

Alexandria Master Plan

FY 2026 Status of Implementation Report

Department of Planning and Zoning
October 2026

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Alexandria by the Numbers

15
Square Miles

Source: City of Alexandria

277
Years Old

Source: City of Alexandria

20+
Miles of Multi-Use Trails

Source: City of Alexandria

$119,681
Median Household Income

Source: U.S. Census (ACS)

169,600
People

Source: City of Alexandria, Annual Population Estimate

58%
Renter-Occupied

+4% since 2010

42%
Owner-Occupied

-4% since 2010

Source: U.S. Census (ACS)

80,844
Housing Units

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

15,748
ACPS Student Enrollment

Source: Alexandria City Public Schools (ACPS)

30+
Bus Routes

Sources: DASH + WMATA

3
Transitway Corridors

Source: City of Alexandria

5
MetroRail Stations

Source: WMATA

2
MetroRail Lines

Source: WMATA

82%
of City within 10-min walk of park

Source: City of Alexandria

7
National Register Historic Districts

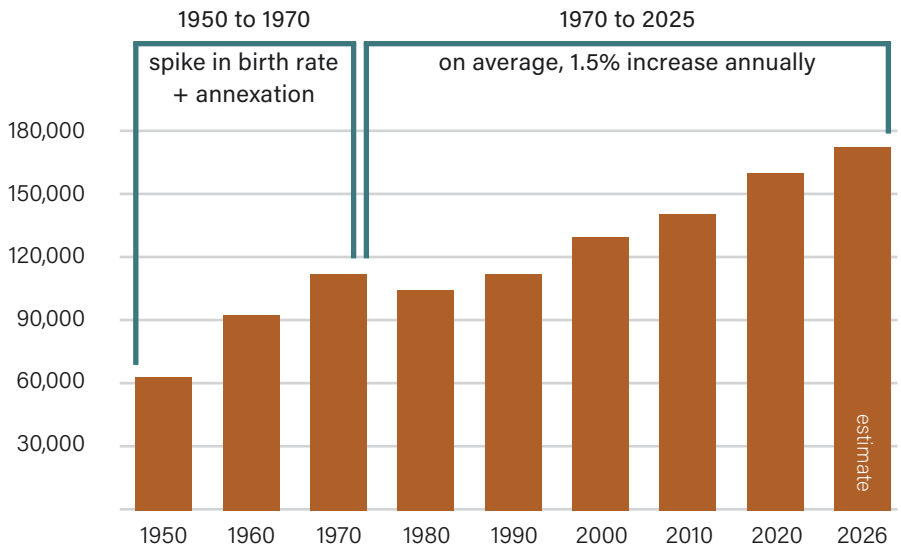
Source: City of Alexandria

2
Local Historic Districts

Source: City of Alexandria

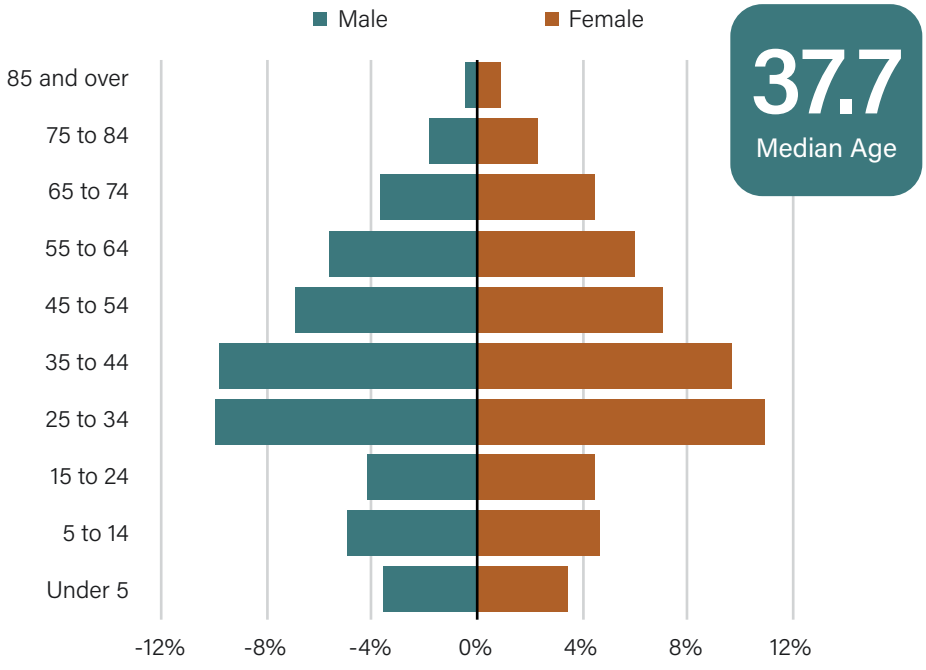
Demographics

Population Growth



Source: U.S. Census (ACS) and City of Alexandria

Age & Gender Distribution



37.7
Median Age

Source: U.S. Census (ACS)

For more information...

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

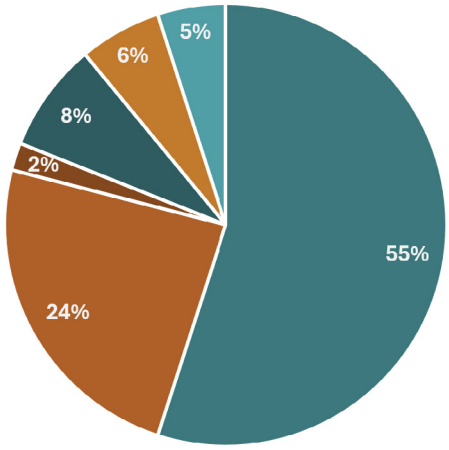
Education

50%
Bachelor's Degree or higher



Source: U.S. Census (ACS)

Race + Ethnicity



- White
- Black or African-American
- Native American, Alaska Native, Native Hawaiian or Other Pacific Islander
- Asian or Asian-American
- Some Other Race
- Two or More Races

82% Not Hispanic/Latino

18% Hispanic /Latino

Source: U.S. Census (ACS)

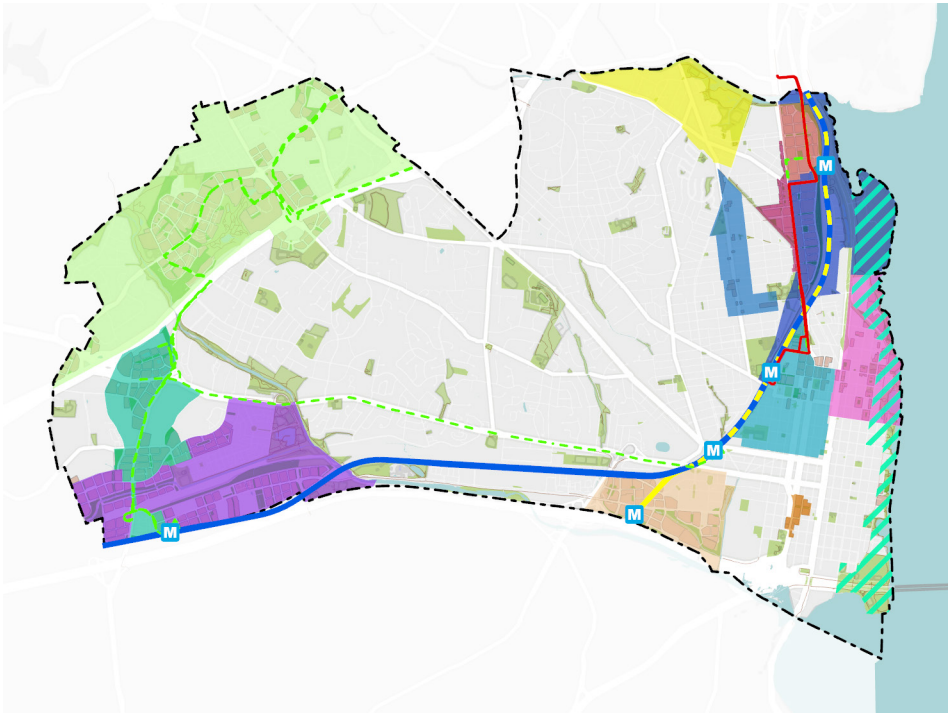
Place of Birth

75% Born in United States

25% Foreign-Born

Source: U.S. Census (ACS)

Planning for the Future



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) 2026 Status of Implementation Report provides a summary of implementation progress from July 2025 to June 2026 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, infrastructure projects, 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

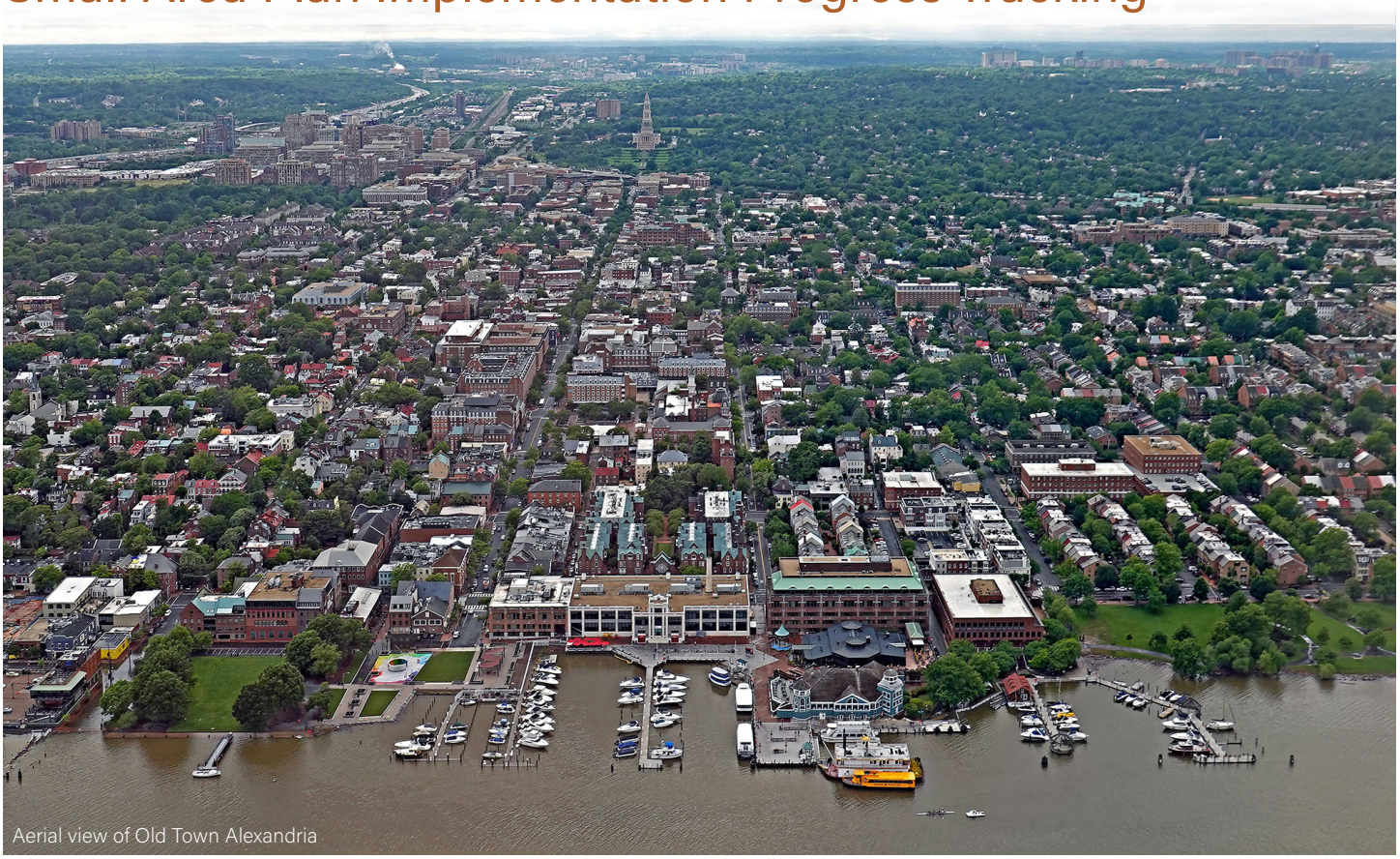
- **AlexWest (2024)**
  Land Area: 1,255 ac
  Development: 10.5M sf
- **Arlandria-Chirilagua (2022)**
  Land Area: 230 ac
  Development: 2.8M sf
- **Braddock (2008)**
  Land Area: 237 ac
  Development: 3.6M sf
- **Eisenhower East (2020)**
  Land Area: 245 ac
  Development: 19.1M sf
- **Eisenhower West (2015)**
  Land Area: 621 ac
  Development: 9.3M sf
- **Landmark/Van 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

Tracking Progress

Small Area Plan Implementation Progress Tracking



Aerial view of Old Town Alexandria

Department of Planning and Zoning (P&Z) staff track progress toward goals outlined in SAPs. Progress varies from plan to plan and 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 5, 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.

