



# Alexandria Master Plan

## FY 2025 Status of Implementation Report



Department of Planning and Zoning  
September 2025

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# Alexandria by the Numbers

15

Square Miles

Source: City of Alexandria

276

Years Old

Source: City of Alexandria

20+

Miles of Multi-Use Trails

Source: City of Alexandria

95,600

Employed

Source: U.S. Census (ACS)

168,600

People

Source: City of Alexandria, Annual Population Estimate

\$113,638

Median Household Income

Source: U.S. Census (ACS)

80,570

Housing Units

Source: U.S. Census (ACS), Citywide Estimate

16,334

ACPS Student Enrollment

Source: Alexandria City Public Schools (ACPS)

82%

of City within  
10-min walk of park

Source: City of Alexandria

30+

Bus Routes

Sources: DASH + WMATA

3

Transitway  
Corridors

Source: City of Alexandria

5

MetroRail  
Stations

Source: WMATA

2

MetroRail  
Lines

Source: WMATA

7

National Register Historic Districts

Source: City of Alexandria

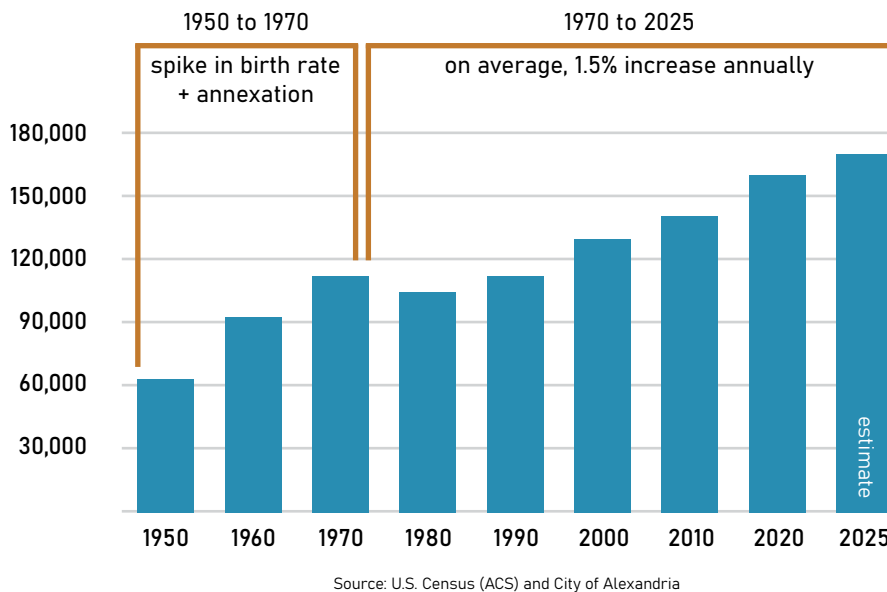
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Local Historic Districts

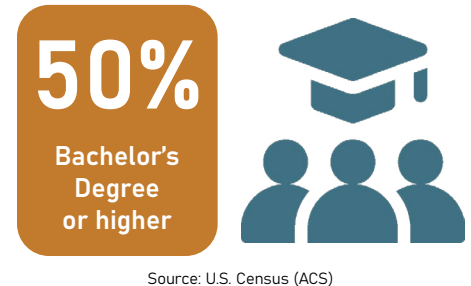
Source: City of Alexandria

# Demographics

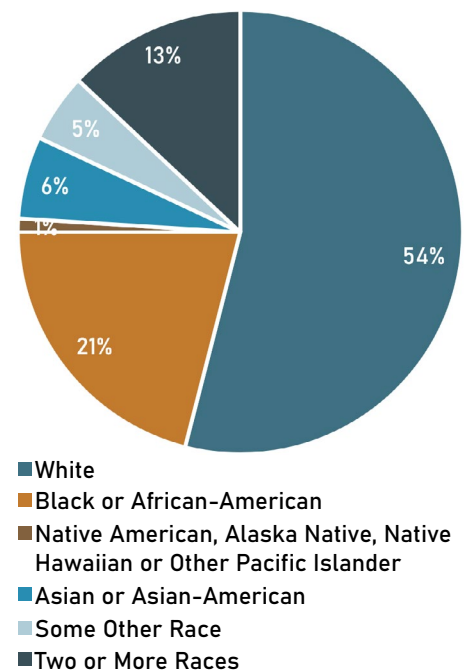
## Population Growth



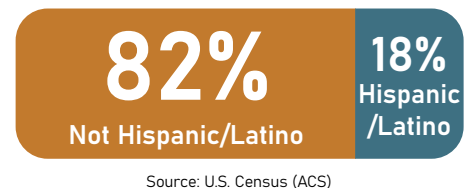
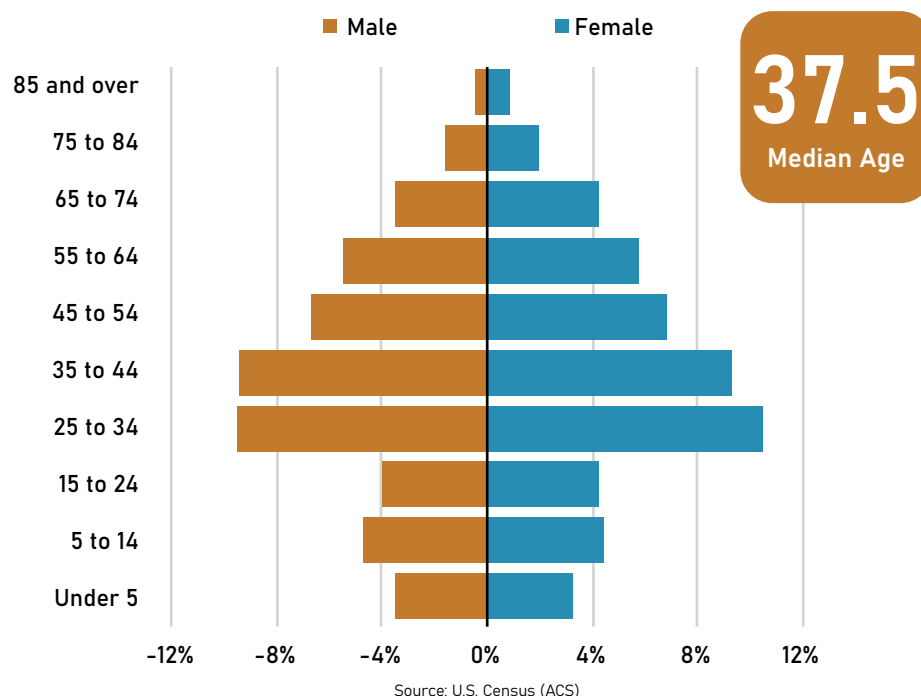
## Education



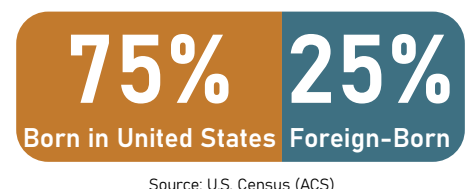
## Race + Ethnicity



## Age & Gender Distribution



## Place of Birth



## For more information...

For more interactive data, visit the City's Demographics webpage:  
<https://www.alexandriava.gov/Demographics>.



# Housing

**58%**

Renter-Occupied

+4% since 2010

**42%**

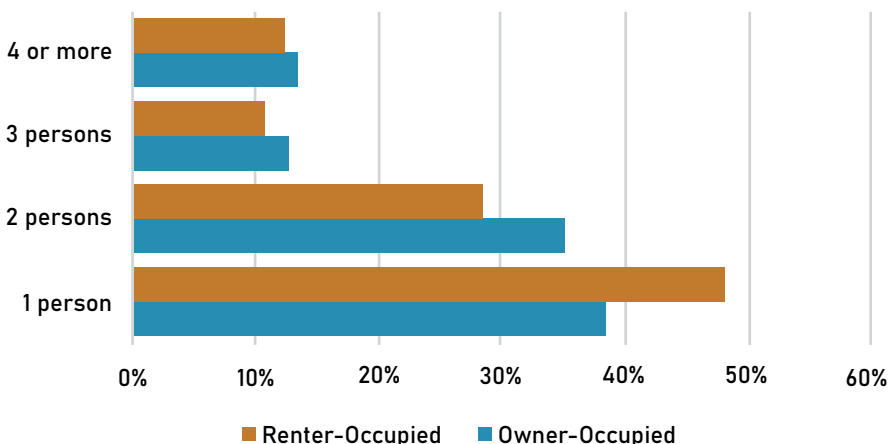
Owner-Occupied

-4% since 2010

Source: U.S. Census (ACS)

## Persons per Household

The most common household size for both renters and owners is 1, with the average size being 2.05.



Source: U.S. Census (ACS)

## Vacancy Rate

**3.5%**

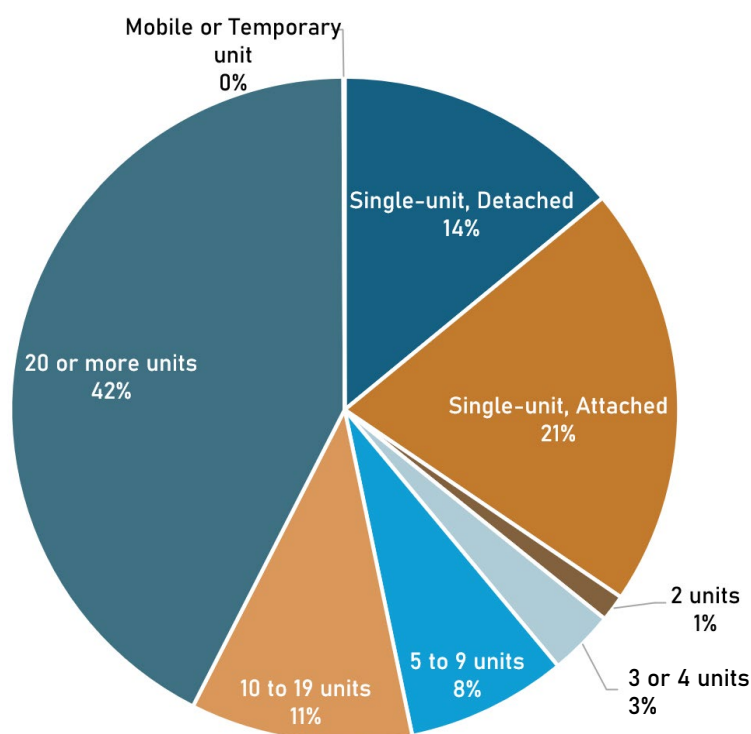
Renter Vacancy

**0.8%**

Homeowner Vacancy

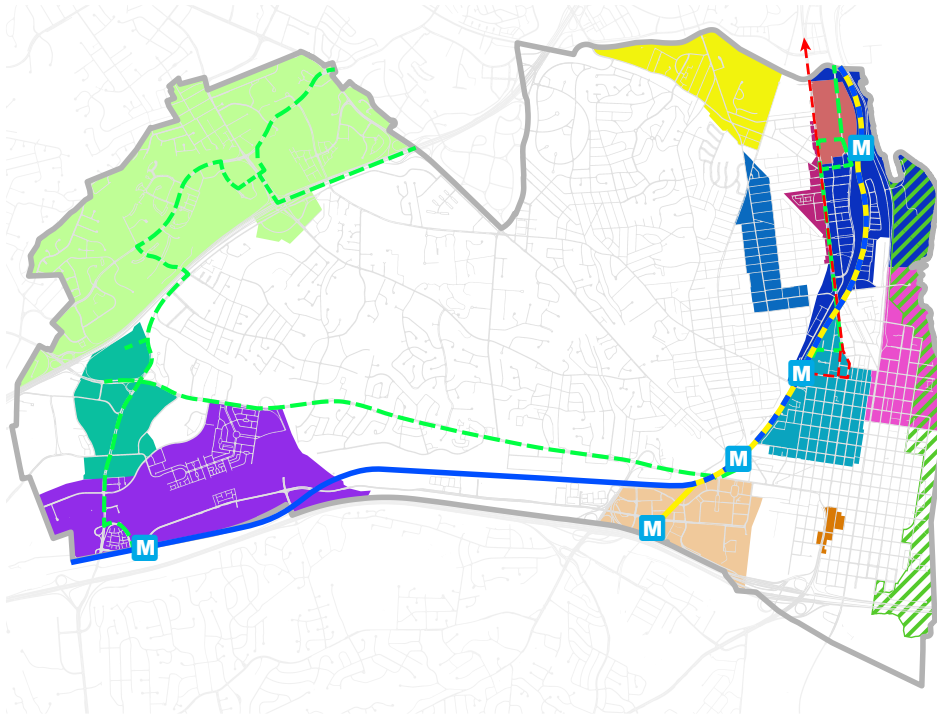
Source: U.S. Census (ACS)

## Units in Structure



Source: U.S. Census (ACS)

# Overview



Map of recently approved Small Area Plans and Overlay Districts

The City of Alexandria Master Plan is made up of Small Area Plans covering neighborhoods throughout the City, as well as chapters on citywide topics. Each Small Area Plan (SAP) includes principles and recommendations for future land use and development, as well as a series of recommended implementation tasks. The Fiscal Year (FY) 2025 Status of Implementation Report provides a summary of implementation progress from July 2024 to June 2025 on tasks associated with recently approved SAPs and topical chapters of the Master Plan.

The featured activities include a variety of tasks such as progress on new development, park and open space improvements, complete streets projects, and affordable housing achievements, all of which contribute to fulfilling the vision outlined in the City's SAPs and overall Master Plan.

In addition to attracting and managing private investment and development, an integral tool in implementing the City's Master Plan is the programming of capital projects in the City's Capital Improvement Program (CIP). All the recent SAPs recommend capital projects as part of their overall implementation.

## Map Key

### Recent SAPs and Overlays

- **AlexWest (2024)**  
Land Area: 1,255 ac  
Development: 10.5M sf
- **Arlandria-Chirilagua (2022)**  
Land Area: 230 ac  
Development: 2.8M sf
- **Braddock (2008)**  
Land Area: 237 ac  
Development: 3.6M sf
- **Eisenhower East (2020)**  
Land Area: 245 ac  
Development: 19.1M sf
- **Eisenhower West (2015)**  
Land Area: 621 ac  
Development: 9.3M sf
- **Landmark/Dorn Corridor Plan (2009)**  
Land Area: 607 ac  
Development: 12.5M sf
- **Mt. Vernon Ave. Business Plan (2005)**  
Land Area: 123 ac  
Development: 3.6M sf
- **North Potomac Yard (2017)**  
Land Area: 73 ac  
Development: 7.5M sf
- **Oakville Triangle (2015)**  
Land Area: 37 ac  
Development: 2.7M sf
- **Old Town North (2017)**  
Land Area: 200 ac  
Development: 6.5M sf
- **South Potomac Yard (2003)**  
Land Area: 382 ac  
Development: 4.2M sf
- **S. Patrick Housing Affordability (2018)**  
Land Area: 17 ac  
Development: 918k sf
- ▨ **Waterfront (2012)**  
Land Area: 357 ac  
Development: 811k sf

### Transit Routes

- Metro Yellow Line
- Metro Blue Line
- - Metroway Route
- - Planned Transitway Corridors



# Planning for the Future

## Small Area Plan Implementation Progress Tracking



Department of Planning and Zoning (P&Z) staff track progress toward goals outlined in SAPs. The progress shown from the tracking of these implementation goals reflects the relationship among market drivers, City investment, and catalytic projects. For example, minimal real estate development in some SAPs may be balanced by more City investment in transit and infrastructure to prepare for future development.

In essence, implementation of SAPs is not a linear process and differs from one area to another. As illustrated in the map on page 6, all of the City's recently approved SAPs are in areas

of the city well-served by transit where most growth is expected to occur, comprising what is known as the "Growth Crescent."

Implementation graphics in the report illustrate progress made to date with regard to development and open space since the Plan's adoption and assumes implementation of each SAP will take 30 years. The graphics apply the following definitions:

- **Development** – square feet (SF) of residential, commercial, or mixed-use development.
- **Open Space** – acreage of outdoor publicly accessible open space,

which includes publicly accessible parks, trails, plazas, and other forms of open space.

- **Anticipated** – development (SF) or open space (acres) that are planned but do not have development approvals – no substantial work has begun.
- **In Progress** – development and open space approvals/construction have begun, but some additional work is ongoing or outstanding.
- **Complete** – development and open space construction are complete.



# AlexWest

The [AlexWest Small Area Plan](#) (SAP) was adopted by City Council in 2024. The Plan establishes a land use strategy that prioritizes inclusive growth in areas that will minimize displacement, retain the culture and diversity of the area, maximize the use of transit, provide neighborhood-serving retail, be well-designed, and enhance the social infrastructure (parks, civic uses, public realm, public space, and high quality design) that improves residents' quality of life.



## In This Chapter

1. The View Alexandria - *public*
2. Southern Towers Transit Center - *public*
3. North Beauregard Multi-Use Trail - *public*
4. Seminary Road - *public*
5. King and North Beauregard Intersection Improvement - *public*
6. Sanger Avenue Safety Improvements - *public*
7. West End High-Crash Intersection Safety Audits - *public, multiple locations*
8. West End Transitway - *public*
9. West End Transitway Public Art - *public, multiple locations*
10. Holmes Run Trail Repairs - *public*



## AlexWest Plan

The recently adopted AlexWest Small Area Plan provides a long-term vision and land use guidance for new development related to housing affordability, mobility, parks and open space, environmental and community health, and other topics. The Plan was shaped by a robust equity-focused engagement process, including virtual town halls, multilingual outreach, popups, and targeted stakeholder workshops.

In July 2025, the City received recognition for the AlexWest Plan from the Virginia Chapter of the American Planning Association (VA APA) with the “Virginia Plan of the Year” Award. This prestigious recognition highlights the plan’s exceptional community engagement, innovative land use strategies, and commitment to equitable, inclusive growth in one of Alexandria’s most diverse neighborhoods.

