P&Z Virtual Community Update, 11.17.2026

Questions from Meeting Attendees

#	Question	Answered Live
1	Erin - what sized pipeline infrastructure is being planned to support the intense residentail density planned under DSLUP?	I have to look at the specifics of that in terms of the Duke Street Land Use Plan. Along Duke Street, there are a lot of different sewers. They're not necessarily all tied together. I apologize if I neglected to mention this, but eventually, these smaller diameter sewers go into these larger trunk lines that are owned by AlexRenew, so there's one that goes up Commonwealth Avenue, there's one that supports the West End, and so eventually, these sewers along Duke Street will go into the trunk line. The trunk lines are not an issue. AlexRenew has done a lot of modeling of their interceptor sewers. So something that's over by Van Dorn may go into a separate sewer than something that's further east in the City. So we'll be looking at those at the DSUP level, because they're all different sewers. I will say that in some cases, I'll use an example, like Potomac Yard or Landmark Mall. Some of those we look at everything all at once, because it all discharged into the same set of sewers. Duke Street, because it's so linear there are probably about 10 different basins along that corridor, so we'll be looking at those individually, as opposed to it being looked at all together, if that makes sense.

2	How can you plan for sewer replacement for increased capacity since development is not by section or SAP area but spotty all over the city?	So I think there are times where, something like Landmark Mall is probably a good recent example, where there is going to be a lot of development there, and as opposed to looking at that on a DSUP basis, we actually looked at that holistically. And so we looked at all the uses, what the flow would be, and then as part of that, there was an infrastructure plan developed associated with Landmark Mall, and those sewer improvements have actually already been constructed. So we so we did that analysis for the whole area, and those infrastructure improvements have already been implemented. And then we did the same thing with the Beauregard corridor, we looked at a bunch of different development sites. And that was an area where we had that kind of smaller diameter 12-inch sewer, and we looked at all the sites together to determine what was needed to ultimately serve the development. So we weren't looking at it just as a one-off. We were looking at the area as a whole. But then as development came online, developers were required to make those sewer improvements. So we look at it kind of on a DSUP level, but we also, when there are opportunities, we'll look at it at a larger scale as well.

3	Jeff - the DSLUP seems to rely on the policy of constriction (narrowing lane width and removing lanes) to make Duke Street so congested that regional cut-through drivers will choose to go around Alexandria in 495 and 395 rather than drive through the city. Is that the extent of our regional commuter problem?	I just want to echo a little bit of what Erin was just saying about Duke Street, and I'll sort of follow up on that. So one of the things we did as part of the planning process for Duke Street is work with Erin and her staff, and I think Erin said this, is sort of an overall system-wide conversation on sewers, and then with each individual development project, there'll be an analysis when each individual building comes in, in terms of conveyance, for sewer. And I bring that up because I think it's important as we think about traffic. So one of the things we did with the Duke Street Plan is to think about the entire corridor, the entire system, knowing that this plan is a 20-year horizon. And so with that, when individual buildings come in, there will be a separate traffic study that happens as part of that. And also, one of the things we've talked about with the community, I think the conversation is really focused on Quaker to Telegraph, and one of the things we focused on that area is much of that is cutting through our City. And 30-40% of that traffic is passing through our City. So, how do we manage that? How do we begin thinking about that? And really approaching it with a couple different strategies? So, thinking about what we build and where matters. Is it near transit? Is it going to give folks other options in addition to driving? Providing options for everyday trips? One of the things our transportation staff is working on right now are bike, pedestrian, transit improvements, and then also sort of coming back to where I started is a long-term vision implemented one project at a time. So, this is one individual project coming in, and the City and the community will have a chance to review these and look at these over time.

4	Stephanie - will the Sports Complex replace or coesits with the current water park? If the water park serves many low/medium income regional visitors, how does the sports complex address the needs of those users?	The answer to the first part of the question is yes, this is proposed as a replacement. The new building would sit over the left portion of the water park and the batting cages, and then the reimagined park that you see is actually recovering a lot of land that's currently behind the gate of NOVA Parks. The second question is more about access and who will be using the facility. It's a good opportunity for me to explain that the way that this facility is proposed to work is that on most weekends, it would be operating as a regional or national tournament location. And so, across a variety of sports and event types, you would see people coming into the City to recreate, whether it's for a soccer tournament, or a volleyball tournament, or a tennis tournament. The majority of the year though, Monday through Thursday, the facility will mostly be used by local organizations for practices, for various camps, programs, and things like that. And part of the agreement that the City is working on with the proposed operator is around access. One of the strong suits that the Soccer Association has is a really well-regarded program called Access for All. They provide scholarships and various assistance for people of all means to be able to access soccer in their programs. And part of the agreement that we'll be working on, should this project move forward, is making sure that as many Alexandrians as possible of all means and in all parts of the City will see a path forward for using this. The last thing I'll say about access, there have been questions, about older populations, about very young populations, and so think about the use of this facility, Monday through Thursday, as a place where you might go to a senior pickleball league and pick up a game, or a place that you might go to take a class with your newborn. All of this is going to be possible in the flexibility of this facility, but also in the way that the facility is run by a non-profit local entity, that will be signing an agreement with the City to make sure that the site is as used as possible by our community, but also bringing people in from outside.