Each SAP section of includes implementation maps that locate the projects highlighted in that section and illustrate overall progress of the respective SAPs.

The maps illustrate development blocks and planned parks envisioned by the SAPs as well as the development status of current projects, accompanied by data related to housing production and open space.

AlexWest

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



Projects Highlighted In This Chapter

1. Goodwin Living Seminary Road
2. North Beauregard Multi-Use Trail
3. West End Transitway Public Art
4. King and N. Beauregard Intersection
5. Seminary and N. Beauregard Intersection
6. Holmes Run Trail Repairs
7. West End High-Crash Intersection Safety Audits

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 69 Affordable Units

1,470
Approved, Not Constructed Residential Units

385
Approved Residential Units Under Construction

60,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

Goodwin Living Seminary Road

The applicant obtained final site plan release in June 2026, less than one year after City Council approval in June 2025, meeting the City's one-year OneStart goal.

Groundbreaking for the 257-unit continuum of care facility was held in October.



Goodwin Living Seminary Road

North Beauregard Multi-Use Trail

Design is complete and construction started in 2026 for this new shared-use path along North Beauregard Street between Fillmore Avenue and Berkeley Street. The new path will increase mobility and access for people walking, biking or using other mobility devices in the West End. Once completed, the trail will serve as an extension of an almost half-mile continuous off-road trail connecting to Arlington County and provide direct connections to multiple West End Transitway stops.



North Beauregard Multi-Use Trail concept

Seminary and N. Beauregard Intersection

As part of the Safety Audit, an Operational and Safety Analysis Report (OSAR) will analyze this and other adjacent intersections, including the Seminary and I-395 interchange, to understand the potential operation and safety impacts with any future redesign of the intersections and interchange.



Existing conditions on Seminary Road

King and N. Beauregard Intersection

This redesign of one of the City's busiest intersections will improve safety for all users. The reconfiguration will include new turn lanes, median islands, upgraded sidewalks and crossings, enhancing capacity for people driving and improving safety for people walking, biking, and riding transit. Design is complete and construction will begin in Fall 2026.

West End Transitway Public Art

The City's Public Art Program commissioned five artists to work with the transit team to design 18 new permanent public artworks that will be incorporated into the new West End Transitway. The artists created unique public art for each station to reflect the surrounding neighborhood character. In FY 2026, the artists worked with the transit team to finalize their designs that were previously approved in concept by the Alexandria Commission for the Arts. These works will enhance the transit corridor with creative placemaking and artistic expression.

Holmes Run Trail Repairs



Repairs at Holmes Run Trail Site 2

The Holmes Run Trail Flood Mitigation Project continues to restore sections of the Holmes Run Trail that were damaged during major storm events in 2018 and 2019. With partial funding from the Northern Virginia Transportation Authority (NVTA), the City is repairing trail infrastructure, restoring streambanks, and improving the long-term resilience of the trail so it can better withstand future flooding.

Continuous access from Eisenhower Avenue through North Beauregard Street is now open to the public after repairs at the following Holmes Run Trail flood damage sites:

- Site 1: Replaced the Dora Kelley fair-weather crossing with a new precast concrete box culvert, restored streambanks, and restored a key connection along the trail.
- Site 2: Replaced the pedestrian bridge, restored streambanks, and repaired the trail near the Morgan Street cul-de-sac.
- Site 3: Repaired flood damage near North Ripley Street through slope stabilization, drainage improvements, construction of a retaining wall, and trail restoration.
- Site 4: Replaced the trail bridge and supporting structure at 4600 Duke Street, restoring a key connection along the trail.

West End High-Crash Intersection Safety Audits

The City is undertaking safety audits of seven intersections along high-volume corridors identified in 2022 as representing a higher-than-average number of crashes.

Starting in 2025, the City launched a design and community engagement process to gather public input and develop options to make these corridors and intersections safer for everyone who travels through them to help advance the City's Vision Zero goal of eliminating fatal and serious injury crashes by 2028. Ongoing design refinement and engagement is planned for the remainder of 2026 to work towards identifying preferred designs. To learn more, visit the project website.



Community engagement for the Safety Audits

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.



Projects Highlighted In This Chapter

1. Arlandria-Chirilagua Housing Cooperative
2. CLI/Elbert Avenue
3. Sansé and Naja
4. ParcSquare
5. Four Mile Run Kayak Launch
6. Mount Vernon Avenue Safety Improvements
7. The Square at 511
8. Le Glebe

SAP Planned Open Space *
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

91
Approved, Not Constructed Affordable Residential Units

474
Approved Affordable Residential Units Under Construction

17,000
SF of Approved Publicly-Accessible Open Space Under Construction

*circles represent general open space locations determined in SAP

Arlandria-Chirilagua Housing Cooperative

The City is completing $2.5M in ARPA-funded capital improvements at the 286-unit Co-op. Improvements include replacing roofs, HVAC system upgrades, water heater replacement, and exterior repairs across 15 buildings. In FY 2025, the City 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. In FY 2026, ownership interest corrections were recorded and completed for some residents.

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 2027. Consistent with the housing priorities of the small area plan, this project will provide a range of affordability between 30% and 60% area median income (AMI). The project secured State Housing Opportunity Tax credits in 2024, leveraging a $3M City loan and grant funding to deeply subsidize 10 units, with completion of the funding package currently in process.



Concept rendering of Elbert Avenue project

Sansé and Naja

At full build out, Housing Alexandria's mixed-income, mixed-use project will create 495 new affordable apartments across two buildings (Sansé and Naja) with funding from low-income housing tax credit equity, Virginia Housing loans, grants, and bonds, a federal Section 108 loan, Amazon Housing Equity Fund loans and grants, and substantial City investment.

Sansé 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. The first phase is slated for completion in Fall 2026 followed by the second phase in early 2027. Naja is anticipated to start construction in 2027.

In 2026, the City adopted a Housing Anti-Displacement Policy which establishes guidelines for prioritizing access to committed affordable and workforce housing units in the Arlandria-Chirilagua neighborhood. In April 2026, Housing Alexandria opened the application window for the first phase of Sansé; 3,950 applications (including 678 applications that qualified under the Housing Anti-Displacement Policy) were received for 206 units.



Sansé nearing completion



Concept rendering of Sansé and Naja

ParcSquare

In January 2022, 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. As a result, eight units were brought back online as rentals and sewer infrastructure and exterior structural repairs to two of its four buildings were completed in early 2026. The community was originally acquired using Amazon Housing Equity Funds as part of an assemblage for future redevelopment.

Four Mile Run Kayak Launch

Alexandria City Council and the Four Mile Run Conservancy held a grand opening celebration in May 2026 to commemorate the completion of the Four Mile Run Kayak Launch. 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. In March 2026, the Governor's Environmental Excellence Gold Award was awarded to the Four Mile Run Conservancy.

Due to impacts from an August storm, the Launch is temporarily closed while the City assesses the damage and determines a timeline and next steps for repairs.



Four Mile Kayak Launch opening day



Four Mile Kayak Launch opening day



Turtles sunbathing near the kayak launch

Mount Vernon Avenue Safety Improvements

Safety improvements planned at the intersections of Mount Vernon Avenue with Executive Avenue and Russell Road will make them safer and easier to use for everyone—whether walking, biking, taking transit, or driving.

These improvements build on years of community input and planning efforts, including the Small Area Plan, that identified these intersections as priorities for safety upgrades. Through community meetings and outreach, residents, property owners, and other stakeholders helped shape the recommended improvements and select a preferred design for each intersection.

The City will seek grant funding to cover construction costs for the project. Timing for construction will be dependent upon receiving funding and any funding-related timing constraints. To learn more, visit the project website.

The Square at 511

Funded through a $5M federal Community Development Block Grant, the final phase of rehabilitation work has begun to replace windows. The new windows are designed to enhance energy efficiency and improve the overall aesthetic of the building. Federal funding in earlier phases enabled Housing Alexandria to upgrade critical building systems, including elevators, sewer lines, the lobby area, windows, water pumps, and other structural repairs.



The Square at 511

Le Glebe

This mixed-use project, located near the intersection of West Glebe and Russell Roads, was completed in June 2026. The three-story building includes four dwelling units, one retail/commercial space, one live/work unit, rooftop residential terraces, and a small surface parking lot.



Le Glebe

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.



Projects Highlighted In This Chapter

1. Pendleton Street Rooming House
2. Powhatan Park Improvements
3. Braddock Road Trail Access and Corridor Improvements

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 133 Affordable Units

505
Approved, Not Constructed Residential Units

207
Approved Affordable Residential Units Under Construction

7,600
SF of Approved Publicly-Accessible Open Space Under Construction

Pendleton Street Rooming House



Historic photo of the Pendleton Street Rooming House



Pendleton site nearing completion



Pendleton site before construction

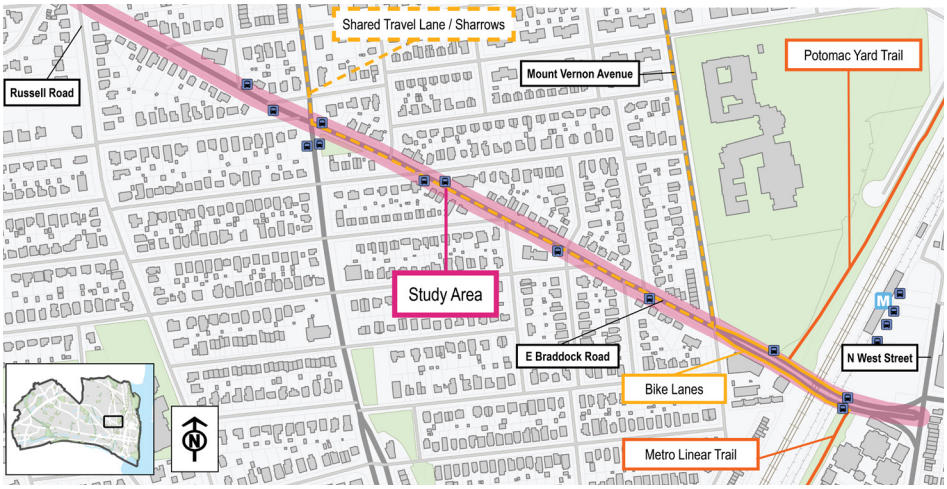
Rehabilitation of the Pendleton Rooming House is nearing completion. Extensive exterior and interior modifications have included upgrades to major building systems, the installation of insulation, geothermal, and safety and accessibility improvements, and the restoration of the former commercial space facing Henry Street. Funding for the project includes HUD federal grant funding, including HOME ARP, a federal earmark, and City funding. The rehabilitation is anticipated to conclude in Fall 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.

Powhatan Park Improvements

Planning and design efforts continued for improvements at Powhatan Park. The City advanced the public art project planning process following Commission approval, with the project moving toward final design development and cost estimating. The park continues to serve the surrounding community, with future improvements focused on enhancing the park experience while maintaining its existing recreational, open space, and neighborhood character.