[Click cover to view Plan](#)

## The View Alexandria

In June 2025, City Council approved the redevelopment of Goodwin House’s The View senior living facility with 257 net new independent living, assisted living, skilled nursing, and memory care units. The proposed building would feature a pair of 14- and 16-story towers connected by a ground floor podium with rooftop open space. The building benefits from bonus height and density under Zoning Ordinance Sec. 7-700, with 7 one-bedroom units affordable at 60% area median income (AMI). Residents of these units will also benefit from a substantially reduced community buy-in, ensuring a stable monthly maintenance fee if residents progress to higher levels of care. Apart from the site’s stormwater management improvements and surface parking relocation into a below-grade garage, the project retains the existing 6-story, 126-unit building.



Concept rendering of The View Alexandria

## Southern Towers Transit Center

In FY 2025, the City advanced the Southern Towers Transit Center by completing a thorough review of multiple design alternatives and reaching agreement with the property owner on a final site and scope that align with the AlexWest Small Area Plan and available funding. The selected design consolidates bus operations into a single location, improving reliability and passenger amenities while balancing impacts on parking and circulation. These efforts resolve prior challenges tied to redevelopment uncertainty and ensure the project can move forward within the grant parameters.

This quarter, staff coordinated with the Virginia Department of Rail and Public Transportation (DRPT) to execute a \$10 million grant agreement, securing funding to advance the project into design. With concept development, cost estimating, and alternatives analysis completed, the City is now preparing to procure a design consultant in Fall 2025. The project schedule will be updated once a contractor is selected, marking a major step toward delivering a modernized transit center for the Southern Towers community.



Location of Southern Towers Transit Center

## North Beauregard Multi-Use Trail

This project will design and construct a [shared-use path](#) along North Beauregard Street between Fillmore Avenue and Berkeley Street, to increase mobility and access for people walking, biking, or using other mobility devices in the West End. The City has finalized the design and accelerated the receipt of land dedications and easements from adjacent properties with the goal of starting construction at the end of 2025 or early 2026.



Concept drawing of North Beauregard Street Multi-Use Trail

## King and North Beauregard Intersection Improvements

This is a two-phase project to improve corridor capacity and safety in line with the City's Complete Street Design Guidelines at and adjacent to the intersections of King Street (Route 7), N. Beauregard Street, and S. Walter Reed Drive.

With Phase 1 improvements complete, Phase 2 will right-size lane widths, provide a wider refuge area for pedestrians, modify ADA curb ramps, and update the signing and striping plan. Staff has begun the process of securing VDOT approval.



New curb extension on Sanger Avenue

## Sanger Avenue Safety Improvements

This project will convert existing curbside travel lanes to parking, add curb extensions and crosswalks along the corridor, and improve facilities for people walking and biking, from North Van Dorn Street to North Beauregard Street. The project was approved by the Traffic and Parking Board in February 2025. Construction was completed in Summer 2025 as part of the repaving process.

## Seminary Road

Due to a history of high crash volumes along the portion of Seminary Road west of North Beauregard Street, the City recently completed a planning study to analyze crash history to assist in developing potential safety improvements that balance safety and pedestrian accessibility with traffic and transit improvements.

In 2024, the City was awarded a technical assistance grant through the Metropolitan Washington Council of Governments' (MWCOC) Regional Roadway Safety Program to study the Seminary Road corridor, identify potential improvements, and develop concept designs. Public engagement concluded in May 2025. Phase two of the study will take place in FY 2026 and conclude with a recommended concept design for the corridor.

The Seminary Road and North Beauregard Street Feasibility Study completed in 2023 determined that improvements to this intersection rely heavily on associated improvements to the I-395 interchange and the Mark Center Avenue intersection with Seminary Road. These improvements will be analyzed further through the City's West End High Crash Intersection Audits.

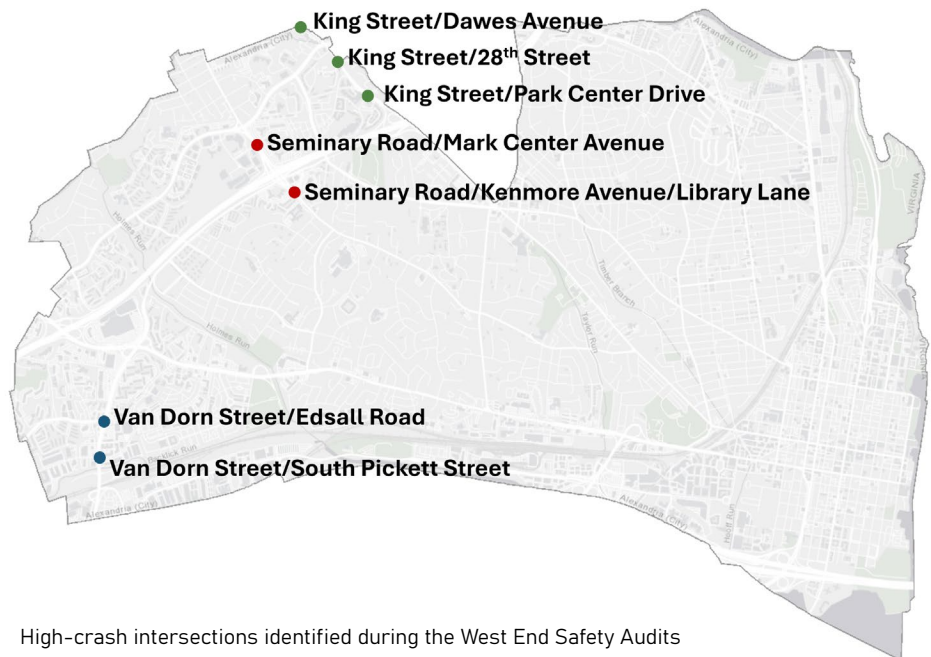


Existing conditions on Seminary Road



## West End High-Crash Intersection Safety Audits

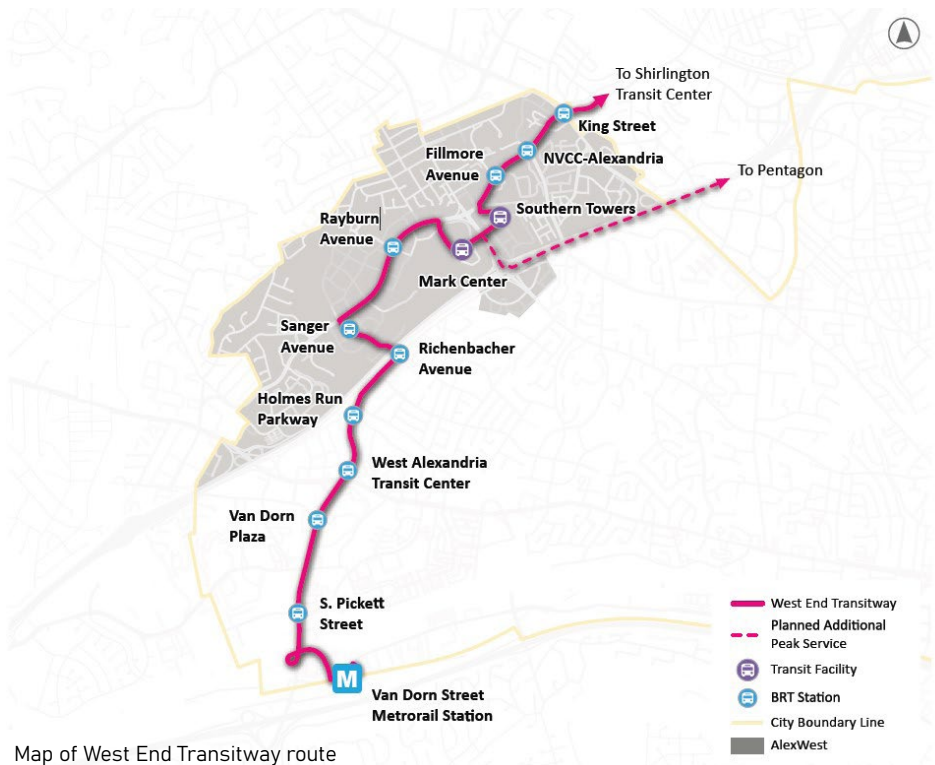
In 2022, the City performed a comprehensive crash analysis that identified seven high-crash corridors and intersections along the West End for additional study. That same year, the City secured federal funding to perform safety audits and develop concept designs via the U.S. Department of Transportation's Safe Streets & Roads for All Grant Program. Through this analysis, the City will develop potential design options to improve traffic safety at these high-crash corridors and intersections and help move the City closer to achieving its Vision Zero goal of eliminating fatal and severe crashes by 2028. The design process will take place over FY 2026.



High-crash intersections identified during the West End Safety Audits

## West End Transitway

The West End Transitway (WET) is one of three bus-rapid transit (BRT) corridors planned for the City, including the existing Metroway line on U.S. Route 1. The WET will connect major transit facilities and several neighborhoods along the corridor. Design and construction of the first phase is focused on Transportation Systems Management improvements, including new stations with amenities, transit signal priority, bus queue jump lanes (short stretches of bus lanes around intersections), pedestrian and bike improvements, public art, and new buses to operate in shared lanes. Design began in Fall 2023 and is expected to be complete in December 2025, contingent on ROW acquisition and utility relocations.



Map of West End Transitway route

## West End Transitway Public Art

The City's Public Art Program has commissioned five artists to work with the transit team to design public art that will be incorporated in the new West End Transitway. In FY 2025, these artists were placed under contract and completed site visits to Alexandria to develop design concepts with input from the public art project task force. In June 2025, the Alexandria Commission for the Arts approved concept designs for 18 new permanent public artworks as part of the future West End Transitway. These works will enhance the transit corridor with creative placemaking and artistic expression.



## Holmes Run Trail Repairs

The City is in the process of remediating multiple repair sites along Holmes Run Trail after historic flooding events in 2018 - 2019, with partial funding from the Northern Virginia Transportation Authority (NVTa). Repairs are currently divided among four key sites along Holmes Run, with two of the repair sites anticipated for completion in August 2025.

Site #2 replaced the trail's pedestrian bridge, restored stream embankments, and began repairs on the trail near the Morgan Street cul-de-sac. Site #3 repaired flood damage along the trail near North Ripley Street, including construction of a drilled shaft retaining wall, slope protection, drainage improvements, and trail restoration.



Repairs at Holmes Run Trail Site #2



Repairs at Holmes Run Trail Site #3



# Arlandria-Chirilagua

The [Arlandria-Chirilagua Small Area Plan](#) (SAP) (in [Spanish](#)) was adopted by City Council in 2022. The Plan establishes a framework to ensure that this unique community can remain and thrive as an important and valued part of the City. The Plan focuses on tools to improve housing affordability and celebrate the community's diversity and culture in the built environment. The Plan also prioritizes enhanced pedestrian safety and access to parks and community spaces.



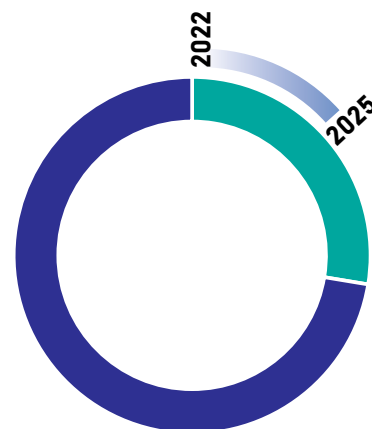
## In This Chapter

1. The Sansé and Naja
2. The Square at 511
3. ParcSquare
4. CLI/Elbert Avenue
5. Chirilagua Housing Cooperative - *public-private*
6. Four Mile Run Kayak Launch - *public-private*

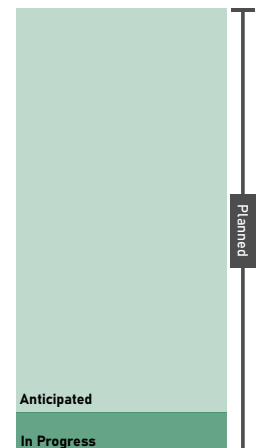
## Progress Tracking

Development — 2,800,000 SF

Open Space — 7.5 ac



In Progress  
Anticipated







Construction of The Sansé



Concept renderings of The Sansé and Naja

## The Sansé and Naja

At full build out, Housing Alexandria's mixed-income, mixed-use project will create 474 new affordable homes, with a focus on family-sized units. Construction includes four phases across two buildings and is funded by substantial City loans and multiple sources of external grants, including low income housing tax credit (LIHTC) equity, Virginia Housing loans and grants, Virginia Housing bonds, Amazon Housing Equity Fund loans and grants, and others. Housing Alexandria plans to help community members apply once units are available.

Sansé construction commenced in October 2023 and will feature 416 affordable rental units, a community meeting space, a plaza and open space, and flex space for use by various City departments and agencies, as well as an ALIVE! food hub. Sansé is slated for completion by mid-2026.

The second building, Naja, will begin construction in 2026 and will include 58 affordable units and neighborhood-serving commercial space such as a medical and dental clinic, affordable daycare and pre-K programs, nonprofit office space, and other retail. Naja is anticipated to be complete by 2028.

## The Square at 511

Rehabilitation work continues at The Square at 511 under a \$5 million Community Development Block Grant. Federal funding has enabled Housing Alexandria to rehabilitate critical building systems, including elevators, sewer lines, windows, water pumps, and other structural repairs. Work is anticipated to be complete in 2026.

## ParcSquare

Wesley Housing received a \$300,000 loan in federal HOME funds from the City to rehabilitate portions of its 66-unit scattered-site property, Parc Square, in Arlandria. The project was acquired using Amazon Housing Equity Funds as part of an assemblage for a future redevelopment.

## CLI/Elbert Avenue

Redevelopment of the existing 28-unit property into a 91-unit affordable rental community on Elbert Avenue is anticipated to start in 2026. Consistent with the housing priorities of the small area plan, this project will provide a range of affordability from 30-80% AMI. The project secured VA state housing opportunity tax credits in Summer 2024, leveraging a \$3 million City loan and grant funding to deeply subsidize 10 units. CLI is currently completing its funding package.

## Chirilagua Housing Cooperative

The City is completing \$2.5 million in ARPA-funded capital improvements at the 286-unit Cooperative. Besides replacing roofs and other updates to building systems, the City has worked with the board and the community on governance training and helped memorialize and record the ownership interests of all shareholders in the City's land records.



## Four Mile Run Kayak Launch

The Kayak Launch is a partnership with the [Four Mile Run Conservatory Foundation](#) and the City. It will provide the first public ADA-accessible Potomac River paddling access. The public water access point includes a raised boardwalk from the Four Mile Run trail to a gangway extending to a floating dock while maintaining ADA-compliant slopes and level landings. All environmental regulatory approvals, including permits from the Army Corps of Engineers and Commonwealth of Virginia, were completed in 2024. Construction began in Spring 2025.



Project sign at the construction site of Four Mile Run Kayak Launch



Construction of the Four Mile Run Kayak Launch



Turtles sunbathing near the Four Mile Run Kayak Launch



# Braddock

The [Braddock Metro Neighborhood Plan](#) and [Braddock East Master Plan](#) were adopted in 2008 as an update to the 1992 [Braddock Small Area Plan](#). The Plans create a vision that builds on the strengths of the walkable historic neighborhood near Metro, promotes mixed-income housing, and improves access to a variety of community-serving, usable open spaces, retail and services.



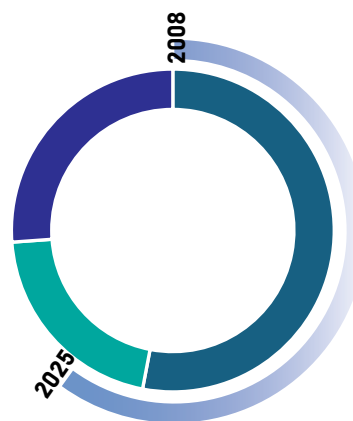
## In This Chapter

1. The Whitley
2. Pendleton Street Rooming House - *public-private*
3. Braddock Road Trail Access and Corridor Improvements - *public*

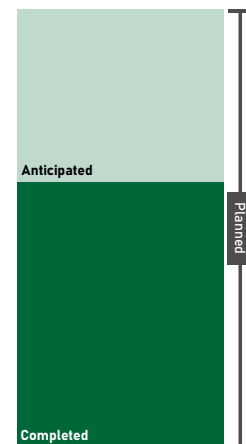
## Progress Tracking

Development — 3,600,000 SF

Open Space — 2.8 ac



- In Progress
- Anticipated
- Completed





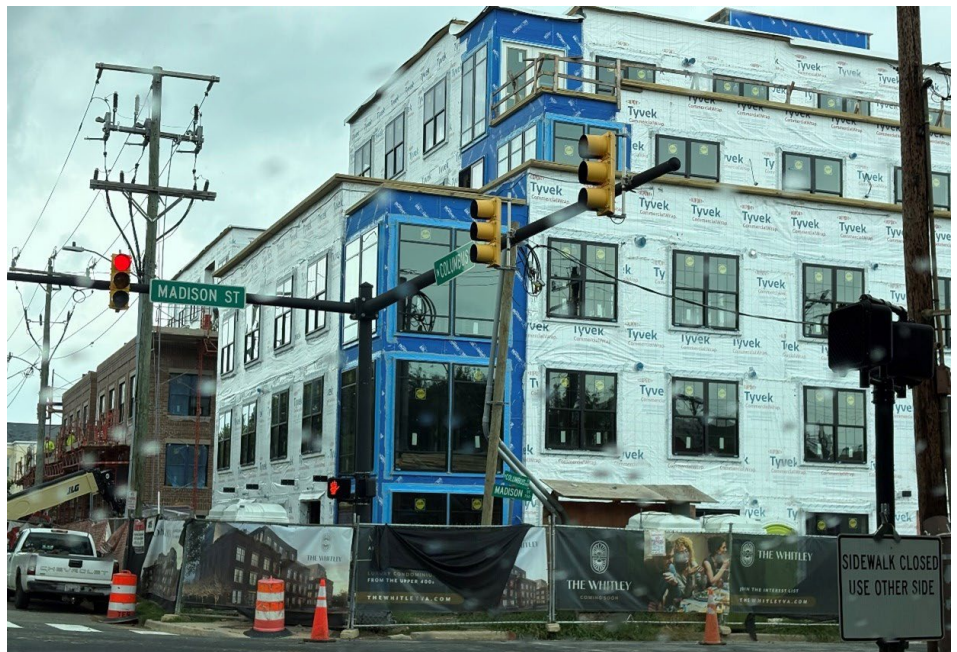
## The Whitley

Approved in late 2021 and currently under construction, the first phase of this project is a five-story condominium with 78 units, including eight affordable for-sale units. Access to the project will be from a private drive aisle accessed from Madison Street, shared with The Whitley Phase 2. The Whitley fills a long vacant parcel and surface parking lot and marks the transition from the lower-scale historic district buildings to the west to the larger buildings in the Old Town North neighborhood to the east.

