanitary sewer infrastructure capacity is a critical aspect of planning for the future to protect the health of the community and waterways. In AlexWest, there are two cross-jurisdictional sanitary sewersheds: the AlexRenew Service area and the Arlington County Service area. The two sewersheds are separated by Seminary Road, as shown in **Figure A.2: Existing Sanitary Sewershed**. Wastewater, or sanitary sewage, is channeled via collector pipes owned either by the City or Arlington County and then sent to the nearest pumping station before going on to a wastewater treatment facility. Analysis of forecasted development indicates that there is adequate capacity in the sewershed. New development will comply with the most current requirements for sanitary infrastructure.

Figure A.2: Existing Sanitary Sewershed