Braddock Road Trail Access and Corridor Improvements

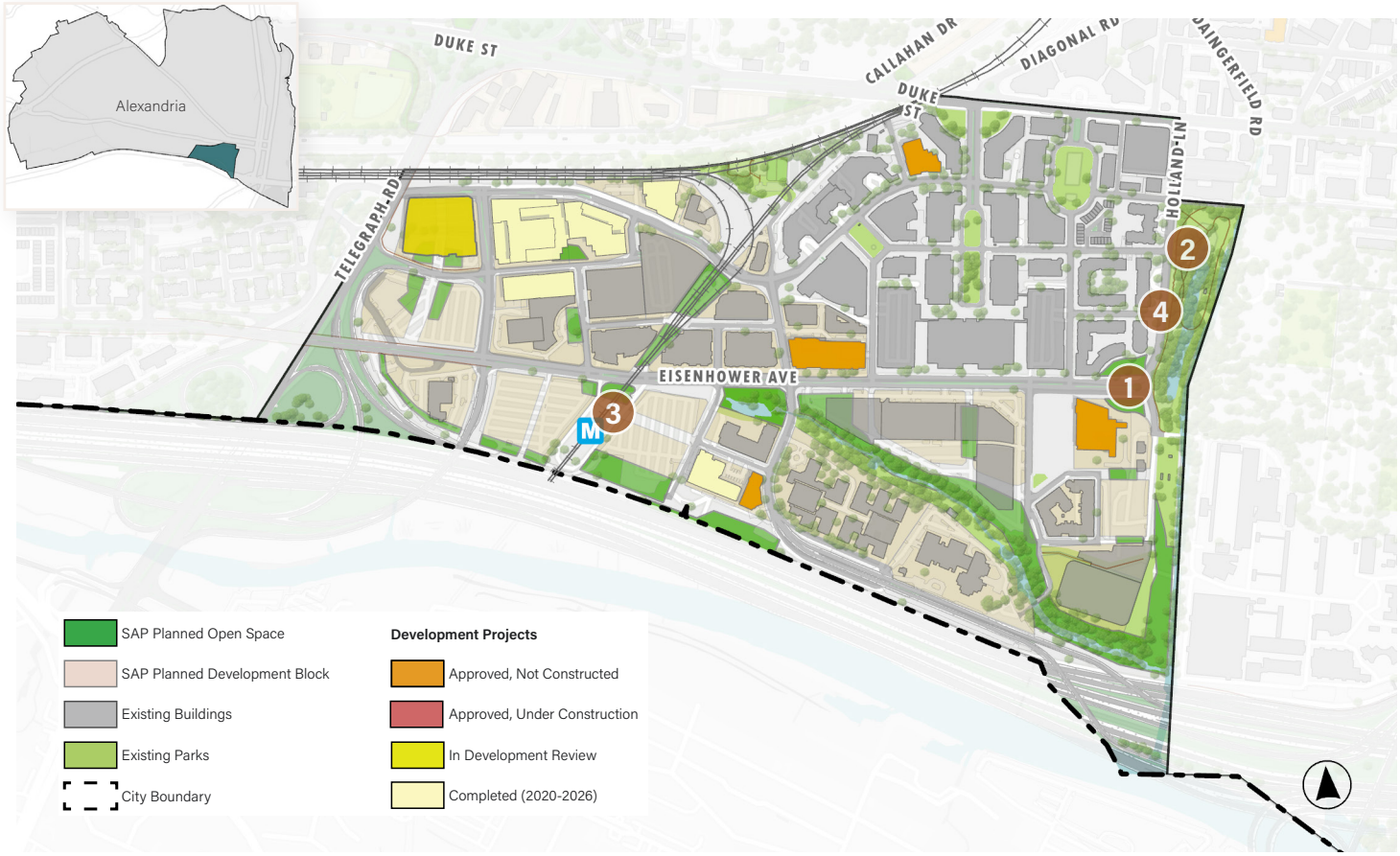
The concept design and traffic analysis of the preferred concept were completed in late 2025 and Council approved the project in May 2026. As of June 2026, the project is advancing to the design phase. The design phase should be completed by Spring 2027, with construction to be completed in Fall 2027 or Spring 2028.



Braddock Road Trail Access and Corridor Improvements 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.



Projects Highlighted In This Chapter

1. Public Art at North and South Circle Parks
2. AlexRenew + African American Heritage Park
3. Eisenhower Avenue Pedestrian Improvements
4. Holland Lane Corridor Improvements

Includes 63 Affordable Units

1,469
Approved, Not Constructed Residential Units

754
Residential Units Under Review

107,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

14,000
SF of Publicly-Accessible Open Space Under Review

Public Art at North and South Circle Parks

As part of a future development at the corner of Eisenhower Avenue and Holland Lane, South Circle Park will be created as a new prominent public open space and visual gateway into the neighborhood. The City's Public Art Program commissioned artist DeWitt Godfrey to design a site-specific, permanent work of art that would be integrated into future development. In FY 2026 the Alexandria Commission for the Arts approved the artist's designs for a companion artwork that could be placed on the existing adjacent City property at North Circle Park.





Concept rendering of public art by DeWitt Godfrey at North (*left*) and South (*right*) Circle Parks

AlexRenew + African American Heritage Park

see also AlexRenew

Restoration of the park was completed as part of AlexRenew's RiverRenew program. The new system extends into Hooffs Run along the African American Heritage Park, where a new boardwalk and new RPA buffer plantings enhance connectivity to the Eisenhower East neighborhoods. The park restoration also includes a memorial grove honoring the City's African American heritage.



New boardwalk at African American Heritage Park

Eisenhower Avenue Pedestrian Improvements

An enhanced pedestrian crosswalk adjacent to the Eisenhower Avenue Metrorail Station will improve safety and accessibility while strengthening connectivity between the Metrorail station and the community. Community outreach helped shape the design of the enhanced crossing, which was finalized in 2025. Construction on the crosswalk and amenities (pedestrian signals, streetscape, and streetlights) is scheduled to begin in July 2026 and is slated for completion by Spring 2027.

Holland Lane Corridor Improvements

As of June 2026, all planned improvements have been installed and the new bike facilities are operational.

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 621-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.



Projects Highlighted In This Chapter

1. The Value of Planning: WestEnd Redevelopment
2. Eisenhower Avenue Corridor Improvements
3. South Van Dorn Street Bridges + Multimodal Improvements
4. South Pickett Street Corridor Improvements
5. Lennar Redevelopment
6. Eisenhower Pointe II
7. Victory Center
8. Leibach Bridge Repairs
9. Broadband Link for Eisenhower Avenue

Includes 29 Affordable Units

1,914
Approved, Not Constructed Residential Units

Includes 395 Affordable Units

821
Approved Residential Units Under Construction

265,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

200,000
SF of Approved Publicly-Accessible Open Space Under Construction

The Value of Planning: WestEnd Redevelopment



Construction of the new INOVA Hospital Campus as part of the WestEnd Redevelopment project

Similar to the Potomac Yard Metrorail Station and Alexandria's Waterfront, redevelopment of the former Landmark Mall has been a long-term planning effort. Progress at the site to date demonstrates the long-term value of planning, and how a clear and strong community developed vision for the future can achieve significant results, especially when combined with community persistence, sustained work by a variety of City agencies, creative financing solutions, and a strong public private partnership between developers and the City.

Replanning for the site began in 2009 with the Landmark/Van Dorn Corridor Plan. After delays due to changes in the site's ownership structure and the real estate market, planning for the site evolved with a new Landmark Neighborhood Chapter of the Landmark/Van Dorn Corridor Plan in 2019. In 2020, Foulger-Pratt became the master developer and partnered with the owners, Inova Alexandria Hospital, and the City to redevelop the site. In July 2021, City Council approved the CDD Concept Plan and associated applications necessary for the 5.6 million sq. ft. redevelopment.

Since 2021, redevelopment of the newly branded WestEnd development has progressed quickly, symbolized in FY 2026 with the major milestone of the "topping out" celebration for the new INOVA Hospital campus structure completion in May. Blocks E and G started construction in June 2026 and blocks I and K are in the process of having building permits issued. Block D, an 80% affordable 275-unit residential building was approved by City Council in October 2025.

To accelerate the revitalization of Alexandria's West End and facilitate the redevelopment of the Landmark site, the City acquired land to lease to Inova for the proposed hospital and financed the infrastructural costs by tapping into future tax revenues generated by the site's redevelopment. This form of tax increment financing (a "TIF") backstopped by special assessments is a commonly used method of public economic development financing in the US.

The Value of Planning: WestEnd Redevelopment, *continued*

West End Transit Hub

This new transit hub will support Alexandria's growing WestEnd, currently serving multiple DASH and Metrobus routes and designed to support two future Bus Rapid Transit lines. With buses now in service on the site, the City has begun design work for permanent shelters and passenger amenities, including improved weather protection, seating, lighting, wayfinding, accessibility, and safety features. The next phase of design will continue refining the details needed to create a comfortable, durable, and welcoming transit hub for the community.



Concept rendering of the West End Transit Center

Infrastructure

The partnership between the City and the developer on the Infrastructure Project is delivering the public streets, utilities, sidewalks, traffic signals, and other infrastructure needed to support the transformation of the former Landmark Mall into WestEnd Alexandria. This infrastructure will provide the foundation for one of the largest redevelopment projects in Alexandria's history.

By the end of FY 2026, roadway improvements, storm sewer infrastructure, sidewalks, traffic signals, and renovation of the existing parking garage were substantially complete, marking a major milestone in preparing the site for future development.



Relic signage of the former Landmark Mall

I-395 Ramp Improvement Project

During FY 2026, the City completed final design for this project to improve access to the future Inova hospital campus and WestEnd by creating a direct connection from the northbound I-395 exit ramp to the eastbound Duke Street left-turn lanes at South Walker Street.

Throughout the year, staff coordinated closely with VDOT, Inova, and other project partners to align construction with adjacent redevelopment activities. Construction is anticipated to be completed in advance of the hospital's planned opening in 2028.

Access Improvements

Planned improvements along North Van Dorn Street include wider sidewalks, new crosswalks, upgraded curb ramps for accessibility, and a new sidewalk on the bridge over Duke Street. These improvements will help create safer and more comfortable connections for people walking, using mobility devices, and accessing transit. The project is funded through a Virginia Department of Transportation grant. Design work is expected to be completed in 2027, after which the City will begin preparing for construction. To learn more, visit the project website.

Eisenhower Avenue Corridor Improvements

In FY 2026, the City implemented an on-street parking lane on the eastbound direction of Eisenhower Avenue, between the Van Dorn Metro station entrance and the Eisenhower Avenue Connector. The project installed approximately 100 on-street spaces. The City still seeks funding opportunities to implement the other improvements as recommended in the Eisenhower Avenue Transportation Study.

South Van Dorn Street Bridges + Multimodal Improvements

During the past year, the City worked with the community to evaluate several design options and selected a preferred concept that balances community feedback, engineering considerations, and long-term mobility goals to make it safer and easier for people walking and biking along South Van Dorn Street to access the Van Dorn Metro Station. Design is now underway, with construction anticipated to begin in 2028.

South Pickett Street Corridor Improvements

Improvements to enhance pedestrian crossings, provide dedicated bicycle facilities, and upgrade transit stops with ADA-accessible boarding platforms on South Pickett Street are expected to be implemented by the end of 2026.

Lennar Redevelopment

The applicant continued through the final site plan processes in FY 2026, and several site plan releases are anticipated in early FY 2027 (infrastructure, townhouses, and condo buildings). Early stages of the final site plan process for the hotel and public park are underway, as well as extensive coordination with staff on the design of the future pedestrian/bicycle bridge over Backlick Run.



Concept rendering of Lennar Redevelopment

Eisenhower Pointe II

In April 2026, the City Council approved redevelopment of the Eisenhower Business Park into a 117 townhouse community. The project will continue to build out Cumberland Street parallel to Eisenhower Avenue and a new perpendicular street consistent with Plan recommendations. The site includes nearly 1 acre of open space, of which over half is publicly accessible.



Concept rendering of Eisenhower Pointe II

Victory Center

In December 2024, the City Council approved a plan to convert the long-vacant federal office building to 377 affordable apartments. In January 2026, the applicant announced that Amazon's housing fund would support deeper levels of affordability, achieving 50% of the units affordable at 50-60% of area median income (AMI), 50% of units at 80% AMI, and extended a 99-year affordability covenant. In February 2026, the applicant initiated construction, with the project expected to be ready for occupancy in 2027.



Concept rendering of Victory Center

Leibach Bridge Repairs

Guided by a long-term bridge maintenance plan, the City regularly evaluates the condition of roadway and pedestrian bridges and prioritizes improvements that extend the life of these structures, improve safety, and protect the City's infrastructure investment. In November 2025, rehabilitation of the Leibach Bridge over Duke Street was completed. Improvements included concrete repairs, replacement and resealing of bridge joints, application of a protective epoxy deck overlay, spot steel repairs, and restoration of deteriorated structural elements.