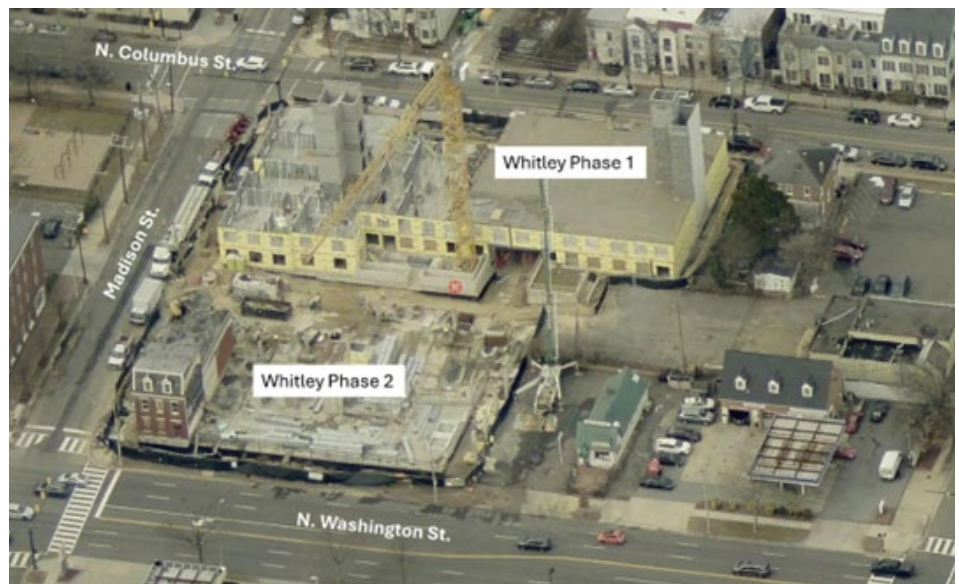
The second phase, approved in early 2025 with parcels technically in the Old Town North SAP, will replace a stalled construction project originally intended to be a new hotel and convert it to another multi-unit condominium project (49 units) with one affordable unit. Approved in early 2025, the project will utilize the previously constructed underground parking garage and general building footprint but with new architecture that is more appropriate to its residential use. The historic townhouse at 802 N. Washington Street will be integrated into the overall project.



Concept rendering of The Whitley Phase 2



Construction in progress on The Whitley Phase 1



Aerial of both construction sites for The Whitley Phases 1 + 2



## Pendleton Street Rooming House

The rehabilitation of the Pendleton Rooming House is underway with extensive exterior and interior modifications, upgrades to major building systems, geothermal, safety and accessibility improvements, and the restoration of the former commercial space facing Henry Street. Funding includes a combination of City and federal sources. The rehabilitation is anticipated to conclude in mid-2026. Pursuant to the City's agreement with the property's owner, Pendleton will continue to be used as a rooming house for ten low-income individuals for at least 15 years following completion of construction.



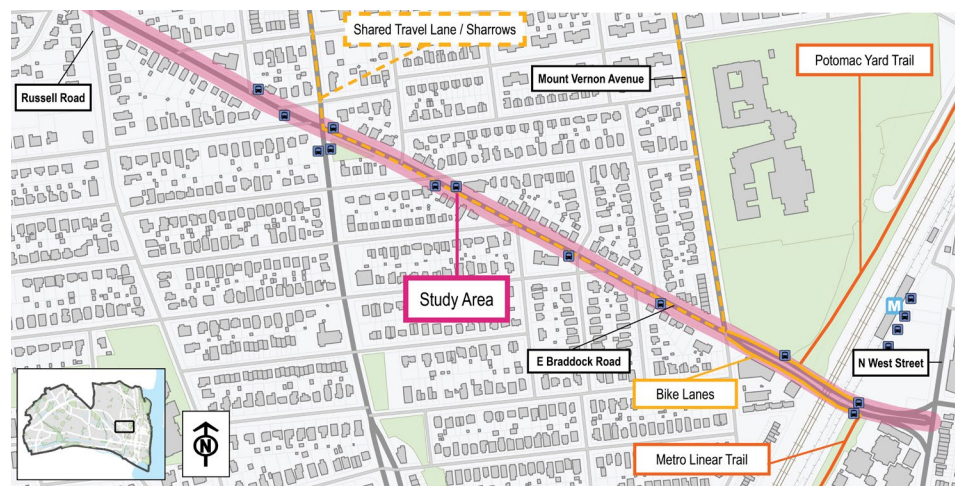
Pendleton site before construction



Historic photo of Pendleton House

## Braddock Road Trail Access and Corridor Improvements

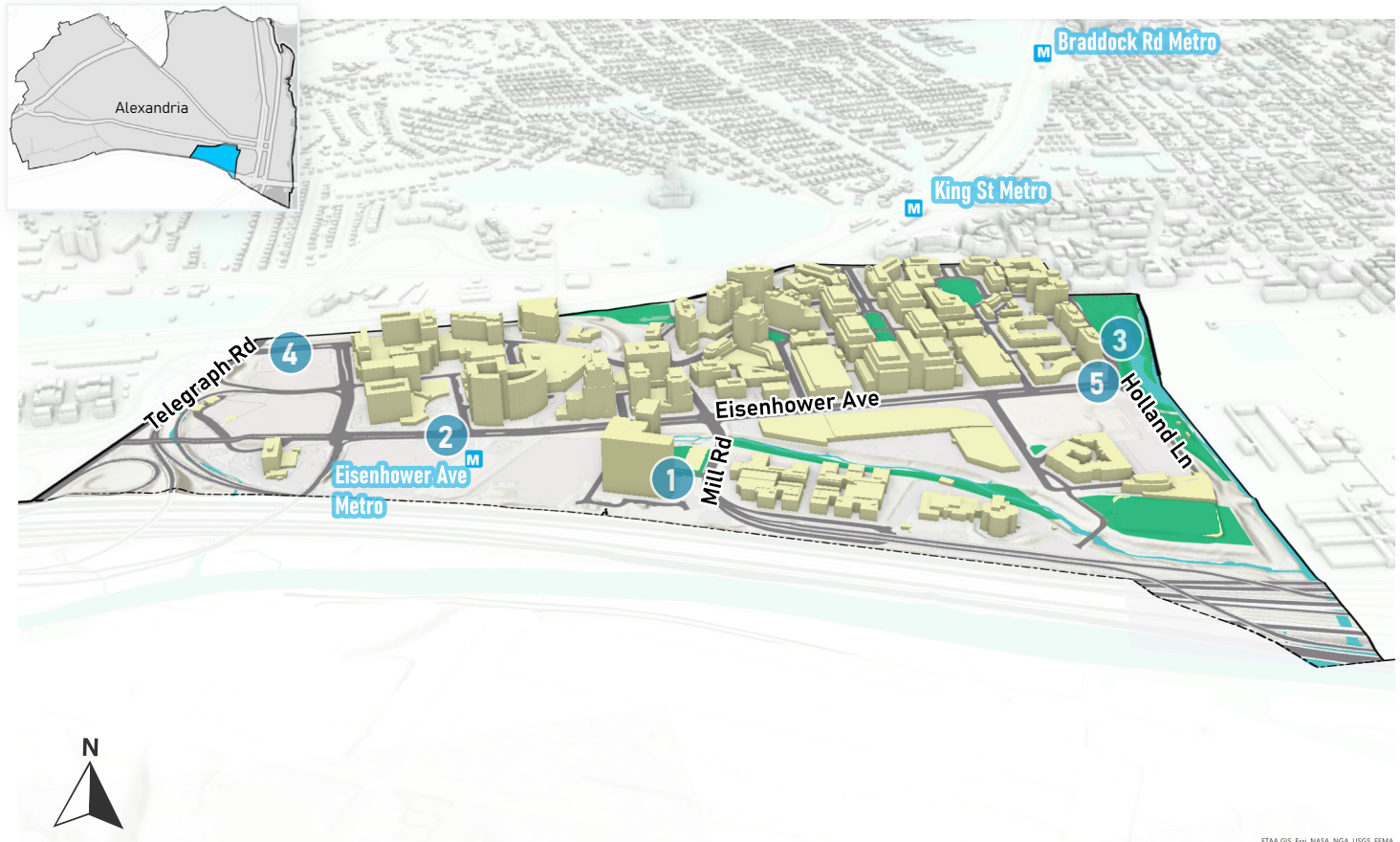
[This project](#) aims to enhance safety and accessibility along Braddock Road between Russell Road and North West Street by creating a more connected, comfortable corridor for walking, biking, transit, and driving. The project will improve access to key destinations, including the Braddock Road Metrorail Station, Potomac Yard Trail, and Metro Linear Trail while addressing safety concerns at crossings where different types of travelers interact, particularly during rush hour. Design options will be shared with the community for feedback in Fall 2025.



Project map

# Eisenhower East/Carlyle

The [Eisenhower East Small Area Plan](#) (SAP) was adopted by City Council in 2020. The Plan provides a blueprint for transit density with a people-first orientation, where residents, workers and visitors choose Eisenhower East for its walkability, welcoming public spaces, proximity to two Metrorail stations, network of public parks and trails, housing affordability, and variety of retail, dining and entertainment options.



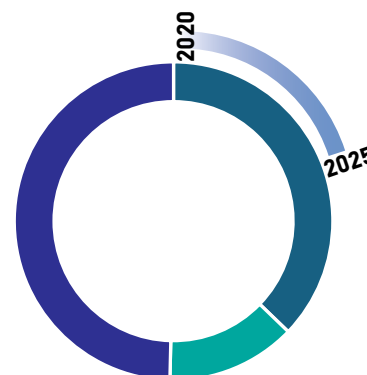
## In This Chapter

1. Block 20 (2200 Dock Lane)
2. Eisenhower Avenue Roadway, Streetscape, and Safety Improvements - *public*
3. Holland Lane - *public*
4. Mill Road Corridor Improvements - *public*
5. Public Art at South Circle Park - *public*

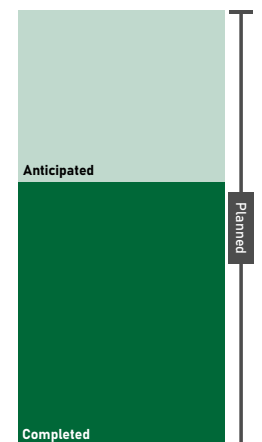
## Progress Tracking

Development — 19,100,000 SF

Open Space — 32.5 ac



- In Progress
- Anticipated
- Completed







Concept rendering of Block 20

## Block 20 (2200 Dock Lane)

In December 2024, City Council approved a proposal by Paradigm Development Company to construct a 110-unit high-rise residential condominium building on the eastern parcel of Block 20, located two blocks east of the Eisenhower Avenue Metro Station. The new building will be 13 stories tall with a unit mix of 78 one-bedroom, 29 two-bedroom, and 3 three-bedroom units. Although most of the affordable units for this block were provided at the adjacent Meridian 2250 building, two of the units in this building will be affordable to households with incomes between 70-100% AMI and represent the first affordable homeownership units in the Eisenhower East/Carlyle area. The project includes rooftop open spaces and the completion of a drive aisle on the southern side of the site. Block 20 is currently expected to be fully completed by Summer 2026.



Construction site of Block 20

## Eisenhower Avenue Roadway, Streetscape, and Safety Improvements

Identified as a high priority in the Eisenhower East SAP, improvements to the pedestrian crossing along Eisenhower Avenue adjacent to the Metrorail Station were completed in Winter 2024-2025. The station area has experienced an increase in the number of pedestrians crossing due to nearby residential developments and staff and visitors of the U.S. Patent and Trademark Office, the National Science Foundation, and WMATA's Virginia headquarters facility. Pedestrian traffic will continue to increase as additional planned development occurs.

## Holland Lane

In FY 2025, the City finalized a preferred concept and advanced detailed design for corridor improvements on Holland Lane for new pedestrian crossings, median islands, protected bicycle lanes, and street trees. Implementation is expected in FY 2026.

## Mill Road Corridor Improvements

In FY 2025, the City performed planning and community outreach related to planned bicycle improvements on Mill Road between Stovall Street and Cabin Creek Road. With excess vehicle capacity on Mill Road, some of the existing roadway can be retrofitted to provide improved bicycle connectivity and a safer streetscape. These improvements are intended to fill an existing gap in the bicycle network, connecting Carlyle to the Eisenhower Trail through a comfortable, low-stress connection. Repaving of the roadway and installation of the bicycle improvements were completed in Summer 2025.



Construction in progress near the intersection of Mill Road and Eisenhower Avenue

## Public Art at South Circle Park

As part of a new development at the corner of Eisenhower Avenue and Holland Lane, South Circle Park will be created as a new public space. This park will serve as a prominent open space and visual gateway into the neighborhood. The City's Public Art Program commissioned artist DeWitt Godfrey to join the development and landscape architecture team to design a site-specific, permanent work of art for the new park. The artist's designs were completed in FY 2025.



Concept rendering of Enscape by DeWitt Godfrey at South Circle Park



# Eisenhower West/Landmark Van Dorn

The [Eisenhower West Small Area Plan](#) (SAP) was adopted by City Council in 2015. The Plan provides a framework to guide the development of the 620-acre Plan area by establishing a new grid of streets and connections for pedestrians, bikes and cars, creating a more urban pedestrian-oriented environment adjacent to the Van Dorn Metrorail station, providing a mix of land uses and range of housing opportunities, enabling flexibility for production and “maker” uses, and creating a connected open space network, including a revitalized Backlick Run greenway.



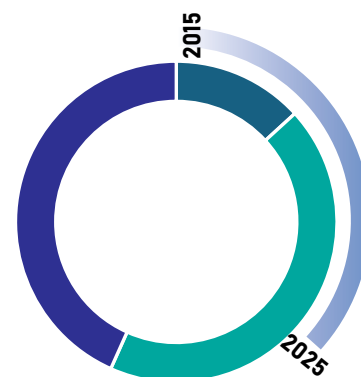
## In This Chapter

1. WestEnd Redevelopment (former Landmark Mall)
2. Victory Center
3. Stevenson Multi-Unit Residential
4. Vulcan Infrastructure
5. Van Dorn Bridge Repair over Duke Street - *public*
6. South Van Dorn Street Bridges + Multimodal Improvements - *public*
7. I-395 Ramp to Duke Street - *public*
8. West End Transit Center - *public*
9. South Pickett Street Corridor Improvements - *public*
10. Eisenhower Avenue Corridor Improvements - *public*
11. Joseph Hensley Park - *public*

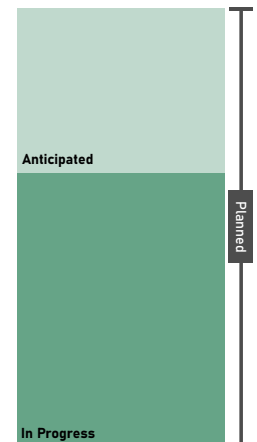
## Progress Tracking

Development — 21,800,000 SF

Open Space — 30 ac



- In Progress
- Anticipated
- Completed



## WestEnd Redevelopment (former Landmark Mall)

Construction continues on the new WestEnd Redevelopment project at the site of the former Landmark Mall, which includes multiple commercial and residential blocks, as well as preparations for anticipated parks and open space. A comprehensive map of the various blocks can be found below.

The infrastructure work for WestEnd was approved as part of the former Landmark Mall development site plan, and all public roads, curbs, and necessary utilities have been constructed.

In October 2024, City Council approved 110 townhouses, associated private streets, and 50,000 square feet of accessible private open space on Blocks L + M, the latest approval for WestEnd Alexandria.

Previously approved Blocks E, G, I, and K are in the process of having building permits issued. Block D is currently under City review and is proposing 275 residential units, expected for Planning Commission and City Council public hearings in Winter 2025.

The new INOVA Hospital campus initiated construction this past fiscal year, with completion of the hospital expected by Spring 2026 and the medical complex by the end of 2028.

Block J, the site of a future fire station and affordable housing, is in the early stages of site plan development.

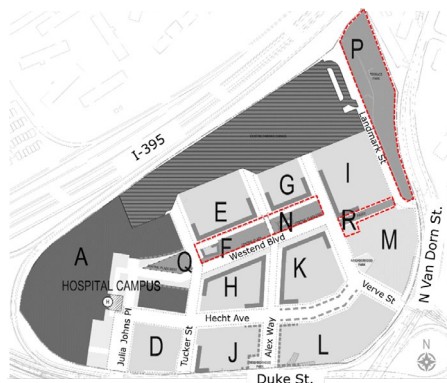
WestEnd's open space pavilions are in the process of securing building permits before construction of the central plaza will officially commence.



Concept rendering of the WestEnd redevelopment



Construction of the WestEnd redevelopment in progress



Blocks map of the WestEnd redevelopment



## Victory Center

In December 2024, City Council granted approval and a thirty-year (declining) tax exemption as an incentive to induce the conversion of this long-vacant federal office building to residential use. Pursuant to the performance agreement, the building conversion will be implemented over the next three to four years. The project will yield approximately 400 committed affordable and workforce affordable rental units with a ground floor community room. Future phases will include a multi-unit residential building, townhouses, and park on the former western parking lot. The applicant has begun interior demolition of the conversion building and is working with staff to refine the design of the publicly accessible, private park in front of the building as part of the final site plan process.

## Vulcan Infrastructure

Since City Council approval in April 2024, the applicant has begun environmental remediation of this industrial site and is proceeding through the final site plan processes for the stormwater master plan, infrastructure plan, a public park, and residential condos. Final site plan submittals are pending for the townhouses/stacked townhouses and hotel. Due to the amount of required site remediation, this redevelopment was approved for five years, until April 2029.



Concept rendering of Vulcan condos

## Stevenson Multi-Unit Residential

In June 2024, City Council approved development of this a 270-unit residential building on the 6100 block of Stevenson Avenue. The Final Site Plan is currently under review and construction is anticipated to start in 2026.