5	Stephanie - would a new Metro stop between the two listed make sense so Sports Complex users can make use of the trains, since the othewr two are too far to walk?	Ideally, the more transit, the better, but we also know how much a new Metro station costs here in Alexandria, and so for the shorter term and immediate term, should this project move forward, one of the scenarios we're looking at is DASH coverage. DASH already runs on Eisenhower Avenue. And if there's more demand, we have the potential to add capacity and frequency. And the second tool that is very common for facilities like this is shuttle service through hotels and other places where people will enter the City. You can imagine a shuttle system running, say, from the two hotels down the road, or from our two Metro stations. That is a great example of the type of analysis and conversation we'll have through entitlement, should this project move forward. People who travel to national and regional tournaments don't tend to travel as often in single occupancy vehicles. There are either multiple people in a vehicle, or there are also a lot of, teams traveling through buses and shuttles, and so we'll be able to get into that level of granular discussion through an entitlement process if that's the direction we end up going.
6	Will the financing/tax/revenue structure be similar to the Caps Arena that was proposed for Potomac Yard?	Yes and no. The proposal for Potomac Yard was to create a state entity, it was an arena authority, that would have owned the facility. I would say that the financing model here is a lot more simple. Structurally, the City would borrow funds to pay for the construction and development of the facility, and then the debt that the City takes on would be paid back each year by a rental payment from Alex Sports, which is $2.5 million in year one, and then tax revenues, that are generated by the project. So, hotel nights, food and beverage, and then admissions tax for tickets sold for various events and activities at the facility. And the way that the term sheet is structured is that we have modeled those revenues based on a certain number of events that the operator will be obligated to execute. And we've also established a scenario where if those revenues are not as expected, if there's a shortfall, that the operator will actually pay the City a percentage of the difference in those revenues. So there's some concepts of it that are similar to a previous proposal, as was noted, but this one, I think, is much more straightforward and involves direct payments of either revenue or tax generation to the City.

7	Will this be open for public use the way the water park is now?	The way the water park is open for public use is you have to buy a ticket to go in. And so, conceptually, yes. If you have paid to either participate in a program or participate in a tournament, it will be open. I think for this, you are much more likely to walk into a facility like this for a program that's been paid for by someone else, and you would have access to it. So the examples that I used before, if you belong to a pickleball league, the pickleball league will reserve some courts, and you'll be able to show up and play, as imagined. We also, though, have been having conversations about how the facility might be used more generally by Alexandrians when it's not booked by tournaments or other events and activities, and so I think there's a little bit to be determined about how frequently and how accessible the site will be just to walk in off the street. But I would say there's not a world where this is less accessible than the water park, because it's also going to be open 12 months a year. And the variety of activities and opportunities to use it will just be much more.
8	What other kind of org would ASA add to ALX sports to be able to generate the level of regional and national tournaments? Would they also market for other events for which they have no experience, such as conventions and concerts?	Yes. The business model and the term sheet that they will be signing, should this move forward, will obligate them to execute a defined number of events each year, and those events are a mixture of national and regional tournaments, but also non-sporting events, like concerts, reunions, gatherings, conventions. Alex Sports is a new nonprofit that has been established. It was seeded by the Alexandria Soccer Association, but its charter is to operate this new facility. And the charter for this new facility is multi-sport. And so, yes, they will essentially be taking their experience and expertise in executing futsal and soccer tournaments, and expanding that to many of the sports listed on this list here. They will be using our local affiliates, we call them youth affiliates, in these other sports, and a lot of the established groups that are here operating in the City, to help build that pipeline of events. And so you can imagine that in any given year, there will be volleyball tournaments, track tournaments, lacrosse tournaments. And that will be the contractual obligation of Alex Sports as the operator.