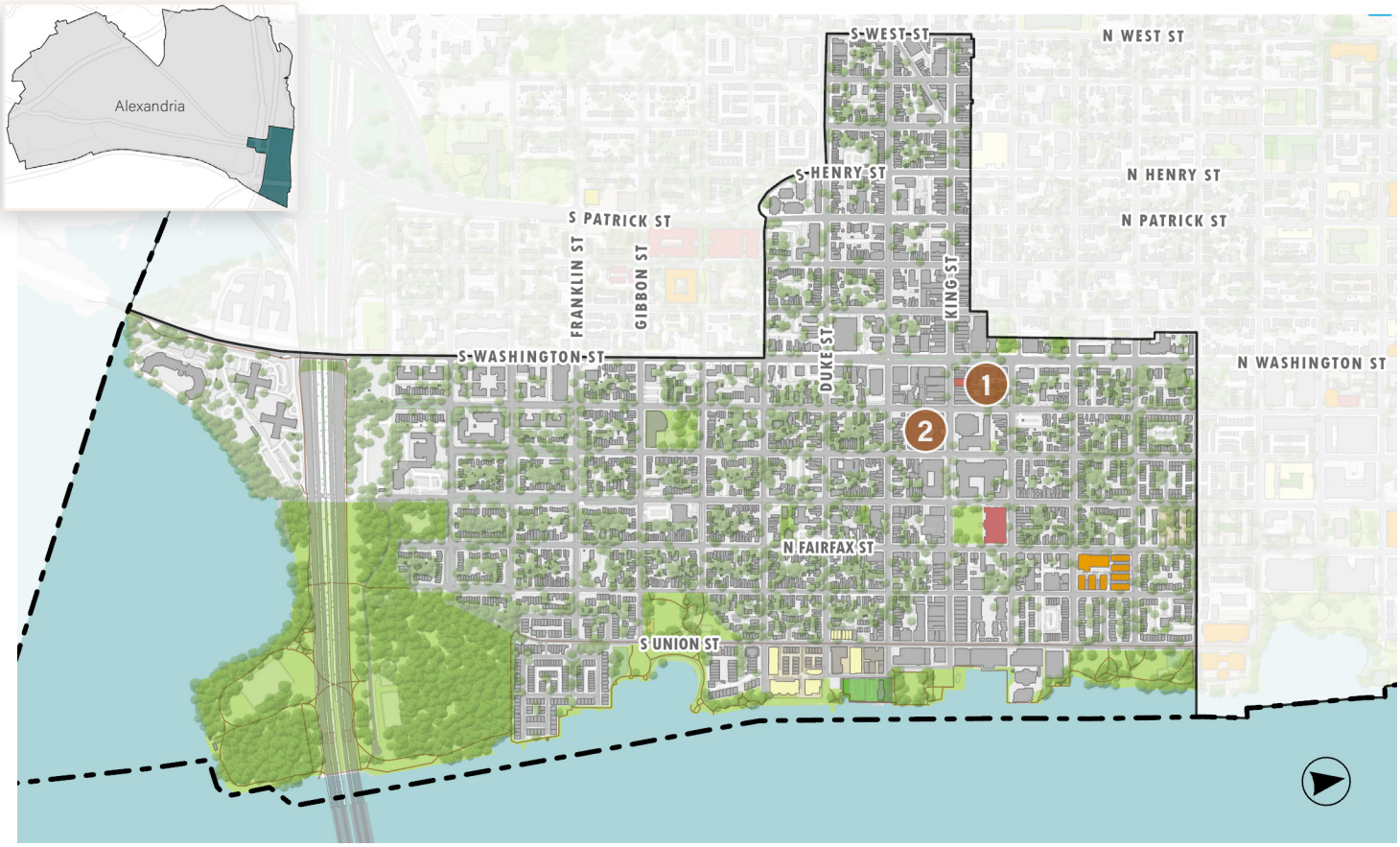
Steel structure spot repairs on Leibach Bridge

Broadband for Eisenhower Avenue

The installation of fiber optic communications infrastructure and new traffic cameras along Eisenhower between Van Dorn Street and Clermont Avenue will support real-time traffic monitoring, improved traffic signal coordination, and future smart mobility technologies. These improvements will help the City respond more effectively to changing traffic conditions and support safer, more efficient travel along the corridor. The project is currently under construction and is anticipated to be completed in spring 2027.

Old Town

The Old Town area is guided by the 1992 Old Town Small Area Plan (SAP), which has been amended to include the Hunting Creek Area Plan, the King Street Retail Strategy, and the Waterfront Plan. The Old Town SAP aims to protect buildings and areas of historic and architectural value while maintaining the delicate balance of commercial and residential uses that contribute to the area's vibrancy.



Projects Highlighted In This Chapter

1. The Mansly at 615 King Street
2. "00:10:00 (The Declaration of Independence)" by Sandy Williams IV

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 4 Affordable Units

80
Approved, Not Constructed Residential Units

24
Approved Residential Units Under Construction

46,000
SF of Approved Renovated Publicly-Accessible Open Space Under Construction

The Mansly



The Mansly

Scheduled to be completed in Fall 2026, this project provides two new ground-floor retail spaces, one being occupied by Shake Shack and the other occupied by the King Arthur Baking Co., with rehabilitation of the historic front facades. Above these ground-floor spaces will be three levels of 24 residential rental units and usable rooftop space for residents.

"00:10:00 (The Declaration of Independence)" by Sandy Williams IV

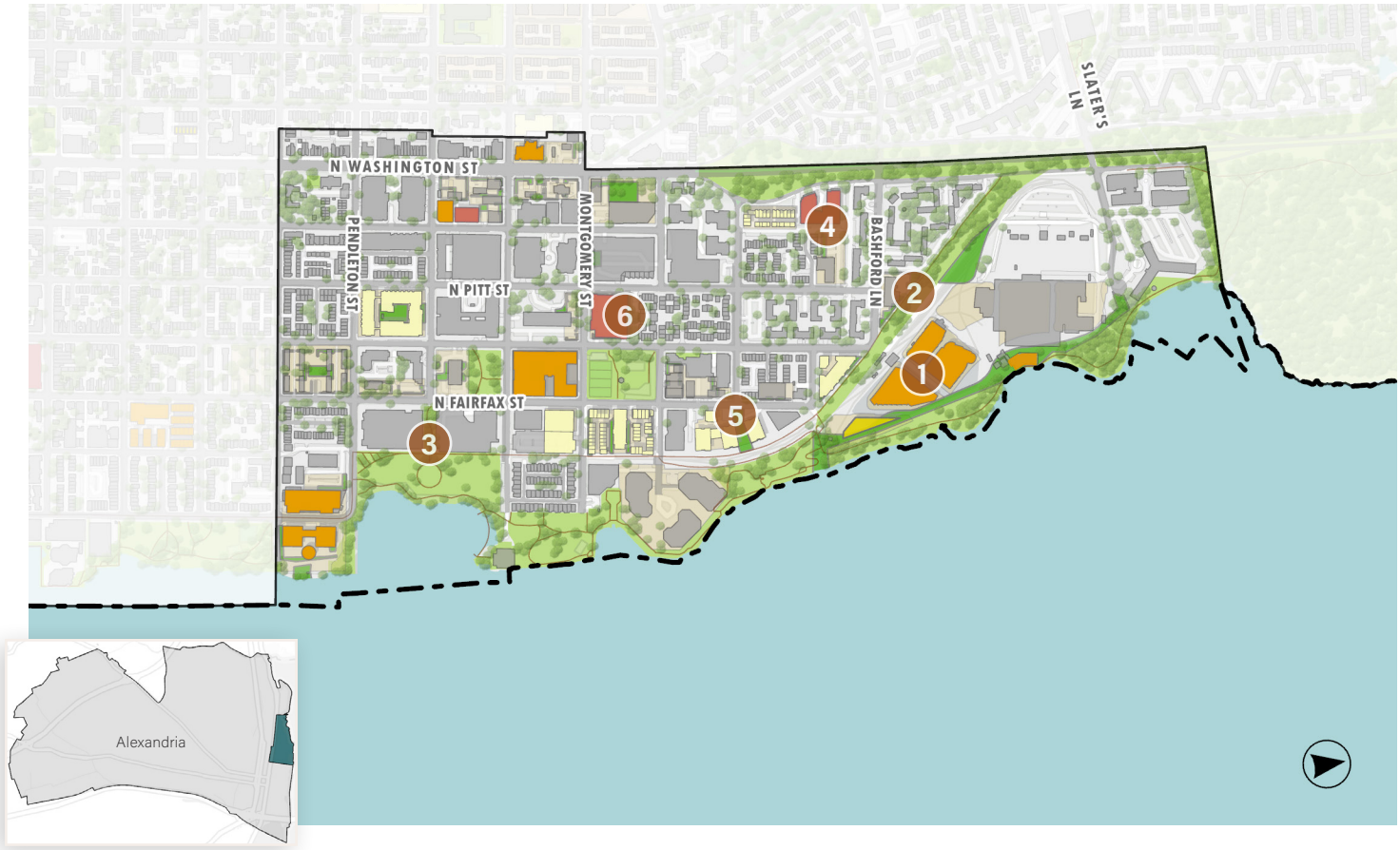
Sandy Williams IV's temporary public art installation on view in the courtyard of the Alexandria Circuit Court was commissioned by the City of Alexandria's public art program to commemorate the 250th anniversary of the United States. The artwork represents the 600 seconds, or 10 minutes, that it takes to read the Declaration of Independence. The art is accompanied by a recorded reading of the Declaration of Independence by a diverse group of 13 women. This dynamic audio collage of community voices embodying the words of the founding fathers offers another way for viewers to consider the presence of these words in our world today.



Opening day of Sandy Williams IV's public art installation *00:10:00 (The Declaration of Independence)*

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.



SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 57 Affordable Units

1,282
Approved, Not Constructed Residential Units

Includes 23 Affordable Units

392
Approved Residential Units Under Construction

230,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

6,000
SF of Approved Publicly-Accessible Open Space Under Construction

Projects Highlighted In This Chapter

1. Potomac River Generating Station Redevelopment
2. Old Town North Linear Park Improvements
3. "Brio" by Jimilu Mason at Wythe Street Plaza
4. 1201 East Abingdon Drive
5. TideLock
6. The Margot

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.

Potomac River Generating Station Redevelopment



Concept rendering of the Potomac River Generating Station Redevelopment

In June 2026, City Council approved Development Special Use Permits (DSUPs) for the Waterfront and Rail Corridor Parks and development blocks B and C, the first blocks to be approved in the Coordinated Development District (CDD), located at the southern portion of the six-block, 19-acre site. The blocks will include over 800 condominium and rental apartment units and over 80,000 square feet of retail and commercial space.

The Waterfront and Rail Corridor park approvals included preliminary designs for nearly 5 acres of on-site open space and adjacent areas of the Mount Vernon Trail. The Waterfront Park includes passive amenities and views to the water and the future development of the Pump House deck. The Rail Corridor Park includes a mix of active and passive recreational amenities, including a sport court, child play area, dog park, and the rehabilitation of the Guard House with public restrooms. The parks will be constructed in a phased manner, with park sections to be constructed generally in tandem with adjacent block construction.

HRP Group, the developers of the PRGS site, anticipate initial remediation, abatement and deconstruction of the power plant structures and site to commence later in 2027 and the construction of blocks B and C and adjacent sections of park by approximately 2030.

Old Town North Linear Park

Identified as a future linear park in the Small Area Plan, a portion of the park is adjacent to the Rail Corridor Park, which is part of the Potomac River Generating Station redevelopment. The park would be located on land currently owned by Norfolk Southern railroad but which the City hopes to ultimately acquire. The City is working with The Open Space Institute to acquire the property from Norfolk Southern. The park is envisioned to have both active and passive uses, with an enhanced trail and landscaping.

"Brio" by Jimilu Mason at Wythe Street Plaza

Brio, a bronze sculpture depicting a dancing figure created by Alexandria artist Jimilu Mason, was gifted to the City of Alexandria by Sherrand and Jean Elliott in 1983, when it became a familiar feature in Market Square. A new location was needed for the artwork due to the City Hall renovation project, so following a review of several potential sites, the Alexandria Commission for the Arts approved the relocation of Brio to Wythe Street Plaza in the Old Town North Arts and Culture District. The new sculpture supports the vision of the District and complements enhancements to the existing park including landscape and lighting upgrades in FY 2026.



Brio sculpture by Jimilu Mason at Wythe Street Plaza

1201 East Abingdon Drive

Currently under construction, this project combines the conversion and extensive rehabilitation of an underutilized office building with new construction. The completed project will have a U-shape form around a central courtyard and will include seven committed affordable units out of the 136 total units. Streetscape improvements and a small public access easement area are also provided.



Construction at 1201 East Abingdon Drive

TideLock

The development includes a 65-unit condominium building constructed on the footprint of the former office building at 1111 North Fairfax Street, a mixed-use building with 165 rental apartment units and over 3,500 square feet of arts anchor space, and a new one-story commercial building with space for a restaurant or cafe and an arts anchor. The residential portions were completed in the spring of 2026, and the cafe and arts anchor spaces will be completed in FY 2027.