Concept rendering of Stevenson multi-unit residential

## Van Dorn Bridge Repair over Duke Street

Completed in August 2024, this project provided bridge repairs at Van Dorn over Duke Street aimed to extend the structure's service life through concrete repairs, joint resealing, bearing plate work, anchor bolt replacement, and restoration of damaged structural surfaces.

## South Van Dorn Street Bridge + Multimodal Improvements

The Plan's vision for a redesigned Van Dorn Street Bridge includes an attractive green boulevard with dedicated transit lanes for the West End Transitway with new pedestrian and bike facilities. A grant of \$10 million from the Northern Virginia Transportation Authority is funding the engineering design to add and widen sidewalks and incorporate bicycle infrastructure and a bus lane to support the West End Transitway. A design consultant was procured in Fall 2025 to begin the design process.

## I-395 Ramp to Duke Street

A design modification is required for the I-395 ramp to Duke Street to reduce traffic weaving conflict, improve safety to the ramp approach, as well as provide direct access into the approved INOVA site within the Landmark Mall redevelopment area. The final report related to the ramp's analysis was submitted to the Virginia Department of Transportation (VDOT) in July 2024 for their approval. Public information efforts will be initiated in Fall 2025.

## Eisenhower Avenue Corridor Improvements

In FY 2025, the City approved a preferred alternative to improve conditions on Eisenhower Avenue between South Van Dorn Street and Holmes Run Trail. Improvements include a protected two-way bike lane, new crosswalks, medians, and reduced speed limit. The City continues to seek grant funding for design and construction.

## West End Transit Center

As part of the redevelopment of the former Landmark Mall (now known as WestEnd Alexandria), the City will be designing and constructing a new Transit Center with six bus bays that will be integrated into the mixed-use development, which will contain retail, multi-family buildings, townhomes, medical offices, and the new INOVA hospital campus. In FY 2025, the City held a competitive procurement process to hire an architectural design team to lead the community engagement and design of the new Transit Center. In FY 2026, the City and the design team will undertake a design process, with opportunities for community engagement, to develop the proposed design concepts for the new Transit Center.

As a future major transfer point, the Transit Center will serve two bus rapid transit (BRT) routes and several local DASH and Metrobus routes. The completion of the Transit Center will be a major milestone in achieving long-term transportation goals to support bus rapid transit corridors throughout the City.

## South Pickett Street Corridor Improvements

In FY 2025, the City finalized a preferred design concept for South Pickett Street between Duke Street and Edsall Road, consisting of new crosswalks, medians, protected bicycle lanes, center turn lanes, and a speed limit reduction, which will address a significant crash history on the corridor. The City also initiated a detailed design, which is expected to be completed in FY 2026.

## Joseph Hensley Park

Construction of the approved renovation plans for Joseph Hensley Park, funded through the City's CIP, is nearing completion. The park's renovation replaces restrooms and adds a playground, a second park shelter, and a multi-use court/performance space. The renovated park maintains diamond and rectangular athletic field uses on site while upgrading the facilities in two phases.

Phase I upgrades include stormwater and site drainage improvements, increased parking capacity, upgraded sports lighting, upgrades to a natural turf diamond field, upgraded dugouts and batting cages, conversion of a second diamond field to synthetic turf, and improved site circulation with ADA accessibility. These upgrades are slated for completion in Fall 2025.

Phase II will convert the rectangular field to synthetic turf and improve the western parking lot. Other additional improvements include a new maintenance facility, new gazebo, and multiple retaining walls.



New playground at Joseph Hensley Park

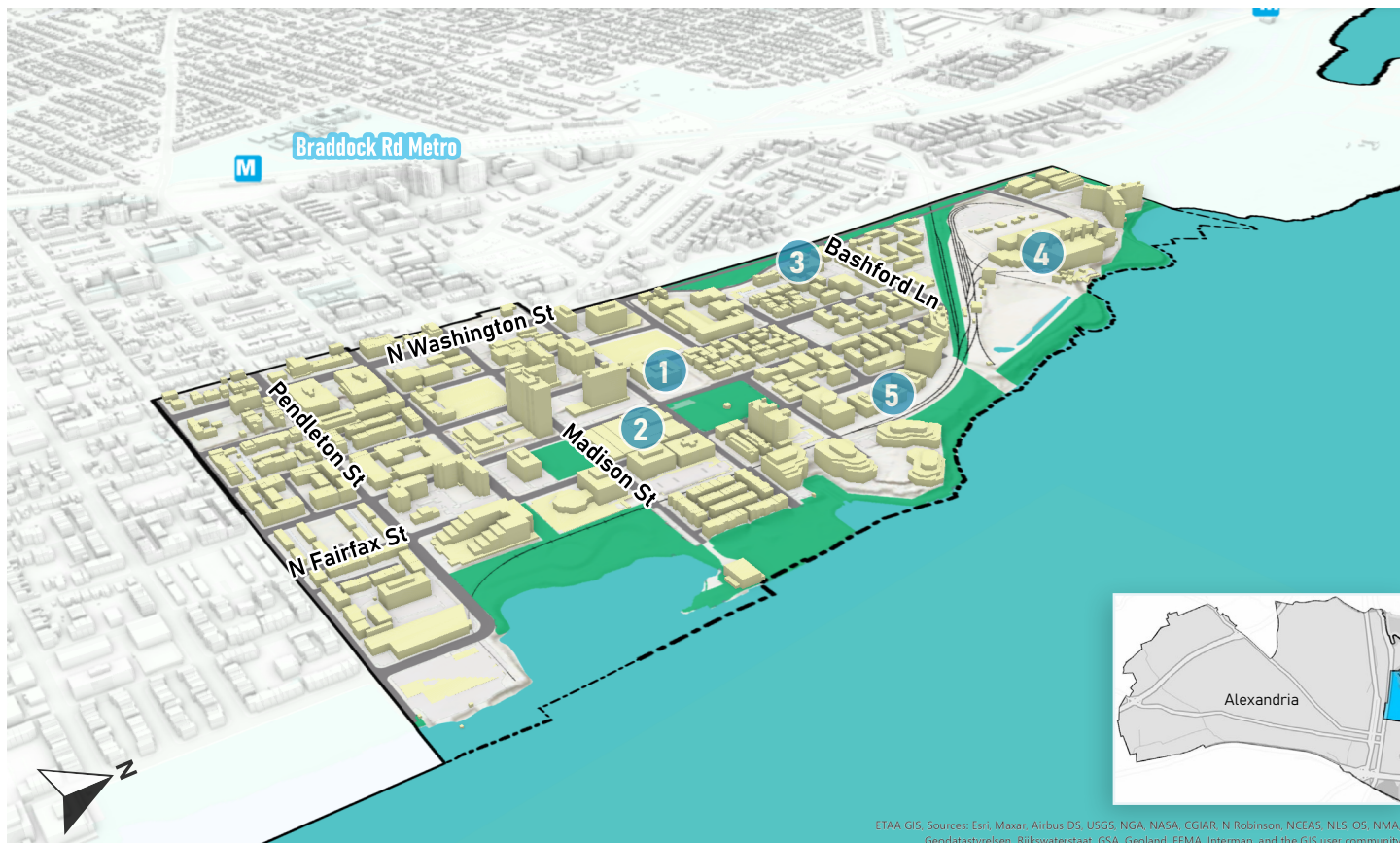


Phase 1 improvements at Joseph Hensley Park involved permeable paving and shade trees



# Old Town North

The [Old Town North Small Area Plan](#) (SAP), adopted by City Council in 2017, builds on the community's strengths while planning for a sustainable, pedestrian-focused neighborhood, high-quality building design and public realm, diversity of transportation options, concentrated retail areas, and celebration of arts and culture.



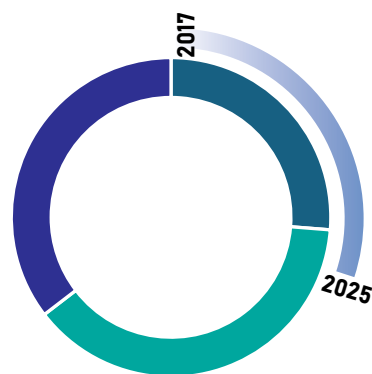
## In This Chapter

1. 425 Montgomery Street
2. Montgomery Center
3. 1201 East Abingdon Drive
4. Potomac River Generating Station Redevelopment
5. Tidelock

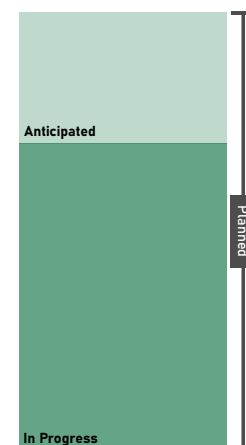
## Progress Tracking

Development — 6,500,000 SF

Open Space — 10 ac



- In Progress
- Anticipated
- Completed



## Urban Design Advisory Committee

The Urban Design Advisory Committee (UDAC) met 4 times during this implementation period to review and discuss updated OTN Design Guidelines matrix and Potomac River Generating Station (PRGS) designs for Block B, Block C, the Waterfront, and the Rail Corridor. More information can be found on the [UDAC website](#).

### 425 Montgomery Street

In April 2022, City Council approved a DSUP and site plan to redevelop a former office building and associated surface parking into a mid-rise, mixed use development with up to 250 multi-unit apartments and over 6,000 square feet of commercial retail space, including ground floor dining and a new arts and cultural anchor in support of the Old Town North Arts and Cultural District. The site, formerly known as 901 North Pitt Street, was under construction when archeologists discovered significant remains of a massive stone from an Alexandria canal lock this past year. Completion is currently anticipated in late Spring 2026.



Concept rendering of 425 Montgomery Street

### Montgomery Center

Approved by City Council in April 2023, this full-block mixed-use redevelopment will have 327 residential units and two publicly-accessible courtyards with approximately 25,000 SF in ground floor retail. The project also features a 15,000 SF space for an arts and cultural tenant. The design integrates a covered pick-up/drop-off area and covered loading within the building footprint, as well as two levels of underground parking. Demolition of existing buildings and below grade construction will begin in Summer 2025.



Concept rendering of Montgomery Center

### 1201 East Abingdon Drive

In February 2024, City Council approved a DSUP to convert the office building at 1201 East Abingdon Drive to a multi-unit residential building with an added wing for a total of up to 144 units in Old Town North. The 1.5 acre site will include 7 affordable units, approximately 19,000 square feet of on-site open space, including a pedestrian path with a public access easement at ground level, and a 162-space parking garage.

The project is in its building permit phase and poised to start construction in FY 2026.



Concept rendering of 1201 Abingdon Drive





Concept rendering of the Potomac River Generating Station Redevelopment

## Potomac River Generating Station Redevelopment

HRP Group, developers of the 19-acre Potomac River Generating Station (PRGS) Coordinated Development District (CDD) site, have been working with the City on the initial phases of development. During FY 2025, the applicant prepared preliminary site plans for Blocks B and C, the open spaces along the waterfront (including National Park Service property), and the Rail Corridor Park.

The development special use permits for Blocks B, C, and the open spaces are projected for review by Planning Commission and City Council in Fall 2025. Over 800 dwelling units (including committed affordable units) are proposed for the blocks, which will feature rental and condominium units. Each block also features extensive ground-floor retail space and building design with high-quality materials.

The PRGS open space plans depict a mix of active and passive uses, including a sports court and playground areas in the Rail Corridor Park, and the inclusion of reused structures, including the Guard House at the south end of the CDD area and the Pump House roof overlooking the Potomac.

## Tidelock

Anticipated for completion in Fall 2025, Tidelock is a 234-unit mixed-use project comprised of three former office buildings on two parcels. It will include 15 affordable units, an arts and cultural anchor, restaurant, parking garage, and on-site private and publicly accessible open space.



Tidelock under construction

# Potomac West/Oakville Triangle

The 2015 [Oakville Triangle Route 1 Corridor Plan](#), an overlay plan in the [Potomac West SAP](#), was adopted by City Council in 2015. The Plan envisions a future Corridor that is compatible with the fabric of adjoining neighborhoods, features an enhanced Mount Jefferson Park/Trail, and a blend of new land uses unified by an attractive urban streetscape. High quality architecture and urban design celebrate the area's industrial heritage, and new development capitalizes on nearby transit by concentrating height at transit stops and in close proximity to Potomac Yard Metrorail Station.



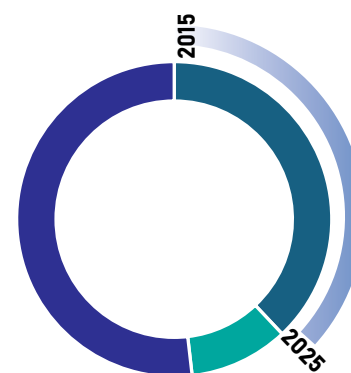
## In This Chapter

1. Oakville Triangle
2. Mount Jefferson Park Expansion
3. Colasanto Spray Park - *public*
4. Warwick Village Street Mural - *public*
5. Eugene Simpson Stadium Park - *public*
6. Simpson Dog Park - *public*

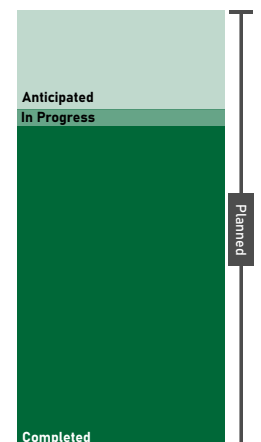
## Progress Tracking

Development — 2,700,000 SF

Open Space — 7.5 ac



- In Progress
- Anticipated
- Completed





## Oakville Triangle

Following the 2021 City Council approval, progress on the Oakville Triangle redevelopment continues, with a majority of the blocks now completed.

The Raeburn and The Ives—also known as Blocks A1 and B—are complete, with leasing well under way for the residential units and retail tenants beginning to fill in the ground floors. One notable tenant is the Founding Farmers restaurant, occupying the prominent corner of Swann Avenue and U.S. Route 1. An encroachment was recently granted to Founding Farmers to allow for the outdoor restaurant seating with potential to add an all-seasons cover to the area.

The Inova Healthplex at Block A2 is complete and operational, including the emergency services, medical professional offices, radiology and imaging services, and multispecialty outpatient services.

Block D is under construction of the townhomes with several of the rows of townhomes completed and occupied. The remaining rows are in various stages of construction through the multi-year phasing of the project that will result in 84 fee-simple townhomes totaling approximately 259,300 gross square feet of new development. The townhome development will include a system of private open space and street and sidewalk connections throughout the site.



Recent photo of completed construction of The Raeburn and The Ives



Concept plan of Oakville Triangle

## Mount Jefferson Park Expansion

The park at Oakville Block C has largely been completed with some remaining items in process to finish the park, including the expansion of the pergola area with additional shade structures. The park is publicly accessible open space, however it is privately owned and maintained. The park's design was integrated into the adjacent Mount Jefferson Park through a community outreach process organized by the developer (Stonebridge, Inc.) and the City.



## Colasanto Spray Park

The reimagined Colasanto Pool at 2700 Mount Vernon Avenue in Del Ray will be the site of a new multigenerational, all-season public space with a spray park. Currently in design and construction, the community gathering place will also feature commissioned public art by Béatrice Coron, enhancing the site's design, connection to history, and opportunity for social connections.



Concept rendering of Colasanto Spray Park

## Warwick Village Street Mural

As part of a new transportation initiative in Warwick Village, Chalk Riot was commissioned by the City of Alexandria's public art program through the City's Office of the Arts to paint a series of colorful street murals at the intersection of Hickory Street and Kennedy Street, where a new mini-roundabout was installed to calm traffic at the intersection. After a community-wide survey, Chalk Riot incorporated the feedback in their design and hired community members to assist in painting the street mural.



Completed murals in Warwick Village

## Eugene Simpson Stadium Park

Construction of the park renovation project is in progress. The park design, approved by Planning Commission and City Council in 2023, is based on the community outreach conducted for the Simpson Stadium Citywide Park Improvement Plan. The project will renovate both diamond fields, improve paths and circulation throughout the site, address parking and stormwater management issues, and expand the park's urban forest canopy. The renovation project construction is anticipated to conclude in August/September 2026.

## Simpson Dog Park

This project, completed in July 2024, consisted of drainage improvements, a retaining wall, lighting improvements, planting of additional trees, placement of both sod and synthetic turf, and the installation of a new water fountain.



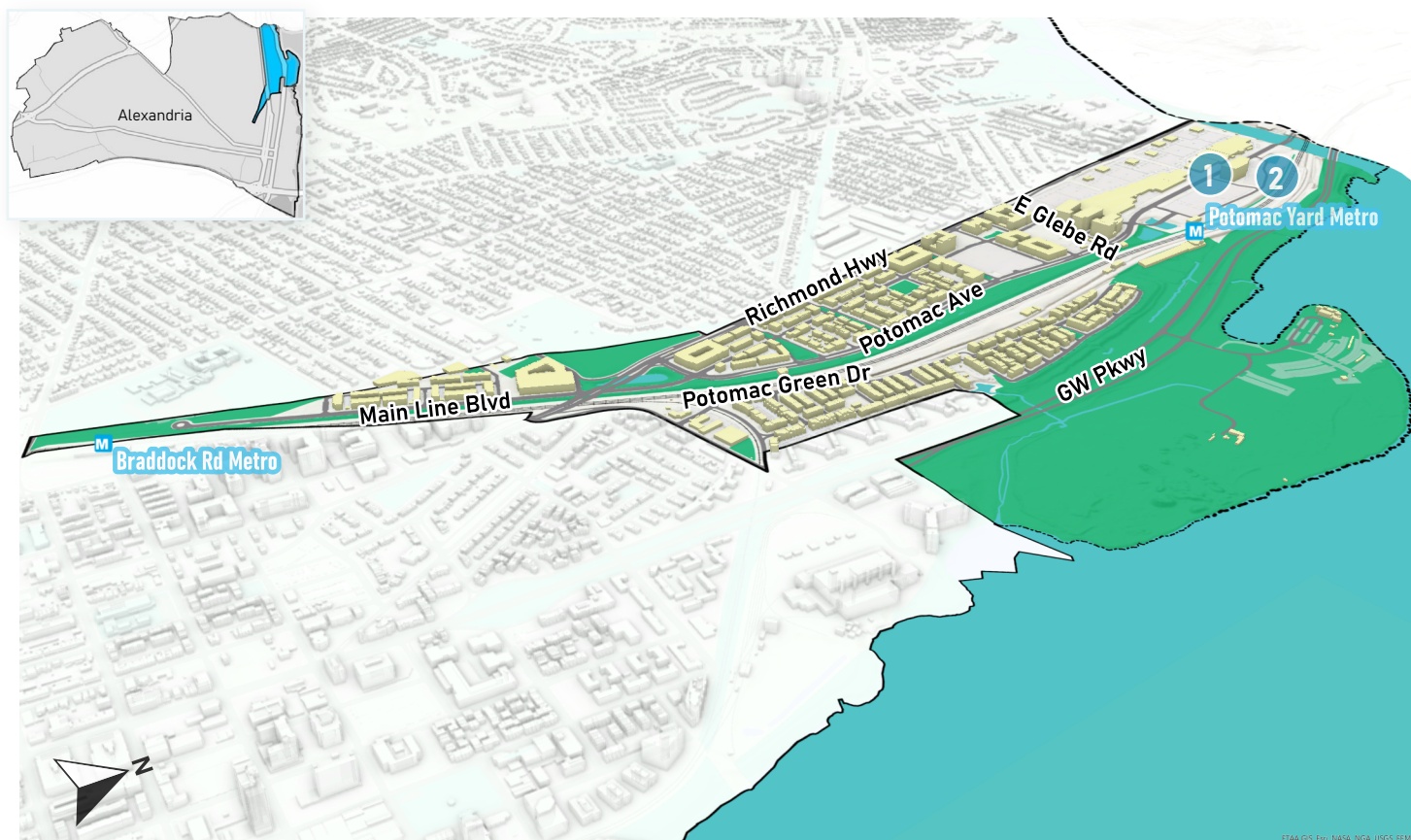
Dogs enjoying Simpson Dog Park

Photo: Google Reviews



# Potomac Yard

The Potomac Yard area is guided by two plans, the 1992 [Potomac Yard/Potomac Greens Small Area Plan](#) (SAP), which is largely implemented, and the 2017 [North Potomac Yard SAP](#), which envisions an environmentally and economically sustainable regional destination and mixed-use community, connected by the Potomac Yard Metro and the final link in the Potomac Yard Trail.