9	Rob - the developer of 330 N. Washington seems intransigent if offering a single "take it or leave it" site plan, and ignoring neighbor objections. Will Planning push back on the numerous variences demanded by the developer?	We did look at an alternative layout during the concept stage of the process, and looked at some fronting on Princess Street. However, it wound up generating more paving and less green space. In terms of the configuration and overall site, and as part of the BAR review, there were architectural refinements, and the BAR recommended that the applicant turn the townhouse fronting Princess Street so that the front door and the front elevation of that home will face Princess Street and have that traditional home and street relationship while the others are accessed off of an alley. But that's typical of the traditional development pattern in Old Town. So, staff is, is pleased with this configuration, with all the trade-offs, and supporting it going forward.
10	Will convenience stores/gas stations that sell tobacco products be regulated away from daycares and schools as well?	So, state legislation that permits local jurisdictions to regulate tobacco sales would allow us to prohibit tobacco sales within 1,000 feet of schools. Currently, we have defined, accessory tobacco sales as being one-third or less of the store's footprint, so that still allows convenience stores and grocery stores to sell tobacco-related products. The caveat is that those businesses, which were in operation prior to, I believe it's 2025, are essentially grandfathered in. So, any new regulation related to a prohibition on tobacco sales would not affect any business already in operation with a license to sell tobacco products. So, most of the gas stations, most of the convenience stores already in operation sell tobacco products, and it would not affect them at all.
11	When will this presentation be online?	The presentation will be posted on November 18.
12	Is there an infrastructure plan for the DSLUP?	So, one of the things that we do as part of our planning processes is to look at infrastructure impacts, sewer being one of them, and schools and open space. We talked about traffic tonight. So, looking at those from a master planning perspective, and we have done that, and most of that is in the Plan, and the accompanying reports are either in the Plan or online. In terms of the infrastructure plan that Erin was referring to with Landmark Mall, that's a separate process, so when a development application comes in for bigger sites, i.e. places like Landmark Mall, there's an overall infrastructure plan that comes with that, so that would be potentially part of a future development application in the future when development comes in along Duke Street.

13	Erin, you are showing a map which shows the majority of Old Town being combined sewers. At the same time, you have indicated that Alex Renew is receving the combined sewage for treatment. Is that correct? Is there any portion of Old Town with combined sewers that are NOT beging sent to River Renew for treatment?	Yes, most of Old Town is served by combined sewers. Before the River Renew Tunnel project, all of the dry weather flows went to AlexRenew, the majority of wet weather flows went out through a combined sewer, basically into, City waterways or the Potomac River. So now, all of that wet weather combined sewage, is now going to the tunnel system and to AlexRenew. So I think that was the first question. All of the combined sewers are going to AlexRenew. There isn't any combined sewage that isn't getting to the tunnel system. Now, I will say that there could be a really significant wet weather event, right? Like, where the tunnel could fill. And if the tunnel fills, there could be discharges still into the river. So the tunnel was designed not for a 100-year rain event, it was sized for something smaller, but I can say that to date, since the tunnel has been operational, there have been no combined sewer discharges to the river. And, if you go to RiverRenew.com, you can find out more information about how the tunnel system is operating. But currently, all of the combined sewers go to that tunnel system and go to AlexRenew.

14	330 N Washington St is extremely poor design - why are you approving this? These townhomes have no street or alley frontage and face the back of a bank. The Planning Dept should require the developer to resubmit with a better urban design where the townhomes face the side streets. If you don't protect the design of our city where design guidelines are clearly set then we will be subject to even worse solutions. Where are your planning principals?	I just wanted to flag a couple things about the purpose of the meeting in answering this question. Really, we set this up to be an information exchange. We want to make sure that we're being transparent about upcoming projects, upcoming applications, and of course, we want to be here to provide insight and answer questions. If people want to make comments to the Planning Commission or Council about whether a project is deserving or not, then really that's a that's a great spot to provide your comments to them. And if people have concerns about the way the Planning Department is reviewing applications, I'm happy to take those directly, but outside this meeting and offline is a better venue for that. To the substance of the question being raised, I think, as Rob already said, there are a number of configurations that staff did look at while this project was in its early concept stages. And there were, of course, trade-offs being made about how much open space is available, how does it present to the street, how does it work with turning movements and the functionality of the site. And what we found, and again, the planning staff is not approving or denying applications, we're applying the design guidelines, and we're balancing the different interests that are represented in those. And so, as I said, as Rob described earlier, staff is making a recommendation of approval, based on that balancing of different interests, and that's what'll be in front of the Planning Commission for consideration, and then City Council.