TideLock in July 2026

The Margot

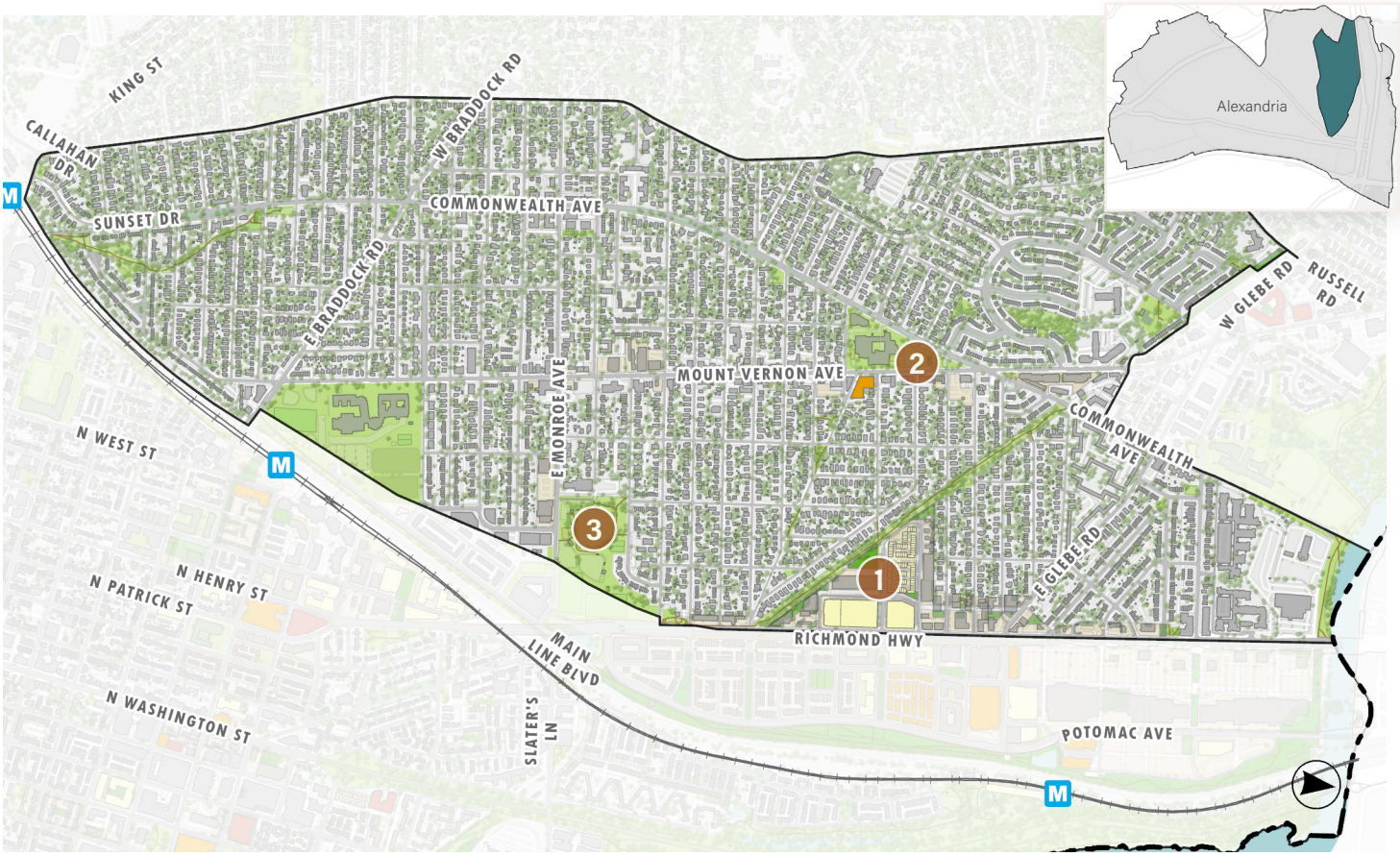
This mid-rise, mixed-use building at 425 Montgomery Street is nearing the end of construction, anticipated to be fully complete in early 2027. The project will contain up to 250 residential units, over 6,000 square feet of commercial retail space, including ground floor dining and a new arts and cultural anchor (City Dance) in support of the Old Town North Arts and Cultural District. The completed project will contain interpretive elements that highlight the massive stone from an Alexandria canal lock at this site.



Concept rendering of The Margot

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.



Projects Highlighted In This Chapter

1. Oakville Triangle
2. Colasanto Spray Park
3. Eugene Simpson Stadium Park

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

30
Approved, Not Constructed Residential Units

Oakville Triangle

The majority of the blocks are now completed, including the Raeburn and The Ives, with retail tenants filling in the ground floors, including the recent addition of the Do Khao Thai Eatery.

The majority of the townhouse block was completed and occupied in FY 2026 with some remaining rows in final stages of construction, for a total of 84 fee-simple townhomes. The townhome development will include a system of private open space and street and sidewalk connections throughout the site.



Recently completed townhomes in Block D

Oakville Park

Oakville Park expands the existing Mount Jefferson Park and has largely been completed with some remaining items in process, 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.

City crews recently completed targeted invasive species management of the natural areas of Mt. Jefferson Park, including the removal of more than 30 invasive trees and treatment of over 2 acres of parkland. This supports efforts by an active resident-led volunteer group, which has been working over the last several years on volunteer-led invasives removal and mass plantings of native trees, shrubs, and plants.



Recently completed updates to Oakville Park

Colasanto Spray Park

The result of a decade of community partnerships, this new multigenerational space will feature an interactive fountain from May to October and provide an all-season gathering space in Del Ray. The improved park includes public art by Béatrice Coron. Construction is substantially complete and will be open to the community in September 2026.



Colasanto Spray Park

Eugene Simpson Stadium Park

Construction is in progress to deliver the remaining recommendations of the 2014 Citywide Park Improvement Plan. Improvements include a new high school regulation synthetic diamond field with stadium seating, press box, concession stand, dugouts and supporting bull pens and batting cages. A new natural grass field for Little League programs is also under construction, including spectator and player facilities. The project will improve park access and circulation, as well as wayfinding and parking. The project includes a significant increase in trees to expand and diversify the urban forest in the park and deliver stormwater benefits. Construction is anticipated to be completed in FY 2027.



Construction at Eugene Simpson Stadium Park

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.



Projects Highlighted In This Chapter

1. Potomac Yard
   - Multi-Unit Residential Building (Block G, Lots B+E)
   - Townhouse Development (Block H)
   - Affordable Residential Building (Block G, Lot G)
   - Potomac Yard Park

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 88 Affordable Units

640
Approved, Not Constructed Residential Units

21,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

Potomac Yard Design Advisory Committee

The Potomac Yard Design Advisory Committee (PYDAC) met twice during this implementation period to provide input on the continued development of North Potomac Yard and the Innovation District, specifically for Landbays G and H which received City Council approvals for new development in December 2025 as described below. To learn more, visit the PYDAC website.

Potomac Yard

Multi-Unit Residential Building (Block G, Lots B+E)

The vacant site will be developed with a 432 residential unit building, over 13,000-square feet of ground floor retail space, a new 20,000-square foot Town Center Green public open space, and an above-grade garage. The development is consistent with the Plan's vision for a transition between the shopping center to the north and residential neighborhoods to the south, with higher density adjacent to the Metrorail Station. The project is anticipated to begin construction in early 2027.



Multi-Unit Building (Block G) concept rendering

Townhouse Development (Block H)

This project will develop a vacant site with 120 townhouses. The 4-story townhouses with rear entry garages will be served by private alleys accessed via curb cuts along Maskell Street. Private open spaces of will have publicly accessible walkways and feature new tree canopy around the site. Construction is anticipated to begin in early 2027.



Block H concept plan

Affordable Residential Building (Block G, Lot G)

The project will develop the vacant site with an 88-unit committed affordable residential building, including 46 deeply affordable units to households earning 30 to 80 percent of the area median income (AMI). The six-story building will provide ground level parking spaces, an open space terrace on the second level, streetscape improvements of wider sidewalks and street trees, and easy access to the nearby transit. The non-profit developer is currently pursuing tax credit financing for the project.

Potomac Yard Park

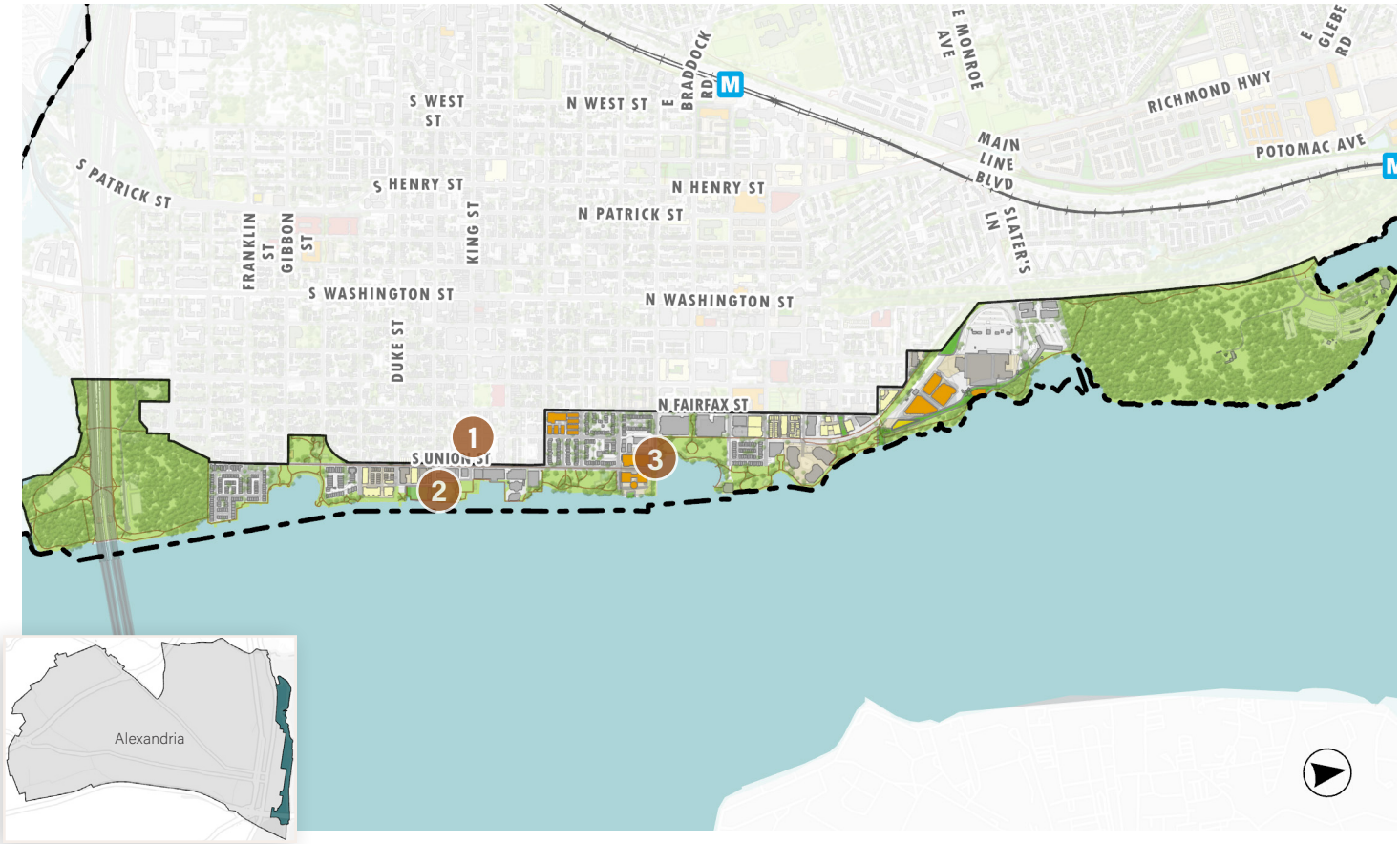
Potomac Yard Park continues to establish itself as a new regional trail connection between South Potomac Yard Park and Four Mile Run, as well as a destination for play and gathering, featuring a robust native landscape and diverse park amenities. As landscaping continues to mature, the park will provide increased shade, seasonal interest, and ecological benefits. Additionally, the Public Art Program is commissioning artwork by artist Jim Benedict who will begin community engagement and design in FY 2027.



Completed north extension of the park

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.



Projects Highlighted In This Chapter

1. Pedestrianization of Lower King Street
2. "Now or Never" by Alicia Eggert
3. AlexRenew + Pendleton Promenade

SAP Planned Open Space
SAP Planned Development Block
Existing Buildings
Existing Parks
City Boundary

Development Projects
Approved, Not Constructed
Approved, Under Construction
In Development Review
Completed (2020-2026)

Includes 38 Affordable Units

968
Approved, Not Constructed Residential Units

230,000
SF of Approved, Not Constructed Publicly-Accessible Open Space

Alexandria Waterfront Commission

The Alexandria Waterfront Commission met 10 times during this implementation period to discuss the implementation of the Waterfront Plan and items related to the historic waterfront, including Robinson Terminal North, waterfront open space for PRGS, the proposed waterfront park renovations, Lower King Street Improvements, pump station design and location, and other related flood mitigation efforts. Background and meeting information can be found on the Commission's website.

The Waterfront Implementation Project

The Waterfront Implementation 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. An unexpected reversal of support by the National Park Service for the City's plan to construct a pump station in Waterfront Park has resulted in the need to pivot on the project with an alternative project solution which eliminates a pump station (but which does not preclude it as an option in the future).

The City's project team for the Waterfront Flood Mitigation Project has advanced the alternative 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 are anticipated to be consistent with the previously approved Waterfront Common Elements to the maximum extent practicable. Designs were advanced to 30% design 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. Revised designs were developed for both Waterfront Park and Point Lumley.

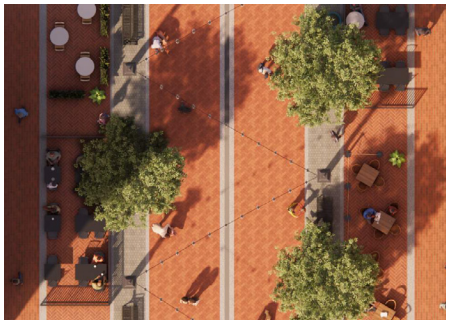
Civic engagement was conducted through the Waterfront Commission, Parks and Recreation Commission, and public open houses to get feedback on the landscape plans and programmatic features. A Grading Plan for the alternative project design was submitted for City review.