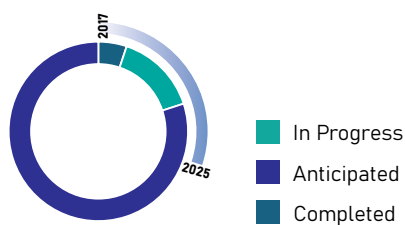


## In This Chapter

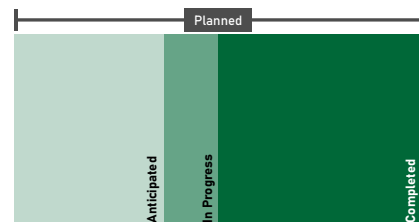
1. Virginia Tech Innovation Campus
2. Potomac Yard Park - *public-private*

## Progress Tracking - North Potomac Yard

Development — 7,500,000 SF

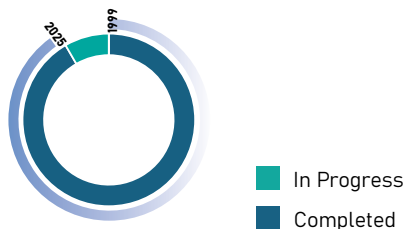


Open Space — 9 ac

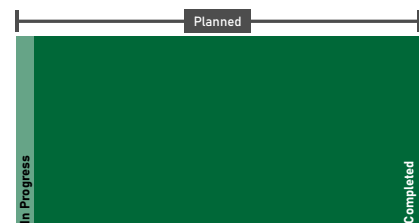


## Progress Tracking - South Potomac Yard

Development — 4,200,000 SF



Open Space — 61 ac



## Virginia Tech Innovation Campus

The first of three buildings at the Virginia Tech Innovation Campus in North Potomac Yard opened to students in January of 2025. The 300,000 SF, 11-story building is the home of a graduate school specializing in computer science and computer engineering. The campus' bold appearance is centered on sustainable design with photovoltaic panels covering much of the exterior of the structure to harvest solar energy. The building has a goal of achieving LEED Silver certification. The 3.5-acre campus will be home to two additional buildings, each at 150,000 SF.



Ribbon cutting at the grand opening of the Virginia Tech Innovation Campus

Photo by Luke Hayes

## Potomac Yard Park

Construction was completed on the northern portion of Potomac Yard Park in Fall 2024 as part of the development agreements for North Potomac Yard. A successful collaboration between the community, private development, and the City resulted in this approximately five-acre park as part of the final segment of the continuous park on the east edge of Potomac Yard as envisioned in the 1992 SAP. The new park section is the largest park within the Plan's anticipated redevelopment area and serves as the link between the existing South Potomac Yard Park and Four Mile Run to the north with an array of active, passive, natural, and sustainable features. The park's dedication and opening was held on October 19, 2024.



Completed north extension of Potomac Yard Park

The Public Art Program is commissioning artwork for the new, 4.5-acre, northern extension of Potomac Yard Park, designed to celebrate innovation, creativity, and community. The developers of North Potomac Yard provided a cash contribution for public art to be incorporated into the park. The public art process was initiated in FY 2025 and is now at the artist selection phase.

The Public Art Program is commissioning artwork for the new, 4.5-acre, northern extension of Potomac Yard Park, designed to celebrate innovation, creativity, and community. The developers of North Potomac Yard provided a cash contribution for public art to be incorporated into the park. The public art process was initiated in FY 2025 and is now at the artist selection phase.



# Waterfront

The [Waterfront Small Area Plan](#) (SAP) was adopted by City Council in 2012. The Plan continues the process of adapting the City's waterfront from an active port in the 18th and 19th centuries, and an industrial center in the late 19th to mid-20th centuries, to a 21st century waterfront that is publicly accessible, economically viable, environmentally and historically sensitive, culturally rich and operationally sustainable for residents and visitors alike.



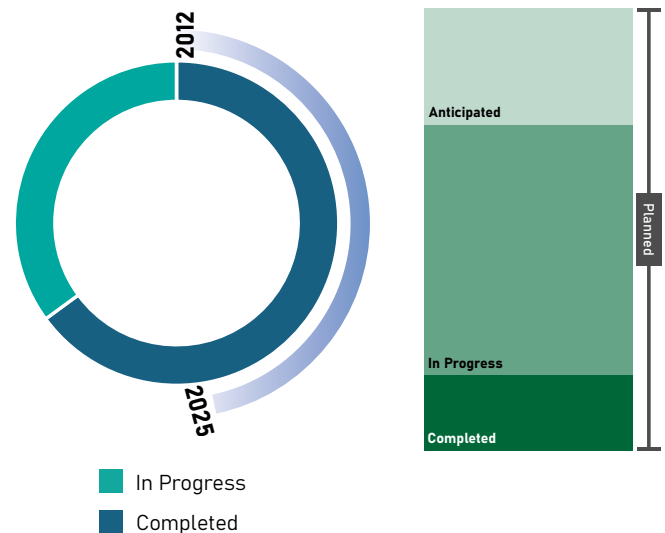
## In This Chapter

1. Robinson Terminal North
2. River Row
3. 10 Duke Street - Cooper Mill
4. Pedestrianization of Lower King Street - *public*
5. Waterfront Flood Mitigation Project - *public*
6. Waterfront Park and Point Lumley Park Improvements - *public*
7. "Break Water" by Nekisha Durrett at the Waterfront Park - *public-private*
8. "Time and Place": An Immersive Art Experience with Dee Dwyer - *public-private*

## Progress Tracking

Development — 800,000 SF

Open Space — 5 ac



# The Value of Planning

Today's Waterfront demonstrates the long-term value of planning, and how a clear and strong community-developed vision for the future can achieve significant progress, especially when combined with persistence from stakeholders and community members, partnership with developers to drive forward catalyst projects, and public investment.

Since 2012 when the Waterfront Plan was approved, the majority of the goals, recommendations and development sites have been initiated and/or completed. Sustained work by a variety of City agencies, developers, residents, community organizations, and the business community have delivered on the 2012 vision and bold planning goals for a continuous public path along the shoreline, expanded and activated parks and open spaces, celebration of waterfront history and public art, activation of outdoor spaces for shopping and dining, and the integration of lower King Street, one of the world's greatest walking streets, into the waterfront space.

With City Council's June approval of a development special use permit for Robinson Terminal North, the final remaining development site, the Plan inches even closer to full implementation. Today, each development site identified in the Plan has now been constructed or approved, enhancing the experience of residents and visitors alike and generating benefits for the community and City as a whole. Other private development sites constructed in the past decade include the Hotel Indigo in 2017, Old Dominion Boat Club on the site of the old Beachcomber Restaurant in 2017, Watermark Condominiums in 2020, Robinson Landing in 2020-2021, and the opening of Cooper Mill at 10 Duke Street in 2025.

*continued on next page*



Flooding of Lower King Street, June 2019



Former warehouse at Duke and Strand redeveloped as the Hotel Indigo



Foot of King Street, June 2017



Foot of King Street, August 2025



# The Value of Planning, cont'd

Each of these projects has generated community benefits, including:

- Nearly \$2 million in affordable housing developer contributions;
- 183 new housing units, a mix of market rate condos and townhouses;
- Nearly 100,000 SF of new commercial space, including a new 120-room hotel;
- Nearly 150,000 SF of new publicly accessible open space;
- Nearly \$8.7 million total in developer contributions: public open space (\$6.5 million), rehabilitation of and amenity improvements to the southern pier (\$1.8 million), public art (nearly \$167,000), water quality improvements (over \$37,000) and Capital Bikeshare Stations (\$100,000), in addition to \$130,000 annually to waterfront operations and maintenance, as well as over \$20,000 annually to the Transportation Demand Management Fund;
- Removal of the structurally unstable northern pier; and
- Redevelopment of 280,000 SF of sites with vacant former warehouses, enabling continuous public access and views of the waterfront.

Today's Waterfront continues to evolve as a place for all; a place for walking, shopping, dining, playing, resting and gathering, aligned with the ten goals (*below*) established in the 2012 Plan.

Final Plan implementation work over the coming years includes major infrastructure updates for flood mitigation, park improvements, and permanent pedestrianization of lower King Street.

## Waterfront Plan Goals

1. **Authentic:** Create a unique Waterfront identity that is grounded in the City's history.
2. **Connected:** Increase and improve access to the public spaces of the Waterfront. Pedestrian connectivity along the Waterfront should be continuous.
3. **Inclusive:** The Waterfront is, and should continue to be, a citywide resource to be enjoyed by all Alexandrians.
4. **Dynamic:** Maintain a living, active Waterfront that is a destination that attracts all Alexandrians and visitors and should be integral to the visitor experience in Alexandria.
5. **Variety:** Provide a variety of uses, themes, activities, and experiences along the Waterfront.
6. **Manageable:** Improve the Waterfront's vehicular and pedestrian circulation.
7. **Sustainable:** Ensure that the Waterfront is able to sustain itself economically, environmentally and operationally.
8. **Compatible:** Ensure that future development in the Waterfront respect the existing residential neighborhoods.
9. **Permeable:** Enhance vistas of the water from surrounding areas and of the Waterfront from the river.
10. **Creative:** Be bold, visionary, realistic, informative and offer surprises along the way.



Concept rendering of Robinson Terminal North

## Robinson Terminal North

In June 2025, City Council approved the redevelopment of the Robinson Terminal North site. The proposal for the two-block, three-acre site includes 73 dwelling units and three ground-floor restaurants between two buildings. The five-story western building will feature retail/restaurant spaces on each end of the building and 38 condominium units. The eastern block will feature a four-story building with 35 condominium units and a round structure designed for a restaurant fronting the Potomac River. The buildings will be tied together with multimodal improvements to N. Union, Pendleton, and Oronoco Streets.

*continued on next page*



Concept rendering of Robinson Terminal North, East Parcel



## Robinson Terminal North, cont'd

This project will include over one acre of publicly accessible waterfront open space connecting the RiverRenew Plaza to the north and a rehabilitated West's Point Park and pedestrianized Oronoco Street End to the south. Areas along the waterfront will be dedicated to the City as public park space. Covered pavilions will be provided in the open space and at Oronoco Street End to provide locations for shade and future waterfront events. Initial site work is anticipated in 2026.



Concept rendering of Robinson Terminal North, N. Union St

## River Row

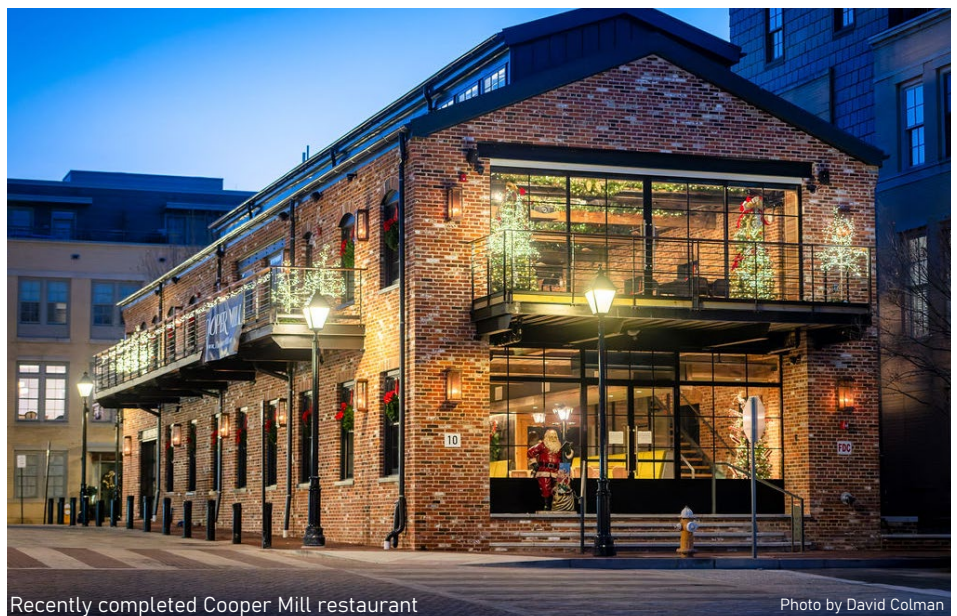
In FY 2025, six new townhomes replaced an old parking garage (originally constructed in the mid-20th century as an arsenal) at the corner of Duke and S. Union Streets. The townhomes have two-car garages, two separate outdoor spaces and are elevated above the sidewalk. Pedestrian improvements include the removal of curb cuts and the addition of continuous brick sidewalks. Though not an identified development site in the Waterfront Plan, the project is one of the last to replace a former industrial building in the plan area.



Recently completed River Row townhouses

## 10 Duke Street – Cooper Mill

The restaurant Cooper Mill opened in early 2025 after a painstaking four-year process to restore the two-story, 6,400 SF historic warehouse building where barrels were once manufactured for the Alexandria Flour Company. Named after a mill which used to stand on the site, and later used as a mess hall for the Union Army, the building had to be completely deconstructed and rebuilt with the original materials for its modern use as a full service and grab-n-go restaurant and event space.



Recently completed Cooper Mill restaurant

Photo by David Colman



# The Waterfront Implementation Project

The [Waterfront Implementation Project](#) consolidates and coordinates the implementation of multiple projects recommended by or related to the Waterfront Plan, including broad recommendations for flood mitigation. The City has strategically incorporated related projects due to the comprehensive nature and complexity of the infrastructure improvements. Combining such projects ensures that the design, stormwater, utility, infrastructure elements, and construction sequencing are fully coordinated to maximize efficiency and reduce costs, impacts, and risks to the City.

The City's project team for the Waterfront Flood Mitigation Project has advanced the design of the core area of the Waterfront Plan consistent with the goals, objectives, and overall form and structure of the waterfront schematic landscape design for the Plan approved by Council in 2014. Materials will be consistent with the previously approved Waterfront Common Elements to the maximum extent practicable. Designs were advanced to 30% development for Waterfront Park, Point Lumley Park, 100 Block and Unit Block of King Street (Lower King Street Pedestrianization), the Waterfront Promenade from Duke Street to King Street, and the pedestrianization of the end of Prince Street.

Civic engagement was conducted through the Waterfront Commission, Parks and Recreation Commission, and public open houses to get feedback on the landscape plans and programmatic features. The team also presented two Concept Reviews before the BAR and are actively working to address the feedback received. A Grading Plan and a separate DSUP Preliminary Plan were developed and submitted for City review.

Key elements of the Waterfront Implementation Project that saw significant progress in FY 2025 are highlighted below.

## Pedestrianization of Lower King Street

City Council approved the permanent closure of the 100 and Unit blocks of King Street and the Strand to vehicular traffic in 2022. With widespread community support of the temporary 2020-2021 closure of these spaces initially implemented to support businesses and restaurants during the COVID-19 pandemic, the permanent closure recognized the long-term benefits of creating a more active and engaging pedestrian and user experience in the heart of Old Town.

The City's investment in the [Lower King Street Pedestrianization Project](#) will implement permanent changes to the streetscape to create a dynamic, safe and inviting space for pedestrians, visitors and residents. Community engagement for the permanent design of lower King Street started in 2025. The BAR provided support and feedback for the proposed improvements and consistency with the previously approved Waterfront Common Elements design guidelines. Construction activity is anticipated to start late 2026 / early 2027 with the other Waterfront Flood Mitigation Project improvements for the 100 and Unit Blocks.