Pedestrianization of Lower King Street

This project will deliver permanent streetscape improvements that create a safer, more active, and more inviting public space for residents, visitors, businesses, and outdoor dining in the heart of Old Town.

During FY 2026, the City continued community engagement and advanced planning for the permanent redesign of the 100 and Unit blocks and began implementing interim improvements to the 200 block, with completion anticipated in late summer 2026.

Construction of the permanent streetscape improvements for the 100 and Unit blocks is anticipated to begin in late 2027 in coordination with the Waterfront Flood Mitigation Project To learn more, visit the project website.



Concept rendering



Pedestrianization on the 100 block of King Street



Pedestrianization pilot on the 200 block

“Now or Never” by Alicia Eggert



“Now or Never” by Alicia Eggert on display

Now or Never by Alicia Eggert is the eighth installation in the Site See: New Views in Old Town annual public art series commissioned by the City of Alexandria’s Public Art Program. Eggert’s artwork features two monumental billboard-like sculptures that stand face to face across a narrow passageway, one declaring NOW and the other replying NEVER. By inviting people to move between the structures, the artwork underscores the possibility of finding common ground, even in polarized circumstances.

AlexRenew + Pendleton Promenade

see also AlexRenew

As part of the AlexRenew project in partnership with the City, the Pendleton Street promenade exemplifies opportunities to integrate infrastructure with community open space. Beneath the plaza is a complex tunnel system that is the beginning of the AlexRenew sewer tunnel system. The Pendleton promenade is one section of the future public connection between Pendleton Street and Oronoco Street and supports the City’s vision to provide a continuous publicly accessible waterfront.



Pendleton Promenade

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 any specific future infrastructure needs and highlight the importance of integrating these community facilities and services in Alexandria's neighborhoods.

City Hall and Market Square

Demolition of the non-historic portion of City Hall and all of Market Square began in Spring 2026. The project will renovate and expand City Hall, renovate Market Square plaza, and replace the existing below-grade parking garage with a new parking structure.



Renovation of City Hall and Market Square

George Mason Elementary School

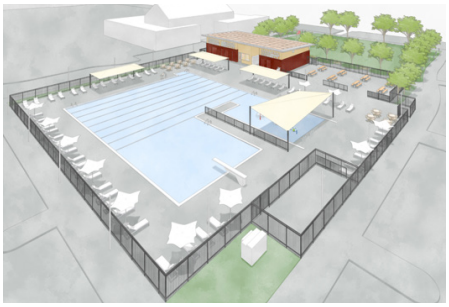
Alexandria City Public Schools began work to replace the existing elementary school with a new, 2-story building, parking areas, and improved recreational amenities, while preserving the existing historic facade. Opening is planned for the start of the Fall 2027 school year. Students have been relocated to swing-space at 1703 N Beauregard (next to Ferdinand T. Day Elementary School) during construction.



Concept rendering of George Mason Elementary School

Old Town Pool

In May 2026 the Department of Recreation, Parks & Cultural Activities received approval to replace the existing pool and bath house with a new facility anticipated to be available for the 2028 summer season. The project includes rebuilding the current pool and integrated dive well with a new zero-entry family pool with spray features and shade structure; increased deck space with shading and storage; a new, larger bath house; and overall site improvements to modernize the site. To learn more, visit the project website.



Concept rendering of Old Town Pool

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.

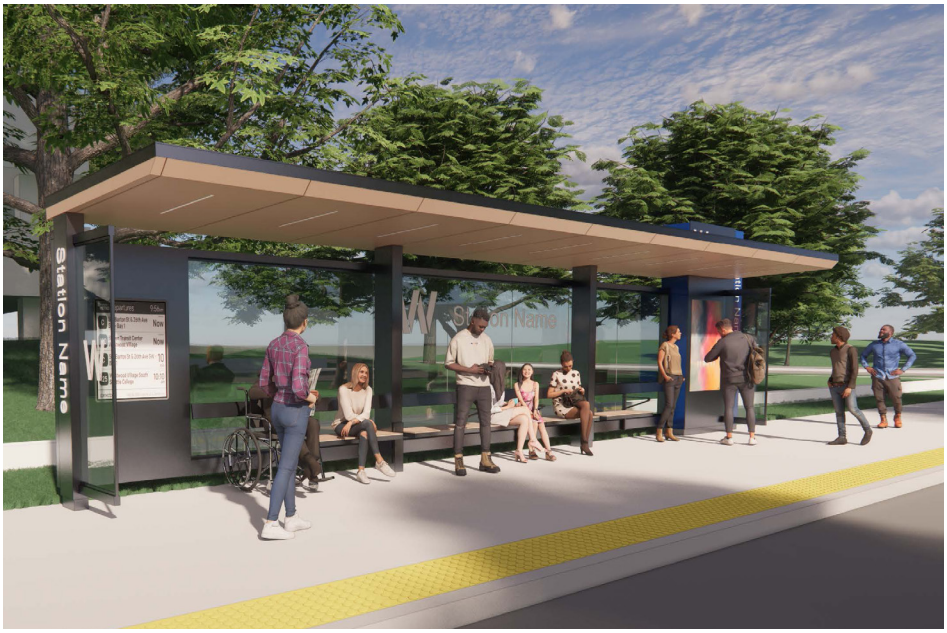
Transit Vision Plan

During FY 2026, DASH continued implementing recommendations from the Alexandria Transit Vision (ATV) Plan through targeted service enhancements designed to improve frequency and expand access. Service on Line 32 was increased to 30-minute frequency as the first phase of a larger enhancement that will be completed in early FY 2027. Weekend service on Line 34 was also improved to 30-minute frequency and Line 35 received enhanced evening service, increasing frequency to every 20 minutes, along with additional peak-direction weekday trips to better accommodate commuter demand.

Bus Stop Program

This program seeks to ensure ADA accessibility, improve the rider experience, and expand amenities at nearly 700 bus stops across the City, consistent with goals established in the AMP.

This past fiscal year, the City made significant progress by improving ADA access at over 40 bus stops, installing 15+ bus shelters, deploying seating at 20+ locations, enhancing lighting at 25+ bus stops, and securing over $1M in state funds for shelters and other improvements. The City also completed final designs for 20 new bus shelter locations. The first construction phase—anticipated to begin in Fall 2026—will install 14 of these shelters, with the remaining six to be installed in subsequent phases.



Concept rendering of the new West End Transit Center bus shelters

Lighting

Solar-powered lighting units automatically illuminate after dark and increase in brightness when a rider is detected near the bus stop. In February 2026, a total of 20 solar lighting units were installed at priority bus stops as the first phase of the program.

Old Town Circulator

Bus stop improvements are planned along North Fairfax St, Madison St, and Montgomery St between City Hall / Market Square and Braddock Rd Metro Station. The project will improve ADA accessibility, enhance the passenger experience, and create more consistent bus stop spacing.

Accessibility Improvements

The City is continuing to upgrade bus stops citywide to improve accessibility, safety, and compliance with the Americans with Disabilities Act (ADA). Improvements include no-parking enhancements, concrete boarding pad upgrades, improved curb ramps, and other features that benefit all bus riders, particularly persons with disabilities. More than 60 ADA boarding pad upgrades have been completed across Alexandria, including improvements at more than 20 bus stops during Spring 2026.

Duke Street Transitway

The Duke Street Transitway will provide enhanced bus accommodations for transit users, including more frequent and reliable bus service, accessible bus stations, and amenities at bus stations. In May 2026, 30% design established the location of proposed bus stop locations and dedicated bus travel lanes along with improved accommodations for pedestrians and bicyclists. Design will be advanced to the 75% design stage in Fall 2026. Construction is expected to begin in 2028.



Concept rendering of Duke Street Transitway, facing east

West End Transitway

see also West End Transitway Public Art

The West End Transitway will create a high-capacity bus rapid transit corridor connecting the Van Dorn Metrorail Station, Alexandria's WestEnd development, and the Pentagon. Phase I will deliver new transit stations, transit signal priority, bus queue jump lanes, pedestrian and bicycle improvements, public art, and new buses to provide faster, more reliable transit service while improving connections throughout the corridor.

During FY 2026, the project advanced through several major implementation milestones. Design is nearing completion while right-of-way coordination and property appraisals continue in preparation for construction. The City also finalized the Operations Plan, establishing the framework for future service by both DASH and WMATA. Planning also advanced for procurement of the buses needed to support future Transitway service. The project will continue advancing through final design, right-of-way acquisition, and utility coordination before construction begins.

Citywide Complete Streets Initiative

Vision Zero

In FY 2026, the City advanced numerous projects in support of its Complete Streets and Vision Zero goals with planning, conceptual design, and community engagement for various projects, including but not limited to the Braddock Road Corridor Improvements Project, the West End High-Crash Intersection Audits Project, the Seminary West Safety Improvements Project, the Russell Road Safe Routes to School Project, the Dawes Avenue Corridor Improvements Project, and the Jordan Street Safety Improvements Project. These projects will implement mobility, access, and safety improvements in high-crash areas, near schools, near parks, and other community destinations. Additionally, the City advanced numerous spot improvements citywide and continued to review and respond to various requests for infrastructure improvements via Alex311.

School Zone Speed Camera Program

In Fall 2025, the City expanded its School Zone Speed Camera Program by installing speed safety cameras near three additional schools. In total, speed cameras are present at William Ramsay Elementary, John Adams Elementary, and Ferdinand T. Day Elementary, Francis Hammond Middle, Alexandria City High School – Minnie Howard, Alexandria City High School – King Street, and George Washington Middle School.

Old Dominion Boulevard Bike Lanes

Planning for AMP identified improvements will make it easier and safer for people to bike on Old Dominion Boulevard between Four Mile Road and West Glebe Road, connecting existing bike lanes to provide better access to the region's trail network. This project is expected to have no impact on existing parking. Implementation will occur in Fall 2026.

Citywide Complete Streets Initiative, *continued*

Safe Routes to School Program

In 2017, the Safe Routes to School (SRTS) Program completed walk audits at all ACPS elementary and K-8 schools to identify necessary improvements for safety, accessibility, and comfort for students walking and biking to schools. Guided by the audits and input, the program continues to fund projects such as new sidewalks, pedestrian crossings, curb ramps, bicycle facilities, and other transportation improvements that help students and families travel safely to and from school.



William Ramsay SRTS Project

In FY 2026, the William Ramsay SRTS Project reached completion and delivered widened sidewalks, new curb extensions, and a raised crosswalk, as well as safety improvements along Sanger Avenue.

The Crossing Improvements Near Schools Project, also an SRTS initiative, will improve six pedestrian crossings near four elementary and K-8 schools that were identified during the audits. Crossings will receive pedestrian safety improvements like curb extensions, median refuge islands, ADA-accessible curb ramps, and high-visibility crosswalks.

Mount Vernon Trail at East Abingdon

Completed in November 2025, ahead of schedule and under budget, this project enhanced safety and accessibility at a key connection to the regional trail network. Improvements included widening the shared-use path from 6 to 10 feet along East Abingdon Drive, milling and paving portions of East Abingdon Drive and Slaters Lane, and creating additional space between trail users and transit riders waiting at the adjacent bus stop.

King-Bradlee Safety & Mobility Enhancements

This project will enhance safety, mobility, and access along King Street between Quaker Lane and Menokin Drive while helping close gaps in the City's pedestrian and bicycle networks. Planned improvements include new and expanded sidewalks, enhanced bicycle facilities, upgraded intersections, and a dedicated transit lane along the access road near the Bradlee Shopping Center.

During FY 2026, the project reached the 30% design milestone and will continue advancing through final design before moving into construction as funding becomes available.

Pedestrian and Bicycle

Old Cameron Run Trail

A new ½ mile shared-use trail between Hooffs Run Drive and South Payne Street will be constructed, in addition to repaving the existing trail east of Hooffs Run. An additional 1/4 mile trail segment will be constructed through adjacent redevelopment between Mill Road and Hooffs Run Drive, creating a continuous connection that closes another key gap in the network. Together, these improvements will provide a safer, more direct route between Eisenhower East and Southwest Quadrant while improving access to the Eisenhower Avenue Metrorail Station, the Mount Vernon Trail, and other nearby destinations. During FY 2026, the City advanced the project through the design phase, with construction anticipated to begin in FY 2027.



Concept rendering of Old Cameron Run Trail

Capital Bikeshare

In FY 2026, the City completed the necessary replacement of 20 bikeshare stations and installation of 9 new stations across the City, bringing the total stations to 72. The City also secured more than $400,000 in contributions through private development applications for continued maintenance and expansion.

Dockless Mobility

In FY 2026, the City renewed permits for Lime and GCOO to operate scooters and e-bikes based on a review of their operational and compliance metrics. Between both operators, up to 1,100 scooters and 100 eBikes are permitted to operate in Alexandria.

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. The City continues to modernize its transportation network through a coordinated portfolio of smart mobility initiatives to improve safety, reduce congestion, and enhance system performance. The City launched its Smart Mobility Lab to evaluate and deploy emerging transportation technologies, expanded Smart Intersections at key locations, and initiated development of a citywide Digital Twin to support data-driven planning, operations, and infrastructure management. In addition, the federally funded SmartScan program is deploying AI-enabled roadway assessments to proactively identify maintenance needs, allowing the City to address issues earlier, reduce long-term costs, and improve the condition and safety of transportation assets. To learn more, see the Smart Mobility report.

Traffic Adaptive Signal Control (Phase I and II)

The City is upgrading the City's traffic signal system with new software, hardware, and vehicle detection technology along key corridors. Unlike traditional traffic signals that operate on fixed schedules, adaptive signal technology can respond to changing traffic conditions in real time, helping to reduce delays, improve travel times, and discourage cut-through traffic on neighborhood streets.

Construction of Phase I to improve traffic flow along the Van Dorn Street and Duke Street corridors is underway and anticipated to be completed in spring 2027. Design of Phase II to expand adaptive traffic signal technology to additional corridors throughout the City including portions of Old Town, Richmond Highway, Beauregard Street, and King Streetis underway and anticipated to be completed in winter 2026.

Intelligent Transportation Systems (ITS) Integration

ITS projects continue to expand the City's fiber optic communications network and intelligent transportation infrastructure, helping traffic signals communicate more effectively, improving real-time monitoring, and supporting faster responses to changing roadway conditions and emergencies. Construction of Phase III was completed and work continued on Phase IV in FY 2026. Construction of Phase IV is anticipated to be completed in spring 2027.

Streets

King Street and Commonwealth Avenue Streetscape Improvements



Concept rendering of improvements at King Street and Commonwealth Avenue

Coordinated with the Virginia Passenger Rail Authority's (VPRA) Fourth Track and Railroad Bridge Replacement Project, the improvements near the King Street Metrorail Station will take advantage of the widened bridge openings to add expanded sidewalks, new bicycle lanes, and other multimodal enhancements that improve access to Metrorail, DASH, regional bus service, and Capital Bikeshare.

During FY 2026, the project advanced through the design phase, with preparation of the 60% design plans underway. Construction is anticipated to begin following completion of key phases of VPRA's bridge replacement project.

Duke Street and West Taylor Run

This project is designed to improve safety at one of the City's high-crash intersections while providing an additional access point to the Telegraph Road ramp to improve traffic circulation and reduce congestion. In FY 2026 the project advanced through final design with construction anticipated to begin in Spring 2027.

South Patrick Street Median Improvement

Recommended in the South Patrick Street Housing Affordability Strategy, this project is designed to improve safety with enhanced pedestrian crossings and sidewalk infrastructure to improve pedestrian safety and connectivity between the neighborhoods on either side of Route 1, while also creating a welcoming gateway into Old Town. Construction is anticipated to be completed in early 2027.

Open Space Master Plan

In 2002, an interdepartmental staff team and the Open Space Steering Committee produced the City of Alexandria Open Space Master Plan, establishing fifteen ambitious goals for protecting, enhancing, and expanding open space. The Open Space Plan established a framework to address the City's short and long-term open space needs by acknowledging and protecting the City's existing open spaces and identifying additional open space opportunities for the future.

Fort Ward Playground



Improvements at Fort Ward Playground

The Fort Ward Park Playground continues to move through implementation and post-construction quality assurance measures. A recent independent playground safety audit identified several corrective items that require attention. Most of the findings were minor maintenance or compliance issues, and staff has coordinated corrective efforts before opening the park to the public. Overall, the project remains substantially complete, with staff focused on resolving the remaining punch list items and ensuring the playground provides a safe, accessible, high-quality recreational experience for park visitors.

Witter Fields Renovation



Improvements at Witter Fields

Witter Fields Renovation, completed in September 2026, proactively replaced the aging synthetic turf surface to maintain the quality and level of play desired by the community. As part of the renovation, the City replaced the previously installed ethylene propylene diene monomer (EPDM) rubber infill with a new organic infill material. Organic infill can help reduce surface temperatures, providing a more comfortable playing environment during periods of hot weather. Studies of the organic infill being installed have shown surface temperature reductions of up to 30 degrees while maintaining a surface suitable for athletic play.

Minnie Howard Athletic Field and Courts

Construction was completed on the new Minnie Howard Field and Courts, and the facility was opened to the public. The new athletic complex provides expanded opportunities for organized sports, youth athletics, and community recreation, while adding a high-quality destination for athletes, students, and residents.

Ewald Park Improvements

Planned renovations to the 3.88-acre neighborhood park in the West End include a renovated and relocated playground, Parkour fitness equipment, enhanced stormwater management, public art, and other park enhancements developed through community engagement and the approved park improvement plan.

During FY 2026, the project advanced into design. Staff coordinated with the Department of Conservation and Recreation on a Land and Water Conservation Fund grant application and the Public Art Task Force selected a preferred artist to work with the design team to integrate public art into the park. Design will continue through FY 2027, with refinement of the project scope based on available funding before advancing toward construction.



Concept rendering of improvements to Ewald Park

Joseph Hensley Park

Completion of the first phase of improvements identified in the 2014 Citywide Park Improvement Plan included replacement of the upper diamond field with a synthetic turf surface, installation of one natural turf full-size softball field on the lower level, replacement of the large picnic pavilion and bathhouse, and installation of a new playground. New light-emitting diode (LED) lights were installed at both diamond fields, along with new scoreboards, safety netting, new dugouts, and spectator seating. Additional new features include a flexible court/event surface and batting cages, as well as a maintenance building and enclosed yard for City equipment and materials. Park improvements are supported with an expanded parking lot and stormwater management facilities. All park elements are linked with ADA-accessible routes and improved wayfinding and signage throughout the park.



New playground at Joseph Hensley Park



Phase 1 improvements: permeable paving and shade trees

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. Between 2013 and the end of FY 2026, 1,953 units have been completed, preserved, or supported (through loans or grants), 1,174 units were under construction, and approximately 1,400 were in the development pipeline. [CB19.1][AD19.2]

In 2020, the Regional Housing Initiative (RHI) targeted 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. At the end of FY 2026, 344 units counted towards the RHI were under construction.

The following was accomplished in FY 2026:

- 20 committed affordable units completed and 39 under construction through the development process;
- 31 new homeownership committed affordable units completed;
- 124 existing units became committed affordable through the purchase of the Alate by ARHA;
- 36 first-time homebuyers received loans for down payment and closing cost assistance; and
- 3 projects are underway through the Home Rehabilitation Loan 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 2026, $1.17M was received and $9.5M 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 $6M per year in dedicated funding for affordable housing. Another $1M 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 2026, the City was allocated over $1M in federal Community Development Block Grant (CDBG) funding and over $600,000 in HOME Investment Partnerships Program (HOME) funding. CDBG funds were used to provide overnight winter shelter to 442 individuals; help 58 individuals move into stable housing; rehabilitate the homes of 2 low-income homeowners; and modify the rental units of a low-income disabled tenant. HOME funds were used to assist six first-time homebuyers; support the Sansé project; and rehabilitate eight rental units;
- In the FY 2026 CIP, $4M in CIP funds were allocated for infrastructure and construction related to the Naja project;
- The Seminary Road mixed-ability affordable homeownership project, Cardinal Path, received $3.79M through the State's Department of Behavioral Health and Developmental Services.

Regional Fair Housing Plan

Implementation of the RFHP's Alexandria-specific goals have either been completed or will be pursued through the implementation of Housing 2040, with the annual Fair Housing Testing Program and fair housing education for housing providers and the public.

Housing 2040 Plan

Approved in June 2026, Housing 2040 replaces the 2013 Housing Master Plan and charts the course for the City's housing policies, programs, and investments for the next fifteen years. To implement the vision, the Plan identifies ten goals and accompanying recommendations and implementation strategies. FY 2027 priority actions include the development of Housing 2040 targets, indicators, and an online dashboard to track progress. In addition, the City will be enhancing its educational resources for tenants, exploring new potential financial tools for preservation, continuing proactive landlord engagement, and implementing recently enacted housing legislation, among other projects.



Housing 2040 Community Meeting | Sept. 2025



Housing 2040 Open House | Feb. 2026



Apartment Manager Seminar | June 2026

State Rental Assistance Program

This program now supports 12 slots for eligible individuals with developmental disabilities, providing rental assistance so that they can live independently. In FY 2026, participants have moved through routine recertifications and staff has conducted outreach to fill vacancies as they arise.

The Permanent Supportive Housing program, funded by a second Virginia Department of Behavioral Health and Developmental Services (DBHDS) grant, became fully operational in FY 2026 and will ultimately serve 35 individuals living with serious mental illness and experiencing chronic homelessness. As of the end of FY 2026, 13 individuals have entered the program.

Emergency Rental Assistance and Eviction Prevention

Housing staff continued to work closely with Department of Community & Human Services (DCHS) and community partners on eviction prevention efforts through the Eviction Prevention Task Force and weekly courthouse outreach. Housing 2040 included recommendations to guide comprehensive eviction prevention, diversion, and legal support programs through 2040. Additionally, Housing and DCHS worked with General District Court judges and ACT for Alexandria, among other stakeholders, to establish a local Eviction Diversion Program, adopted July 1, 2026.

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, including:

- The 16th Annual Northern Virginia Housing Expo
- Virginia Apartment Managers' Seminar
- 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: 14 community trainings and events reaching 500+ attendees

Additional Affordable Projects

The Whitley

Completed in 2026, the first phase of this project is a five-story condominium with 78 units, including eight affordable for-sale units. 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. A lottery for the affordable units was completed in 2025 followed by loan closings in 2026.



Completed first phase of The Whitley

The Heritage

At full buildout this 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. Block 4, comprising 100 affordable and 210 market-rate units, is under construction and anticipated to be delivered in mid-2027.


Construction at The Heritage

Zoning for Housing/Housing for All

In FY 2026, implementation of these reforms resulted in the following:

Accessory Dwelling Unit Reform

- approval of 24 additional accessory dwelling units (106 in total since 2021 policy adoption)

Coordinated Development Districts and Affordable Housing Reform

- amendments to 2 Coordinated Development Districts (CDDs) to facilitate density bonuses for affordable housing

Townhouse Reform

- approximately 13 townhome property owners in various locations have utilized this reform to expand their home, thus enabling them to remain in place

Townhouses/Subdivision Reform

- 12 new semi-detached homes

Removing Dwelling Units Per Acre/ Historic Development Patterns Reform

- approval of approximately 49 additional dwelling units throughout the city since removing the Dwelling Unit Per Acre provision

Single Unit Zoning Reform

- 7 additions to existing semi-detached homes

Single Unit Zoning Reform/ Subdivision

- 2 additional dwelling units in an office-to-residential conversion project

Information on the Zoning for Housing reforms and Housing for All, the equity component, can be found on its webpage. P&Z has also published a dashboard of related implementation updates.

Additional Affordable Projects, *continued*

Witter Place

This 94-unit committed affordable rental community along the future Duke Street Transitway completed construction in FY 2026 and celebrated with a ribbon cutting in September. Supported by Low-Income Housing Tax Credits (LIHTC) equity, state funding, and City gap investment, the new community will provide family-sized two- and three-bedroom rental units affordable to households with incomes between 40% and 60% AMI. City grant funding will further deepen affordability in ten units. A lottery was conducted in May to select residents.



Construction of Witter Place nearing completion



Detail of Witter Place mural

Cardinal Path Townhomes

Phase 1 of Housing Alexandria's Cardinal Path (former Seminary Road project) consisting of 31 for-sale townhomes was completed in FY 2026. Housing Alexandria conducted homeowner education efforts in English and Spanish with interested residents and prospective first-time homebuyers with incomes up to 80% AMI. A lottery for eligible purchasers was conducted in 2025 followed by loan closings in 2026. The second phase, a condominium building, will offer five affordable for-sale units as well as housing for up to twelve Sheltered Homes of Alexandria (SHA) residents with wrap-around services. Several of the units will be accessible to support SHA residents age safely in place.



Recently completed Cardinal Path Townhomes

Westridge and Duke & Quaker Townhouses

Two new townhouse-style projects in the Taylor Run/Duke Street area will each be providing one affordable for-sale unit for households earning up to 100% of area median income (AMI). The Duke & Quaker project will include the first for-sale, four-bedroom, committed-affordable unit in the city.



Duke & Quaker townhomes concept rendering

Olde Towne West

One of the Old Towne West sites (Block 3 of the SPSHAS) was approved in FY 2026. The proposed multi-unit building will have 145 all-affordable units. The project will also provide for redesign and construction of the east side of Wilkes Street Park, in coordination with the Heritage redevelopment.