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Pedestrianization pilot on the 200 block of King Street



Pedestrianization on the 100 block of King Street

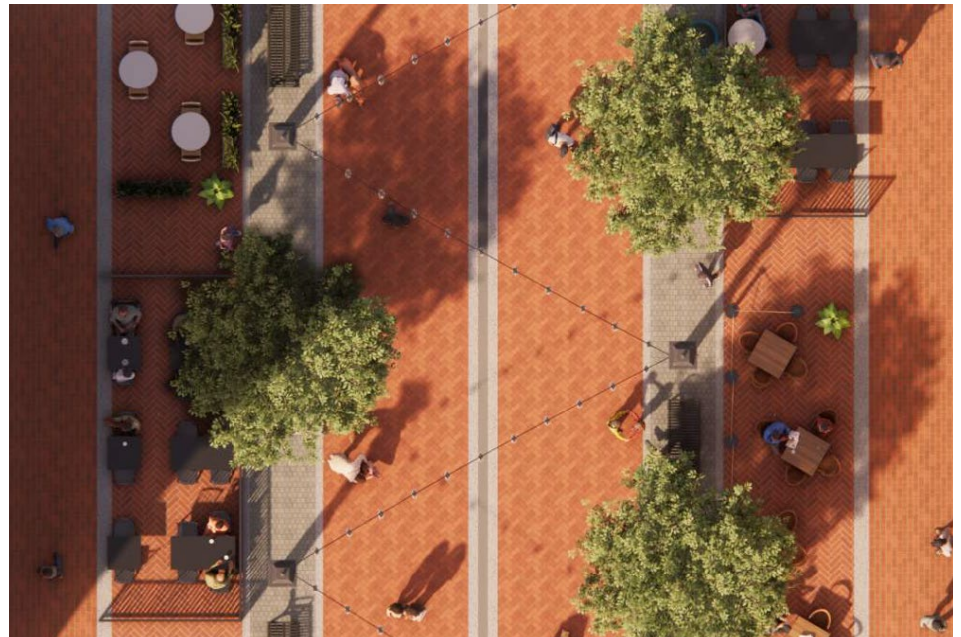




Rendering of Lower King Pedestrianization

## Pedestrianization of Lower King Street, cont'd

Based on the success of the unit and 100 blocks, City Council approved pedestrianization of the 200 block of King Street following positive feedback and support from City residents, visitors, employees, and business operators during the two phase pilot over 2024 and 2025.



Aerial rendering of Lower King Pedestrianization

## Waterfront Flood Mitigation Project

The [Waterfront Flood Mitigation Project](#) is currently in the design phase to provide a resilient, long-term solution to mitigate flooding and replace failing infrastructure along the City's Waterfront. Plans are under development and community engagement is taking place.

## Waterfront Park and Point Lumley Park Expansion

Landscape plans were further advanced for Waterfront Park and Point Lumley Park consistent with the goals, objectives, and overall form and structure of the waterfront schematic landscape design for the Plan and the Waterfront Common Elements design guidelines. Materials will be consistent with the previously approved Waterfront Common Elements to the maximum extent practicable.

A new bulkhead and promenade has been incorporated into the design which spans across two City parks along the waterfront from King Street to Duke Street, which will continue to incorporate and highlight the African American Heritage Trail while also protecting against flooding from higher tides and river flooding.

Additional improvements to Waterfront Park include the pedestrianization of the Prince Street end, shade structures, enhanced program and event space, and improvements to the northern interim park area.

The proposed design for Point Lumley Park doubles the usable park space while incorporating the ship-building history of the site. Historic materials and canal stones recovered from the Alexandria Canal will be featured in the park.

The landscape plan for Point Lumley Park is specifically designed to accommodate the future Rosenbaum Family Bequest Garden; however, the future improvements are not anticipated to be included in the current plans, DSUP approvals, or initial phase of construction.



Concept rendering of Point Lumley Park, looking north



Concept rendering of Waterfront Park's Marina Terrace



## “Break Water” by Nekisha Durrett at the Waterfront Park

**Break Water** by Nekisha Durrett is the seventh installation in the **Site See: New Views in Old Town** annual public art series commissioned by the City through the Office of the Arts. The sculpture's centerpiece, crafted from charred wood, draws inspiration from the sidewheel of the steamboat *River Queen*, a vessel symbolizing Black ownership and opportunity from 1898 until its mysterious destruction by fire in 1911. Encircled by black sandbags, the piece honors the resilience and strength of Black communities, referencing both protection and endurance during crises.



Nekisha Durrett in front of her artwork, “Break Water”

## “Time and Place”: An Immersive Art Experience with Dee Dwyer

**Time and Place** are periodic, curated exhibitions of temporary public art projects commissioned by the City's Office of the Arts examining aspects of the City's history. In recognition of the City's 275th anniversary and its theme of “One Alexandria, Many Stories,” this art display focuses on capturing the moment in time by documenting and sharing Alexandrians' diverse stories and their relationship to this dynamic city. The selected artist, Dee Dwyer, is a force in the world of photography, curation, and directing. The project culminated in a community event in October 2024 with art projections, a night market, and community connections at Market Square Plaza.



Dee Dwyer's art projected on City Hall for Time and Place 2025

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# Community Facilities

Successful communities incorporate civic and social infrastructure and services for residents of today and the future. All of the City's recent small area plans identify the importance of integrating community facilities in Alexandria's neighborhoods, as well as any specific future needs.

## City Hall and Market Square Renovation

In June 2025, Planning Commission approved the modernization and minor expansion of City Hall, a newly constructed below grade parking garage, and a renovated public plaza above the garage. The renovation will adhere to the 2019 Green Building Policy and utilize many environmentally sustainable elements. The enhanced interior will provide a new Council Chamber and public meeting rooms along with new working spaces for several City Departments that currently occupy the building. Market Square Plaza and the below grade parking garage will also see significant enhancements, making them more user friendly and accessible.



City Hall as seen from Cameron Street



Farmer's market on Market Square

Photo by C. Martin for Visit Alexandria



## George Mason Elementary School Modernization Project



Concept rendering for George Mason Elementary School

In May 2025, City Council approved plans for the modernization of George Mason Elementary School, a long-needed recommendation of the 2015 Long Range Educational Facilities Plan. A school originally built in 1939 with a series of additions over the years, the overall school building was in need of full system upgrades or replacement and was not meeting the current needs for student capacity nor modern amenities. In Fall 2023, the ACPs School Board budgeted \$87 million in Capital Improvements for the project.

The project will maintain the original 1939 building, demolish the additions, and construct a new two-story building. The new school is designed for a capacity of 670 students in grades



George Mason Elementary School

Pre-K through 5th grade, 80 teachers, and staff. The school will include a cafeteria with stage, gymnasium, and media and art classrooms. The City's Department of Recreation, Parks, and Cultural Activities (RPCA) will continue to provide after-school activities with dedicated office space and storage. The building has been designed with a high performing envelope, energy efficient windows, roof top space for photovoltaic use, and installation of geothermal wells in the open space area behind the school in order to achieve LEED Gold certification and Net Zero energy efficiency.

Refreshed site pathways are proposed through and around the site for neighborhood use and students who walk to and from school. Other recreational amenities onsite include new programmed courtyard spaces for outdoor classrooms, two new playgrounds, an artificial turf field, multi-use court, and reconfiguration of the existing grass baseball field. School space and recreational amenities will be available for the public outside of school hours. New landscaping and trees will be added to the site, increasing the overall crown coverage, while preserving as many existing large and healthy trees as possible. Construction will begin in Summer of 2025, with completion anticipated for the start of the Fall 2027 school year.



# Mobility Plan

The 2021 Alexandria Mobility Plan (AMP) establishes a vision and framework to ensure that transportation in the City continues to serve the needs of residents, businesses, and visitors as the region grows and new technology adds to the ways people move. Additionally, the AMP outlines way to make transit use simpler, less expensive, and more convenient overall.

## Transit Vision Plan

The ATV Plan, adopted by City Council in 2021, has established a roadmap for implementing coordinated transit service improvements throughout the City. To date, DASH has implemented frequent bus service routes operating every 15 minutes or better in Arlandria, Potomac Yard, Old Town North, and Alexandria West; future years will add a frequent service route to Eisenhower East/Carlyle and Eisenhower West/Landmark/Van Dorn.

In FY 2025, the City's DASH service had once again broken its all-time ridership record, with a grand total of 5.6 million boardings, an increase of 24% from last fiscal year. Due to DASH's commitment to frequent, fare-free rides, the City's ridership continues to outperform the region, many of whom are still catching up to pre-COVID ridership levels.

Additionally, Washington Metropolitan Area Transit Agency (WMATA) underwent service changes that took affect in June 2025, which includes a new improvement for Alexandria – Arlington commute to the Rosslyn – Ballston corridor and King Street-Old Town/Potomac Yard metro stations. This new connection reduces trip transfers for these destinations.

## Duke Street Transitway

The City continues to work on the design of the Duke Street Transitway, based on the plan adopted by City Council in June 2023. Staff will be procuring design contracts and advancing towards the construction and implementation of this project over the next several years. T&ES is currently pursuing grant funding for FY 2030 to construct improvements at the Duke-Van Dorn interchange. City Council approved this action and endorsed the pursuit of up to \$22 million in grant funding. Current estimates for construction are approximately \$15 million. This past fiscal year, the City was also awarded a federal grant for transit-oriented planning by the Federal Transit Administration (FTA). In June, the City launched an 18-month community planning process that will update the comprehensive land use plan for the Duke Street Corridor from Alexandria Union Station to Van Dorn Street at the future Landmark/West End development.

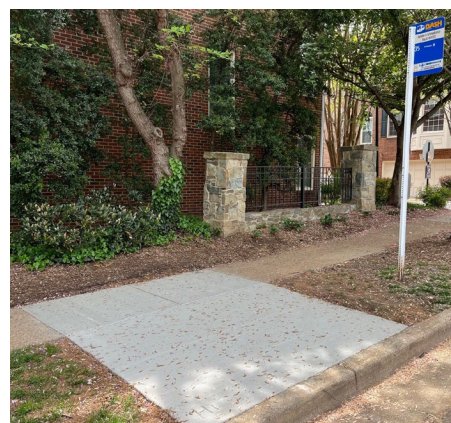


Concept rendering of Duke Street Transitway, facing east

## Bus Stop Program

In FY 2025, the City formally launched the revamped Bus Stop Program, which seeks to ensure ADA accessibility, improve the rider experience, and expand amenities at over 700+ bus stops. The goals and objectives of the Bus Stop Program are derived from the transit section of the Alexandria Mobility Plan (AMP), specifically Strategy 4.

This past fiscal year, the City made significant progress on the design of 20 shelter locations, improved ADA access at over 40 bus stops, enhanced passenger experience with seating, illumination, and other amenities, and secured over \$1 million in state funds for shelters and other improvements.



Improved ADA access at a Route 35 stop

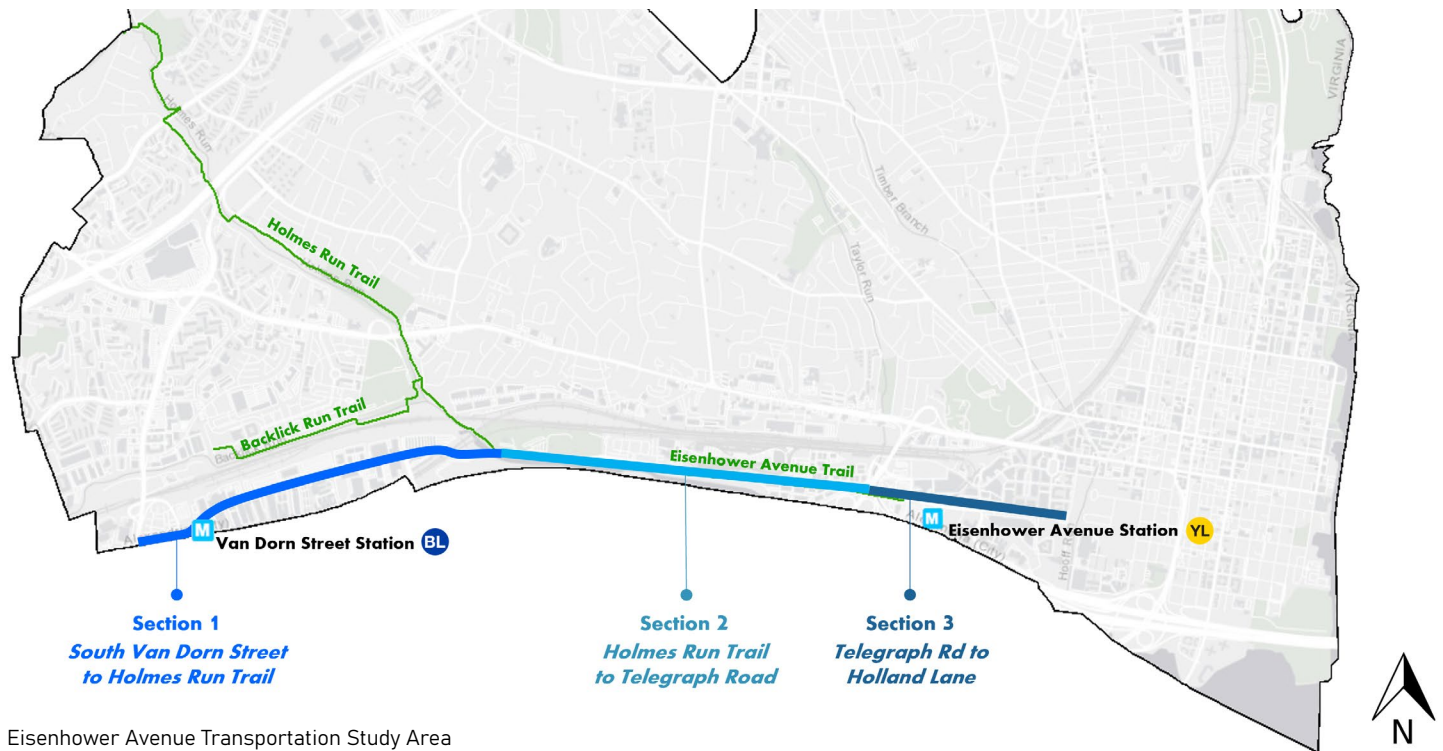
## Eisenhower Avenue Transportation Study

The City was awarded technical assistance by VDOT in July 2023 to evaluate corridor needs along Eisenhower Avenue with the intent of identifying recommendations and future funding pipelines. The City met with corridor stakeholders, community members, and advisory boards to develop recommendations that advanced safety, mobility, and accessibility needs.

The City and VDOT have been closely working together to advance recommendations and apply for grant funding to improve the intersection of South Van Dorn Street and Eisenhower Avenue and reconfigure the cross-section between Van Dorn Street and Telegraph Road. The study is anticipated to conclude by the end of Summer 2024.

The map below depicts the various segments of the Eisenhower Avenue Transportation Study from South Van Dorn Street to Holland Lane.

In October 2024, City Council approved the concept plans for the Eisenhower Avenue corridor recommendations between South Van Dorn Street and the Holmes Run Trail, as well as the proposed left turn relocations from South Van Dorn Street to Eisenhower Avenue.



Eisenhower Avenue Transportation Study Area



## Wayfinding

The [City's Wayfinding Program](#) has implemented a system of signs that orient visitors and residents to historic locations, parks, civic locations, and other points of interest throughout the City, whether traveling by foot, bicycle or car. The multi-year, multi-phase program established sign design and construction standards to ensure consistency across a wide range of signs, from interpretive panels and business signs in Old Town to large, directional signs on main roadways. Implementation of the system is largely complete, apart from continued coordination with the Office of Historic Alexandria in the development of interpretive signs and in the installation of state historic markers. All new signs will conform with the standards established as part of the community planning process in 2010.



Inspection of a new City gateway sign

## Citywide Complete Streets Initiative

### Vision Zero

[Vision Zero](#) is a City initiative to eliminate fatal and severe injuries on our streets by 2028, founded on the belief that traffic deaths and severe injuries are unacceptable. In Alexandria, we recognize that deaths and severe injuries are not inevitable "accidents." They are preventable crashes that can be ended through engineering, enforcement, and education. After seeing serious crashes decrease by 60% since 2018, the City achieved Zero Traffic Fatalities in 2023.

### Safe Routes to School

#### William Ramsay SRTS Project

The 2017 Safe Routes to School project completed walk audits at all ACPS elementary and K-8 schools to recommend safety recommendations at many schools throughout the City.

The diagonal crossing at North Beauregard Street and Sanger Avenue and updated ADA ramps near the school have been installed. Sidewalk widening, curb extensions, and a raised crosswalk will be installed in Summer 2025.

#### Sanger Avenue Safety Improvements

The design for safety upgrades on Sanger Avenue between North Van Dorn Street and North Beauregard Street, near William Ramsay Elementary School, is finalized. Implementation is scheduled for Summer 2025.

#### School Zone Speed Camera Program

Three new school zone speed camera locations have been implemented: ACHS King Street Campus, ACHS Minnie Howard Campus, and William Ramsay Elementary School. Evaluation showed significant reduction in speeding near existing camera locations.

#### Painted Curb Extension

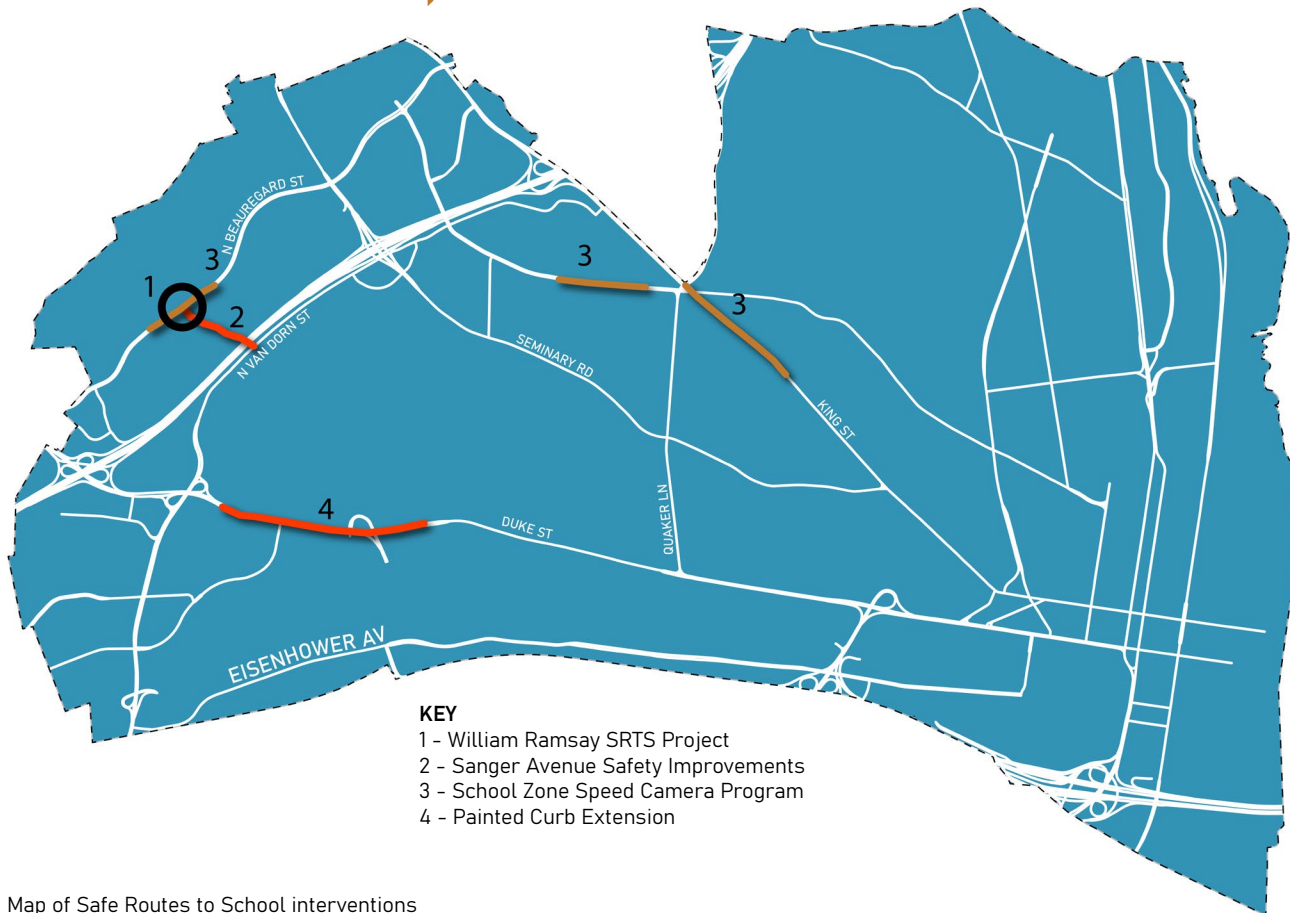
This project will install curb extensions to make it easier and safer for students and their families to walk to and from school. Curb extensions are a recommended safety treatment in the City's Complete Streets Design Guidelines and a common safety feature used around the city. They are created by extending the sidewalk at corners or mid-block, thereby shortening the crossing distance, making pedestrians more visible, and slowing turning vehicles at intersections. Curb extensions increase safety, calm traffic, and provide extra space along sidewalks for users and amenities.

Curb extensions are particularly valuable near schools where the shortened crossing distance and increased pedestrian visibility make it easier and safer for families to cross the street. Two projects that include painted curb extension were completed in FY 2025:

- Duke Street Turn Calming Project
- Sanger Avenue Safety Improvements

*map on next page*

## Safe Routes to School, cont'd



Map of Safe Routes to School interventions

## Old Dominion Bike Lanes

The City will be implementing improvements to make it easier and safer for people to bike on Old Dominion Boulevard between Four Mile Road and West Glebe Road. These improvements were identified by the AMP. This improvement will connect to existing bike lanes on Old Dominion Boulevard south of Glebe Road and provide better access to the region's trail network to the Four Mile Run Trail. This project is expected to have no impact on existing parking. Construction began in FY 2025.

## South Pickett Street Bike Lanes

The purpose of this project is to implement improvements on South Pickett Street between Duke Street and Edsall Road to enhance mobility, access, and safety for all roadway users. The proposed bicycle network in the AMP calls for a dedicated bicycle facility on South Pickett Street.

The City's Complete Streets Five-Year Work Plan includes a project to evaluate bike lanes on South Pickett Street. A bike lane would not only improve safety for people biking but could enhance safety for people driving, create opportunities for enhanced pedestrian crossings, and provide traffic calming measures. In early 2023, the City of Alexandria was awarded a technical assistance grant through Metropolitan Washington Council of Government's (MWCOC) Transportation-Land Use Connections Program to study the corridor and develop concept designs. In November of 2024, the Alexandria City Council voted to uphold the Traffic & Parking Board's recommendation for South Pickett Street and deny the appeal. In April of 2025, the posted speed limit on South Pickett Street was reduced to 25 MPH. As of now, this project is still in design through FY 2026.

## Mount Vernon Trail Cycle-Track Project

The City is currently working with National Park Service (NPS) to fulfill the requirements for an easement deed to be able to install and maintain the cycle-track on East Abingdon Drive.



## Pedestrian and Bicycle

### Bike Parking

In FY 2025, the City installed 38 bike racks on sidewalks at key locations citywide, including near bus stops, parks, trails, libraries, recreation centers, and commercial areas.

### Dockless Mobility

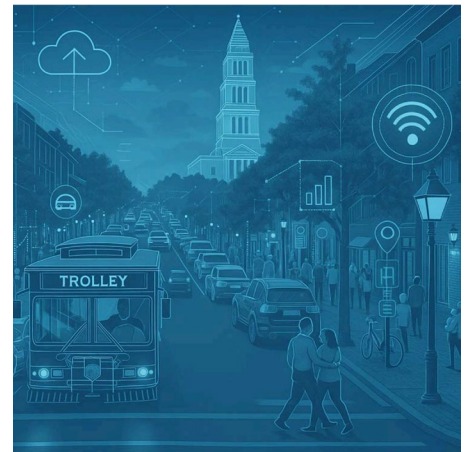
In FY 2025, the City renewed Lime's permit to operate based on a review of their operational and compliance metrics. Additionally, the City granted a new permit to GCOO after receiving positive references from the City of Los Angeles, California and City of Memphis, Tennessee. Between both operators, up to 1,100 scooters and 100 eBikes are permitted to operate in Alexandria.

### Old Cameron Run Trail

In FY 2024, the City completed the design of the Old Cameron Run Trail. This project will construct a 0.53-mile shared-use path between Hooffs Run Drive and South Payne Street (the existing shared-use path between Hooffs Run waterway and South Payne Street will be repaved). An additional 0.25-mile section of the trail is planned to be constructed through redevelopment between Mill Road and Hooffs Run Drive. This project will help address a major gap in the City's trail system and provide a key link in the bicycle and pedestrian transportation system. The goal of this project is to create a more direct and conflict-free connection for people walking and biking between the Eisenhower East and Southwest Quadrant neighborhoods. Construction of the Old Cameron Run Trail is expected to begin in FY 2026.

## Smart Mobility

Smart Mobility champions the use of emerging technology to improve mobility and enables the City to make decisions based on real-time and accurate data. This program brings in new technologies and organizes data to better orchestrate city-wide traffic patterns to improve trip reliability and increase travel options. In collaboration with the Virginia Tech Transportation Institute (VTTI), the City is building on the previous work from the Potomac Avenue and E. Glebe Road Pilot through our Smart Mobility Lab. The Smart Mobility Lab allows the City to collaborate with VTTI in piloting and evaluating equipment with vast data collecting and analyzing capabilities. The lab is working towards creating a digital model of the information collected from the City's Infrastructure. Once in place, the City would be able to manipulate the model, come up with different scenarios, and make informed decisions based on real and projected data. The City will continue to collaborate with VTTI in determining the best approach in utilizing emerging technology.



To learn more, see the [Smart Mobility report](#).

# Streets

## Duke Street and West Taylor Run Project

The Duke and West Taylor Run Parkway intersection has been the topic of discussion for several years and was identified as a high-crash location through the City's Vision Zero Program. The Central Alexandria Traffic Study Task Force took a comprehensive look at traffic issues in the area and included among the final recommendations that City staff pursue short- and long-term improvements to the intersection of Duke Street and West Taylor Run Parkway and their impacts on surrounding neighborhoods.

The City met with community leaders and held community meetings to finalize the recommendation for the West Taylor Run Parkway, which included service road configuration and right-turn lane location. Based on both endorsements and recommendations from June 2024, the City is proceeding into the design phase to implement the project by 2026.



Duke Street and West Taylor Run project overview

## South Patrick Street Streetscape Mobility Improvements

The project, recommended as part of the South Patrick Street Plan, will implement a tree-lined median, wider sidewalks, and other pedestrian improvements such as slip-lane closures, and a wider landscape buffer. The project is currently in the regulatory review process.



Phase 1 sketch of South Patrick Street



# Housing Master Plan

## Progress Tracking

The 2013 Housing Master Plan (HMP) established a goal to create or preserve affordability in 2,000 housing units by the end of 2025. Since 2013, 1,776 units have been completed, preserved, or supported (through loans or grants) and 2,338 units were either under construction or in the development pipeline for a total of 4,114 units.

In March 2020, to assure the area's competitiveness for economic growth, City Council endorsed targets established through the Metropolitan Washington Council of Governments (MWCOC) Regional Housing Initiative (RHI), including production of an additional 2,250 affordable and workforce housing units beyond the City's HMP goal by 2030. Projects in the City's housing pipeline will enable Alexandria to meet its RHI target as funding resources become available.

The City continues to implement this HMP goal through enhanced planning and housing policies, public/private

and nonprofit partnerships, increased leverage of City financial investment, and regulatory incentives to secure additional affordable housing through the development process. The following was accomplished in FY 2025:

- **61** committed affordable set-aside units completed through the development process;
- **1,066** committed affordable units under rehabilitation or new construction, including 41 affordable set-aside units secured through the development process, and 1,025 committed affordable rental and for-sale units under construction by affordable housing partners;
- **1,272** units in the pipeline, comprising 517 units from partnerships, 377 units from the development process, and 378 units from redevelopment through ARHA;

- **17** first-time homebuyers received loans for down payment and closing cost assistance, including through a Sponsoring Partnership and Revitalized Communities (SPARC) grant from Virginia Housing discounting mortgage rates;
- **1** project was completed through the Home Rehabilitation Loan Program;
- **5** grants (\$5,000+) were issued through the Rebuilding Together DC-Alexandria Program; and
- **1** grant was issued through the Rental Accessibility Modification Program.

## Funding

In addition, the City continues to make investments in affordable housing with developer contributions, federal grant allocations, dedicated funds, and other sources:

- In FY 2025, \$0.6 million was received and \$1.4 million was pledged to the Housing Trust Fund from developer contributions;
- City Council's FY 2019 resolution to increase the City's restaurant meals tax rate from 4% to 5% now generates over \$6 million per year in dedicated funding for affordable housing. Another \$1 million per year also goes to affordable housing budget purposes, pursuant to the City's 2018 pledge to mitigate impacts to housing affordability

related to Amazon HQ2;

- In FY 2025, the City was allocated over \$1 million in federal Community Development Block Grant (CDBG) funding and over \$700,000 in HOME funding. CDBG funds were anticipated to be used to provide overnight winter shelter to 200 individuals; help 150 individuals move into stable housing; rehabilitate the homes of 8 low-income homeowners; and modify the rental units of two low-income disabled households. HOME funds were anticipated to be used to assist nine first-time homebuyers and to support the Sansé project;
- In the FY 2025 CIP, \$7.9 million in

CIP funds have been allocated for infrastructure and construction related to the Sansé/Naja project;

- The Seminary Road mixed-ability affordable homeownership project, Cardinal Path, received \$1.08M through the State's Workforce Housing Investment Program;
- The conversion of Victory Center will achieve a total of 378 apartments, 82 of which will be committed as affordable rental at 50- 60% AMI via a Performance Agreement with the developer, with the balance to be rent controlled at 80% AMI and 100% AMI levels.

## Housing 2040 Master Plan

Approved in 2013 as a chapter of the City's Master Plan, the Housing Master Plan (HMP) established principles, goals, and strategies to address Alexandria's housing needs through 2025. In 2024 the City initiated an update to the HMP to shape housing principles, goals, and workplan through 2040 through the completion and release of the quantitative Housing Needs Analysis. Throughout FY 2025, Housing has been working with the community and stakeholders to review and update the principles and goals; establish housing priorities to set affordability targets and guide City investments and policy decisions; identify and evaluate housing strategies and tools; strengthen existing and exploring new partnerships to leverage City resources; and outline a workplan for City's housing programs, initiatives and priorities through 2040. Topics being explored include financial tools (e.g., tax exemptions and developer fee relief); enhancements to the homeownership program; rental protections; senior housing plus care options, an update to the 2020 inclusionary zoning study; and strategies to strengthen condominium communities.

The [Housing 2040](#) process has been informed by a robust community engagement strategy and is anticipated for City Council consideration in Spring 2026.



Housing 2040 Youth Council engagement, February 2025



Housing 2040 Kick-Off Meeting

## State Rental Assistance Program

Through funding from Virginia Department of Behavioral Health and Developmental Services (DBHDS), the State Rental Assistance Program (SRAP) provided 11 eligible individuals with developmental disabilities rental assistance so that they can live independently. During FY 2025, two participants moved into properties in the city with their SRAP vouchers. Existing participants renewed their leases and continue to benefit from the program. One voucher remains to be allocated in FY 2026.

Housing's collaboration with the City's Department of Community and Human Services (DCHS) continues to expand through another state rental subsidy program funded by DBHDS which will establish a permanent supportive housing function within Housing's Landlord Tenant Division. Through an ongoing state grant, Housing will help 35 participants navigate and find housing in the local rental market. DCHS will supplement case management and supportive services.

## Emergency Rental Assistance and Eviction Prevention

In FY 2025, Housing staff continued to work closely with DCHS and other City agencies and community partners such as African Communities Together, Tenants and Workers United, Edu Futuro, ALIVE!, and Legal Services of Northern Virginia (LSNV) on eviction prevention efforts through the Eviction Prevention Task Force. Additionally, staff have participated in a variety of subcommittee efforts that further support individuals facing eviction, as well as weekly courthouse outreach efforts.



## Outreach and Education

The Office of Housing conducts extensive outreach to ensure city renters, homebuyers, homeowners, and workers have access to comprehensive and timely information on available housing services and programs. It also participates in industry conferences and panels on specific issues of interest to housing, planning, and other development thought leaders. Activities included:

- The 15th Annual Northern Virginia Housing Expo
- Virginia Apartment Managers' Seminar
- Northern Virginia Housing Summit
- Virtual education sessions on condominium governance, insurance, budgeting, and resale disclosures
- MWCOG grant to inventory and analyze housing along the Duke Street corridor in anticipation of the small area planning process
- \$7.7 million in grants from Virginia Housing to support affordable homeownership purchases in the City serving 17 eligible homebuyers
- Comprehensive fair housing testing across protected classes in the rental housing sector with support from Equal Rights Center (ERC)
- Monthly updates on available affordable units in English and Spanish
- Housing Resource Guide and Affordable Housing Options Guide in English, Arabic, Amharic, Spanish, Dari, and Pashto
- Annual collection and analysis of rent data
- Outreach and educational events and materials as part of Housing 2040

## Zoning for Housing/Housing for All

In FY 2025, implementation of these reforms resulted in the following:

### Accessory Dwelling Unit Reform

- approval of six additional accessory dwelling units ([79 in total since 2021 policy adoption](#))

### Coordinated Development Districts and Affordable Housing Reform

- amendments to two Coordinated Development Districts (CDDs) to facilitate density bonuses for affordable housing

### Townhouse Reform

- approximately 18 townhome property owners in various locations have utilized this reform to expand their home thus enabling them to remain in place

### Townhouses/Subdivision Reform

- 3 new dwelling units - A property owner has utilized this reform as part of a subdivision project, subdividing one lot into two lots and changing the number of units from one to three townhomes on this site

### Removing Dwelling Units Per Acre/Historic Development Patterns Reform

- approval of approximately 35 additional dwelling units throughout the city since removing the Dwelling Unit Per Acre provision

### Single Unit Zoning Reform

- 4 new dwelling units

### Single Unit Zoning Reform/Subdivision

- 2 dwelling units (expansion of 1 unit to 2)

Information on the Zoning for Housing reforms and Housing for All, the equity component, can be found on its webpage here. P&Z anticipates publishing a dashboard of related implementation updates and will post that information on the [Zoning for Housing](#) website.

## Regional Fair Housing Plan

In FY 2026, the City intends to use its portion of a Pathways to Reducing Obstacles to Housing grant from MWCOG for planning activities related to Alexandria-specific recommendations of the Regional Fair Housing Plan, implementation of future Zoning for Housing/Housing for All projects, and other studies supporting the upcoming Housing Master Plan update.

## Affordable Projects Underway by Non-profit and For-profit Developers

### Witter Place

In May 2025, the Witter Place project celebrated its groundbreaking to construct a 94-unit committed affordable housing community along the future Duke Street Transitway on the site of a former underutilized car dealership. Supported by LIHTCs granted in Spring 2023, the new community will provide family-sized two- and three-bedroom rental units affordable to households with incomes between 40% and 60% AMI. The project is estimated for completion in late 2026.



Witter Place groundbreaking

### The Heritage

The first phase of The Heritage redevelopment (Block 4) celebrated its groundbreaking in June. At full buildout the project will deliver 555 market-rate and 195 deeply affordable units over multiple phases, including the replacement of 140 federally subsidized units and 55 new committed affordable units. In FY 2024, ARHA re-established its conduit revenue bond program and issued tax-exempt bonds to help finance a portion of the redevelopment.

### Aidan Old Town Condominiums

First-time homebuyers were selected through a lottery in Spring 2024 to purchase the seven committed affordable homeownership units created in the four-story 94-unit condominium as a result of the use of bonus density. The purchasers closed on their units in Spring 2025.

### S. Alfred Street Townhomes

In January 2024, City Council approved a 14-unit townhouse development at the corner of Gibbon and S. Alfred Streets. The townhouse development will replace the Becker Electric commercial site and is close to the Heritage at Old Town redevelopment site. As part of the DSUP approval, 1 of the 14 townhouses will be a committed affordable for-sale unit, affordable to households with incomes between 70% and 100% AMI. The applicant will be constructing a publicly accessible parklet with plantings, benches, and game tables at the corner of Gibbon and S. Alfred Streets as part of the site's proposal. Construction on the site began in FY 2025 and the first phase is expected to be completed in FY 2026.

### Cardinal Path Townhomes

First approved in December 2021, Phase 1 of Housing Alexandria's Cardinal Path (former Seminary Road project) is anticipated for occupancy this Fall. Phase 1 consists of 31 for-sale townhomes for eligible purchasers with incomes up to 80% AMI. Housing Alexandria conducted homeowner education efforts in English and Spanish with interested residents and prospective first-time homebuyers. A lottery for eligible purchasers for the first phase is scheduled for August 2025.

The second phase, a condominium building, will offer affordable for-sale flats as well as housing for up to twelve residents of Sheltered Homes of Alexandria (SHA) who currently reside in group homes and are ready for more independent living.