Concept rendering of Olde Towne West

Alexandria Redevelopment and Housing Authority (ARHA)



Samuel Madden under construction

Samuel Madden

Samuel Madden North, the first of a two-phased project replacing the former 66-unit public housing community, is on schedule to be delivered in Fall 2027. All 66 households have been relocated and residents in good standing will have the right to return. The six-story building will include 207 affordable housing units and will feature an interior courtyard, a publicly accessible open space at the northern tip, and improved streetscapes and wider sidewalks. Additionally, the project is sponsoring an oral history project highlighting past and current residents.

The construction of the North building has served as an opportunity for disadvantaged businesses and low-income workers (referred to as Section 3 businesses and workers) to secure contracts and employment opportunities.

In FY 2026, the South Building was restructured as an all-affordable project; the ARHA Board has signed a Letter of Intent with its partners and a Master Development Agreement is being developed.

Ladrey Senior Apartments

ARHA and its development partners have been working to develop a scope for the Ladrey rehabilitation. The project is finalizing its financing package which includes Virginia Housing private activity bonds and 4% LIHTC credits. All of the residents have been relocated. Residents retain the right to return to Ladrey after the rehabilitation is complete.

Sanitary Sewer Master Plan

RiverRenew

AlexRenew, the wastewater authority for Alexandria and parts of Fairfax County, completed the largest infrastructure project in Alexandria's history—RiverRenew—at the end of June 2026. The project is now fully operational and receiving combined sewer flows during rain events, preventing millions of gallons of combined sewage from being discharged into the Potomac River, Hunting Creek and Hooffs Run each year.

This project was initiated in response to a 2017 law to achieve healthier, cleaner waterways in Alexandria. RiverRenew features a new tunnel system that connects to four combined sewer outfalls that polluted Alexandria's waterways on rainy days, with a total cost of $615M. The project restored a portion of Hooffs Run and the African American Heritage Park including new historic signage, legacy grove and boardwalk. Two parks were also unveiled as part of the project, including a pocket park just north of Hooffs Run and a new public promenade along the waterfront in Old Town.

Annually, the tunnel system is projected to capture over 120 million gallons of combined sewage flows from existing outfall locations and deliver them to AlexRenew for treatment. This legacy initiative will improve the health and quality of local waterways for the community, wildlife, and future generations.



RiverRenew ribbon-cutting ceremony on July 1, 2026



Staff inspecting recently constructed tunnel

Wet Weather Sewer Backup Mitigation

Sanitary Sewer Capacity Upsizing

This project increased the capacity of the sanitary sewer system by replacing undersized sewer mains at four locations: 500 block of East Alexandria Ave, 300 block of Ashby St, the 200 block of East Oak St, and the 000–100 blocks of East Maple St. During FY 2026, construction was completed across all four locations.

Colonial Avenue

This project will reduce wet-weather flows to the City's combined sewer system by separating sanitary sewer service from the existing combined system, reducing the risk of sewer backups during heavy rainfall while supporting the City's long-term efforts to improve the reliability and capacity of its wastewater infrastructure and meet combined sewer system performance goals. Design was completed and the Invitation to Bid for construction was issued in June 2026.

Wet Weather Sewer Backup Mitigation, *continued*

400 Block of Wolfe Street

As part of the City's ongoing efforts to modernize its sewer network, this project upgraded aging sewer infrastructure to improve capacity and reduce the risk of wet-weather sewer backups within the combined sewer system.

In all, the project replaced approximately 460 linear feet of aging sanitary sewer pipe with larger sewer mains, installed new manholes, reconnected property laterals, and completed final pavement restoration. Construction was successfully completed in May 2026.



Construction at the 400 block of Wolfe Street

600 Block of North Columbus Street

This project improved the performance of Alexandria's sewer system by disconnecting sanitary sewer flows from the combined sewer system and connecting them to a dedicated sanitary sewer. Completed in January 2026, it reduced capacity constraints during heavy rainfall, decreasing the risk of basement sewer backups and supporting the City's ongoing efforts to improve the reliability of the sewer service to residents in the surrounding neighborhood.

Asset Renewal

Del Ray East Sanitary Lateral Renewal

As part of the City's ongoing Sanitary Sewer Asset Renewal Program, which rehabilitates aging City-owned sanitary sewer laterals, this project will rehabilitate the laterals that serve portions of the Del Ray, Rosemont, and Lynhaven neighborhoods.

During FY 2026, the project advanced from final design into construction. Construction of the Del Ray East Sanitary Lateral Renewal Project is anticipated to begin in summer 2026 and continue through summer 2027.

Reconstruction & Extensions of Sewers

500 Block of South Lee Street

Completed in Summer 2025, this project upgraded aging sanitary sewer infrastructure to improve system reliability and reduce recurring sewer backups caused by root intrusion, particularly during periods of heavy rainfall.



Sewer main replacement on South Lee Street

CSX Fourth Track

The Taylor Run Sanitary Sewer Relocation Project will relocate portions of the City's sanitary sewer system on CSX property to accommodate the Virginia Passenger Rail Authority's and CSX's Fourth Track expansion project. During FY 2026, the project advanced from final design into construction.

Madison and North Saint Asaph

As part of the City's Sanitary Sewer Capital Improvement Program, the project will improve system capacity and reliability while reducing flooding impacts to nearby properties. During FY 2026, construction was completed.

Stormwater Management

Stormwater Improvements and Restoration

Douglass Cemetery

The City is addressing long-standing drainage issues that have contributed to flooding, erosion, and damage at Douglass Cemetery, an important African American historic cemetery established in 1895. The Project will improve stormwater management, help preserve this sacred site, and protect both burial areas and historic headstones from future deterioration.

During FY 2026, the final design and majority of construction was completed. The contractor installed downstream streambank stabilization, new stormwater pipes and drainage structures within the cemetery, a new outfall headwall, and erosion protection measures. Existing gravestones were carefully removed as construction progressed, then restored and reinstalled following completion of the underground work. Throughout construction, City staff provided regular project updates to descendants, community members, and other stakeholders.



Douglass Cemetery

Hume – East Raymond

The City will reduce flooding on the 100 blocks of Hume and East Raymond Avenues by installing a new storm sewer and inlets through the Hume Avenue Storm Drain Bypass Project. In FY 2026, the City completed the final project design, presented the final plans to the community, and advertised the project for construction.

Taylor Run Stream Stabilization

A minimal-disturbance approach will be implemented to stabilize stream areas that threaten critical public infrastructure along Taylor Run. The project focuses on three priority locations where erosion has exposed or undermined sanitary sewer manholes, sanitary sewer stream crossings, and stormwater outfalls. During FY 2026, the project advanced through preliminary design and environmental coordination.

Mount Vernon and Edison

This Dual Culvert Rehabilitation Project will reduce localized flooding in Arlandria by rehabilitating existing culverts that pass by the Potomac West Apartments. During FY 2026, the project advanced through design and approval of final construction plans, with construction anticipated for next year.

100 Block Mount Vernon

This project will reduce localized flooding that affects the townhomes in this location by installing new stormwater inlets and underground storage vaults. During FY 2026, the project advanced design refinements that incorporated community comments. The City expects construction to begin in early 2027.

North Beauregard

To preserve the structural integrity of the existing culvert under North Beauregard Street at Holmes Run, this project will involve preventive maintenance and targeted repairs that improve long-term safety, durability, and performance. The work addresses erosion, deteriorated concrete, and corroded metal components to extend the culvert's service life while maintaining safe transportation and effective stormwater drainage.

During FY 2026, the project advanced into construction with embankment restoration, concrete repairs, spot repairs, and painting of the metal pipe. In addition, the project team began developing plans to incorporate a new concrete traffic barrier into the project to further enhance the culvert's long-term safety and resilience. Construction will continue in FY 2027.

Storm Sewer Capacity Projects Program

Commonwealth, Ashby & Glebe Flood Mitigation

As one of the City's highest-priority stormwater capacity projects under the Flood Action Alexandria initiative, this project is designed to reduce flooding in Arlandria-Chirilagua through construction of new storm sewer relief infrastructure, a new outfall to Four Mile Run, and green infrastructure improvements. The project represents a major investment in improving the long-term resilience of Alexandria's stormwater system while reducing flood risk for nearby residents, businesses, and transportation facilities. During FY 2026, the project advanced through the final stages of design and into construction procurement.

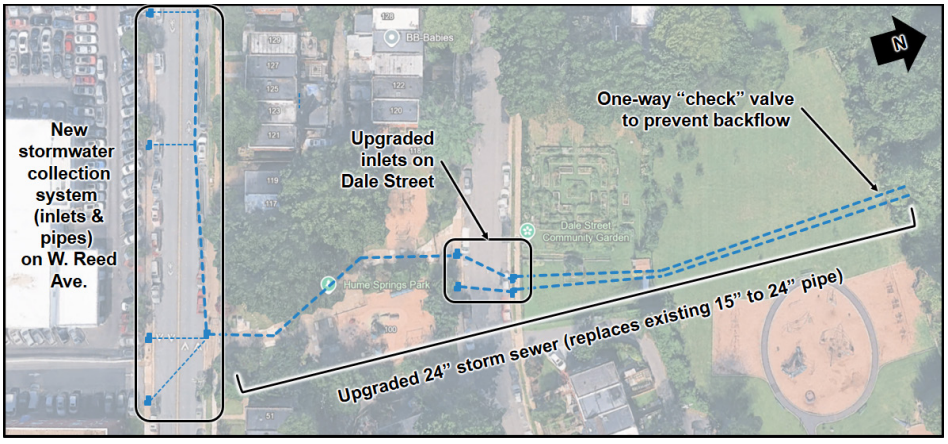


Rendering of trench excavation

West Reed + Dale

Another component of the Arlandria-Chirilagua focus, this project is installing new storm drain inlets and storm sewer infrastructure along the 100 block of West Reed Avenue while increasing downstream system capacity to improve drainage and reduce localized flooding before discharging to Four Mile Run. These improvements were accelerated through funding provided by the Virginia Community Flood Preparedness Fund (CFPF).

During FY 2026, the project completed final design and advanced into construction preparation. Construction is anticipated to begin following completion of utility relocations and advertisement of the combined construction contract.



Proposed design for West Reed Avenue + Dale Street Storm Sewer Improvements

Edison

Another component of the City's Arlandria-Chirilagua focus, this project will increase storm sewer capacity along the 3800 block of Edison Street and reduce localized flooding before conveying flows to Four Mile Run. The project was accelerated through funding provided by the Virginia Community Flood Preparedness Fund (CFPF). During FY 2026, the project focused on construction preparation and utility coordination. The City continued working closely with Washington Gas and Virginia American Water to schedule the relocation of utilities that conflict with the proposed storm sewer improvements. These relocations are necessary to clear the right-of-way before construction can begin.

Storm Sewer-System Spot Improvements

Bellefonte

This project will improve stormwater drainage by increasing the capacity of the local storm drainage system along East Bellefonte Avenue, East Howell Avenue, and the adjacent alleyway. During FY 2026, the project advanced to 60% design.

Clifford, Fulton, and Manning

This project will reduce localized flooding by reconstructing the alley between the two streets to improve stormwater conveyance, installing permeable pavement, and constructing underground stormwater storage vaults to capture and attenuate runoff. During FY 2026, the project completed final design and advanced toward construction procurement.

Valley Drive

This project will improve drainage along Valley Drive, Crestwood Drive, Summit Avenue, and Dogwood Drive by installing larger storm drain pipes and inlets to increase runoff capture and conveyance. The City is pursuing a Virginia Community Flood Preparedness Fund (CFPF) grant to help fund construction of the project.

During FY 2026, the project advanced through design development and community engagement. As design progressed, the City worked to minimize impacts to private property by evaluating alternative design approaches after identifying several potentially affected properties. Staff also continued balancing environmental considerations, including tree preservation, with project schedule and constructability.

Stream & Channel Maintenance

Cameron Run

This project will remove excess sediment from Cameron Run between the I-495 Capital Beltway Bridge and Weir #3 to restore channel capacity, improve flood conveyance, and support the long-term performance of the City's flood mitigation infrastructure. During FY 2026, the project advanced from final design into construction planned to begin in early FY 2027.



Cameron Run sediment removal

Eisenhower

This project will rehabilitate or replace the aging pipes that convey stormwater from Lake Cook beneath Eisenhower Avenue to Cameron Run to restore the structural integrity and long-term reliability of this critical drainage infrastructure, reduce the risk of flooding, and protect the surrounding environment, including the vegetated outfall area adjacent to Cameron Run Regional Park. During FY 2026, the project advanced steadily through design. The project will continue through final design and public engagement before advancing to construction procurement and implementation.

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

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.

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

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

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)

D

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 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

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

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.

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 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 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 2026