# Alexandria Redevelopment and Housing Authority (ARHA)

## Samuel Madden Building

ARHA has begun site work for the Samuel Madden North building, which will be a fully affordable project. A two-year build is anticipated. Relocated residents will have the opportunity to return. The South building, which includes many amenities for the whole site and will serve households at a range of incomes, is expected to begin in 2026. ARHA is partnering with Fairstead on the project. In total, the 532-unit redevelopment, which is replacing the existing 66-unit public housing community, will provide 326 units affordable at 30-80% AMI and 206 market rate units.

## Ladrey Senior Apartments

Due to feasibility constraints under current market conditions to redevelop Ladrey per their approved DSUP, ARHA now proposes to substantially renovate Ladrey instead. The project will have approximately 140 units when completed. Given the high-rise building's dilapidated condition, HUD has issued tenant protection vouchers so that all 170 households can be relocated by the end of 2025. Most of the existing senior residents will be relocated to the Alate, a brand-new senior community ARHA purchased using Virginia Resources Authority (VRA) bonds in July 2025. Remaining residents are being provided relocation assistance and will have the right to return to Ladrey after its rehabilitation.



Existing conditions of the Ladrey Senior Apartments



# Sanitary Sewer Master Plan

## RiverRenew

AlexRenew, the wastewater authority for Alexandria and parts of Fairfax County, is getting close to the finish line implementing the largest infrastructure project in Alexandria's history. The project is called RiverRenew, and it is designed to prevent millions of gallons of combined sewage from polluting the Potomac River, Hunting Creek, and Hooffs Run each year. This project was initiated in response to the 2017 law to achieve healthier, cleaner waterways in Alexandria. RiverRenew features a new tunnel system that will connect to the four combined sewer outfalls that currently pollute waterways on rainy days, with a total cost of \$615 million. AlexRenew has completed several milestones on the RiverRenew project, including the construction of the 2.2-mile Waterfront Tunnel and Hooffs Run Interceptor. On June 7, 2025, AlexRenew celebrated the completion of the interceptor pipe and restoration of African American Heritage Park. Alexandrians of all ages discovered the environmental benefits of the new interceptor and toured African American Heritage Park's new historic signage, legacy grove, and boardwalk. Along the way, attendees also explored Hooffs Run's restored native habitats.

Work on the project, including the construction of a large wet weather pumping station at AlexRenew, will continue into next year, ahead of the July 2026 deadline. When the RiverRenew project is complete, the tunnel will capture 120 million gallons of combined sewage flows from existing outfall locations and deliver them to AlexRenew for treatment. Once complete, the RiverRenew project will improve the health and quality of local waterways for the community, wildlife, and future generations.



Superstructure construction



Hooffs Run dedication day, June 2025

## Alfred Street Sewer Repair and Paving

Completed in June 2025, this project increased the storage and performance capacity of both the existing sanitary and combined sewers at four locations along the 300 and 400 blocks of North Alfred Street. The repaving and ladder crosswalk installation were additional elements of the project.



# Citywide Stormwater Management Improvements

The City of Alexandria continues to invest in green infrastructure stormwater solutions that capture, filter, and reduce runoff at its source. In FY 2025, the City's Stormwater Management Division approved 10 redevelopment projects which implemented a total of 42 individual Best Management Practice (BMP) facilities. These facilities play a critical role in protecting water quality, reducing localized flooding, and supporting a healthier, more resilient urban environment, improving the health of local watersheds and waterways.

Noteworthy BMPs and stormwater improvements in FY 2025 include:

- **13 Tree Box Planters** accompanying pedestrian paths along N. Royal Street
- **Permeable Pavement System** at Edgewood Towns
- **8 Bioretention Areas** in the new pedestrian plaza at Braddock Gateway Center Plaza
- **Green Roof Systems** at the Braddock Gateway buildings
- **Level 2 Bioretention Facility** at St. Stephens & St. Agnes Upper School
- **Filtration Systems** located at Brandywine Senior Living in Cameron Park

Collectively, resulting in:

- Treating more than **13.18 acres** of drainage area, of which 13.01 acres consist of impervious surfaces
- Removing approximately **9.04 pounds** of total phosphorus annually



Vegetated green roof on North Royal Street

## Oakland Terrace-Timber Branch Channel Wall Reconstruction

This project replaced 205 linear feet of concrete retaining wall with a vegetative reinforced revetment and bioengineered soil for improved stability and ecology within Timber Branch. This project was completed in Spring 2025.



Completed reconstruction at Oakland Terrace

# Glossary

## A

### Area Median Income (AMI)

Income levels, by geographic and/or urban areas, that are annually established by HUD for households of various sizes, where half of the households in the area earn more and half earn less. Percentage of AMI is used as an index in identifying level of affordability.

Source: COA Housing Master Plan, 2014

## B

### Best Management Practice for Storm Water Management (Storm Water Management BMP)

Storm water management BMPs are control measures taken to mitigate changes to both quantity and quality of urban runoff. Generally these BMPs focus on water quality problems caused by increased impervious surfaces. These BMPs are designed to reduce storm water volume, peak flows, and/or non-point source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. These BMPs also can improve receiving-water quality by extending the duration of outflows in comparison to inflow duration in order to dilute the storm water discharged into a larger volume of upstream flow.

Source: US Geological Survey

### Bicycle Facility

A general term denoting infrastructure improvements and provisions that accommodate and/or encourage bicycling. Some examples include bicycle racks, bicycle lanes, trails and shared lane markings ("sharrows").

Source: COA Transportation Master Plan, Pedestrian and Bicycle Chapter

### Bonus Height or Density

Section 7-700 of the City's Zoning Ordinance, which requires provision of some on-site affordable units when bonus density or height is granted through the special use permit process. Bonus density under Section 7-700 consists of increases above what is allowed with a Development Special Use Permit in a given zone of up to 20 percent in additional density or up to 25 feet in additional height.

Source: COA Zoning Ordinance, COA Housing Master Plan, 2014

## C

### Capital Improvement Program

A ten-year plan of approved capital expenditures for long term improvements to the City's public facilities and public works, as well as to Alexandria City Public School capital projects.

### Community Engagement

The process through which people who live, work, invest or spend time in an area are actively involved in the development of plans and recommendations for the future of that area.

## Acronyms Found on the Following Pages

### COA

City of Alexandria

### HUD

U.S. Department of Housing and Urban Development

### EPA

U.S. Environmental Protection Agency

### FHWA

U.S. Federal Highway Administration

### NPS

U.S. National Park Service

### VDOT

Virginia Department of Transportation

## Additional Resources

[City of Alexandria Master Plan](#)

[City of Alexandria Budget](#)

[Office of Housing](#)

[P&Z - Neighborhood Planning \(NPCD\)](#)

[P&Z - Development](#)

[Recreation, Parks, and Cultural Activities \(RPCA\)](#)

[Transportation & Environmental Services \(T&ES\)](#)



## Combined Sewer Outfall (CSO)

There are two types of storm sewer systems in the COA, a Separate Sanitary Sewer System (SSSS), and a Combined Sewer System (CSS). An SSSS consists of two pipes: one pipe conveys storm water runoff (rain water) from storm drains to local waterways with little or no treatment to remove pollutants. The other pipe conveys sanitary sewage to the local wastewater treatment plant operated by Alexandria Renew Enterprises. A CSS has only one pipe which conveys both sanitary sewage and storm water to a local wastewater treatment plant. During dry weather, all raw sewage flows to the treatment plant. When significant rainfall occurs, the pipe can become overloaded with polluted storm water. This mixture of storm water (about 90%) and sewage may overflow into local streams through the end of the pipe, or the CSO.

Source: COA Department of Transportation and Environmental Services

## Committed Affordable Units (CAUs)

Housing units that are available to income-eligible households through rent and/or occupancy restrictions imposed as a condition of assistance under federal, state or local programs. Targeted income levels vary by program.

## Coordinated Development District (CDD)

The CDD is established for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof and in order to promote development consistent with the master plan. A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city. A CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are multiple owners in the CDD zoned area. A review process is established to ensure that such developments exhibit a proper integration of uses, the highest quality of urban and architectural design and harmony with the surrounding areas of the city.

Source: City of Alexandria Zoning Ordinance Sec. 5-601

## D

### Development Site Plan (DSP)

A DSP is required in all zones for any development that: contains three or more dwelling units; is a building or addition that is 3,000 square feet or larger; provides a parking lot with five or more parking spaces; is a building addition that is 1/3 or more of the existing gross square feet of the building; and falls under other criteria listed in the COA Zoning Ordinance.

Source: COA Zoning Ordinance, refer to Section 11-400

### Development Special Use Permit with Site Plan (DSUP)

A DSUP is required in all zones for any development that requires a site plan and is requesting approval of a special use permit for the following: a modification of the parking ratios; a modification to the yard, landscape or open space requirements; increased building height; increased Floor Area Ratio; affordable housing bonus density; and other special requirements listed in the applicable zone in the COA Zoning Ordinance.

Source: COA Zoning Ordinance, refer to specific zone sections

## F

### Floor Area Ratio (FAR)

The floor area ratio of the building or buildings on any lot or tract or tract of land is the total aggregate floor area of such building or buildings divided by the area of that lot or tract or tract of land.

Source: COA Zoning Ordinance

## G

### Green Building

Structures that incorporate the principles of sustainable design—design in which the impact of a building on the environment will be minimal over the lifetime of that building. Green buildings incorporate principles of energy and resource efficiency, practical applications of waste reduction and pollution prevention, good indoor air quality and natural light to promote occupant health and productivity, and transportation efficiency in design and construction, during use and reuse.

### Green Infrastructure

A term used to describe an array of products, technologies and practices that use natural or engineered systems to enhance overall environmental quality and provide utility services. Examples include green roofs, porous pavement, rain gardens, and vegetated swales. In addition to effectively retaining and infiltrating rainfall, these technologies can simultaneously help filter air pollutants, reduce energy demands, mitigate urban heat islands, and sequester carbon while also providing communities with aesthetic and natural resource benefits.

Source: EPA online vocabulary catalog, EPA.gov

## H

### Housing Affordability

Housing is considered affordable when the occupying household is paying no more than 30% of its gross income on housing-related expenses (rent or mortgage, plus utilities). A household is “cost burdened” when they pay more than 30% of their income.

Source: COA Office of Housing

## I

### Impervious Surface

Any hard-surfaced (e.g. asphalt, concrete, roofing material, brick, paving block, plastic), man-made area that does not readily absorb or retain water, including but not limited to building roofs, parking and driveway areas, graveled areas, sidewalks, and paved recreation areas.

Source: Quizlet Glossary of Urban Planning Terms

### Infrastructure

Facilities and services needed to sustain industry, residential, commercial, and all other land-use activities, including water, sewer lines, and other utilities, streets and roads, communications, transmission lines, and public facilities such as fire stations, parks, schools, etc.

Source: Quizlet Glossary of Urban Planning Terms

### Innovation District

Innovation districts represent a departure from traditional economic development. Unlike customary urban revitalization efforts that have emphasized the commercial aspects of development (e.g., housing, retail, sports stadiums), innovation districts help their city and metropolis move up the value chain of global competitiveness by growing the firms, networks, and traded sectors that drive broad-based prosperity. Instead of building isolated science parks, innovation districts focus on creating a dynamic physical realm that strengthens proximity and knowledge spillovers. Rather than focus on discrete industries, innovation districts represent an intentional effort to create new products, technologies and market solutions through the convergence of disparate sectors and specializations (e.g., information technology and bioscience, energy, or education).

Source: The Brookings Institution

## L

### Liner Building Uses

Buildings specifically designed to mask parking lots or garages from street frontage.

### Linear Path or Park

A park or parkway that is long rather than wide. Linear parks are often created from strips of public land next to rivers, creeks, canals, easements for electrical lines, former rail corridors, scenic highways, and shorelines.

### Low-Income Housing Tax Credit Program (LIHTC)

The federal Low-Income Housing Tax Credits (LIHTC) program was established under the Tax Reform Act of 1986 to encourage private investment in affordable housing. LIHTC is a dollar-for-dollar reduction in tax liability to the owner of qualified low-income housing development for the acquisition, rehabilitation, or construction of low-income rental housing units. While the LIHTC is a federal credit, the LIHTC program is administered by state housing finance agencies in each state. In Virginia, the Virginia Housing Development Authority is responsible for administering the LIHTC program.

Source: Virginia Housing Development Authority

## M

### Market Affordable Housing

Rental housing that is affordable to households earning 60% or more of Area Median Income (AMI) without any restrictions or subsidies. Usually the housing is affordable due to its age, location, amenities, and/or design.

Source: COA Office of Housing

### Market-Rate Housing

Housing that is produced or provided in response to market demand. It is without federal, state, or local subsidies or income restrictions.

Source: COA Office of Housing



## Master Plan

The COA's Master Plan is made up of Small Area Plans (SAPs) covering Alexandria's neighborhoods, plus chapters on key topics, such as Transportation, Housing, and Open Space. The Master Plan is updated on an ongoing basis through Master Plan Amendments to add or update Small Area Plans.

Source: COA Planning and Zoning Department

## Mixed-Use

Mixed-use development is development of a tract of land or building or structure with two or more differing uses such as residential, office, retail, service, public, or entertainment, in a compact urban form. These types of developments can result in measurable reductions in traffic impacts.

# P

## Park Typology

Park typology categorizes the COA's open spaces into groups based on their sizes and uses, allowing for development plans for parks that share similar characteristics and improvement needs.

- **Citywide Parks:** Contains multiple uses within a park boundary; attracts visitors from all over the City.
- **Neighborhood Parks:** May include multiple uses within park boundary; attracts nearby residents.
- **Pocket Parks:** Small open space; mainly single use attracting nearby residents.
- **Natural Resource Areas:** Includes open spaces that are primarily passive-use or preservation areas.
- **Shared Use:** Includes parks that share facilities with schools and recreation centers
- **Destination/Historical:** Attracts users from beyond the region because of unique features.
- **Regional:** Includes lands or facilities administered by other regional entities.
- **Corridors/Linear Parks/Trailways:** Includes trailways, corridors and linear parks that serve primarily as linear bikeway corridors; may include right-of-ways.

Source: COA Department of Recreation, Parks and Cultural Activities

## Pilot Study

A "scaled down" version of a major effort conducted before a larger study to test feasibility. For example, a pilot test might test proposed measurement instruments, hone the research methodology, or see if there is a preliminary basis for supporting the hypothesis.

## Placemaking

Creating squares, plazas, parks, streets, and waterfronts that attract people because they are pleasurable or interesting and include a variety of opportunities to enjoy the space actively and passively, with landscaping and nearby amenities.

## Public Access Easement

Privately owned property that is available for public use, all or some parts of the day.

Source: COA Department of Recreation, Parks and Cultural Activities

## Public Housing

Income-restricted housing units that are targeted to extremely low- to low- income families. Residents pay 30% of their adjusted income as rent, and HUD provides the local housing authority (Alexandria Redevelopment and Housing Authority – ARHA) with subsidies to maintain the units and the developments in which they are located.

Source: COA Housing Master Plan, 2014

## Public Open Space

The City's Zoning Ordinance includes a Public Open Space (POS) zone which is restrictive to recreational and/or natural resource uses. Along with the Zoning Ordinance definition, the term public open space is synonymous with any park, plaza, recreation area, etc. that is open to the public, either publicly or privately owned.

Source: COA Department of Recreation, Parks and Cultural Activities

## R

### Remediation

Remediation is the action or measure taken, or to be taken, to lessen, clean-up, remove, or mitigate the existence of hazardous materials existing on the property to such standards, specifications, or requirements as may be established or required by federal, state, county, or city statute, rule, or regulation.

## S

### Small Area Plans

COA's Master Plan consists of Small Area Plans (SAP), each setting a vision and goals for its community's future over a designated period of time. With strong citizen participation, an SAP typically addresses the economic, physical (all land uses and infrastructure), social and environmental elements of a community, taking into account anticipated growth in population, employment and overall development over the designated timespan of the SAP, generally 15-20 years. The SAP includes graphics and maps and includes objectives, strategies and recommendations to accomplish the vision and goals.

Source: COA Planning and Zoning Department

### Special Use Permit

Typically, a Special Use Permit (SUP) is required for businesses such as restaurants, beauty salons, fitness studios, dry cleaners, or other businesses that need special review because they have the potential to create noise, odors, fumes, pollution or significant parking impacts. The process is designed to ensure that potentially affected neighbors are both informed of and are provided an opportunity to comment on the proposed business. The City Zoning Ordinance regulates the location of various uses.

Source: COA Zoning Ordinance, refer to Section 11-500

### Stakeholder

Any person or group with a vested interest in the outcome of a project or plan.

### Streetscape

The treatment of space between buildings and street that defines the public realm. Streetscape elements may include building frontage/facade, public art, outdoor cafes, transit stops or shelters, landscaping (trees, planters, fountains, etc.), sidewalk pavers, special embedded street paving, street furniture (benches, kiosks, etc.), signs, awnings, and street lighting.

### Streetwall

The wall or part of the building nearest to the street or property line.

### Subdivision

The division of a lot, parcel or tract of land into two or more lots, plots, sites, parcels or other divisions for the purpose, whether immediate or future, of sale or building development. This includes the resubdivision of existing lots, parcels, tracts or other divisions of existing and duly recorded subdivisions. Any tract of land upon which a street, alley or public right-of-way is dedicated shall be considered a subdivision.

Source: COA Zoning Ordinance, refer to Section 9-24

## U

### Urban Design

The attempt to impose a rational order or to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is an effort to make an urban area or whole city comprehensive, functional, and aesthetic through the articulation of its parts.

## Z

### Zoning Ordinance (City of Alexandria)

COA's Zoning Ordinance contains regulatory controls for the City covering use (residential, commercial, mixed use), density, height, historic preservation, development approvals, parking, non-complying and non-conforming uses, environmental management, signs, and zoning map amendments.

Source: COA Zoning Ordinance



## **Contributing Departments**

**Department of Planning and Zoning**

**Department of Project Implementation**

**Department of Recreation, Parks, and Cultural Activities**

**Department of Transportation and Environmental Services**

**Office of Housing**

**Alexandria Renew**

**City Manager's Office**



**City of Alexandria, VA**

**Department of Planning and Zoning, September 2025**