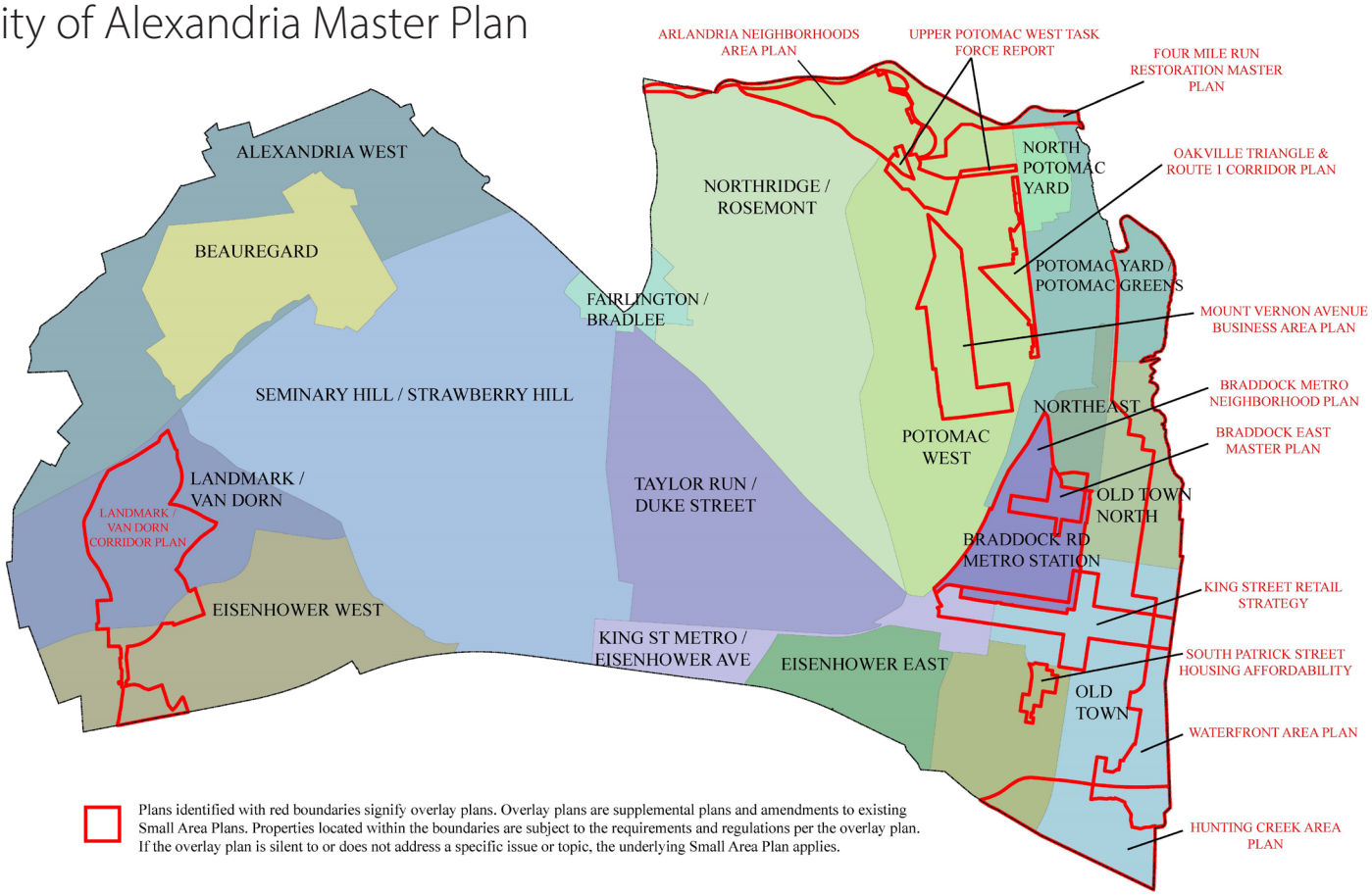
Aerial View of the North Potomac Yard Metrorail Station Construction

Alexandria Master Plan

FY 2021 Status of Implementation Report

September 2021

City of Alexandria Master Plan



OVERVIEW

The City of Alexandria Master Plan is made up of 18 Small Area Plans covering neighborhoods throughout the city, as well as chapters on citywide topics. Each chapter includes a series of recommended implementation tasks.

This FY 2021 Status of Implementation Report provides a summary of the year's implementation and development activities relative to the City's recently approved small area plans, as well as projects associated with the implementation of topical chapters of the Master Plan.

This report details efforts from July 2020 – June 2021. Each of the highlighted activities contribute to fulfilling the vision of these Plans.

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 of the recent Small Area Plans recommend capital projects in their implementation measures. Fiscal impacts of implementation are related to capital projects approved in the FY 2021-2030 Capital Improvement Program and existing staff resources.

Featured projects/plans include:

Implementation Tracking

Small Area Plans within the Growth Crescent

- Alexandria West/Beauregard
- Braddock
- Eisenhower East/Carlyle
- Eisenhower West/Landmark Van Dorn
- Old Town North
- Potomac West
- Potomac Yard
- Waterfront

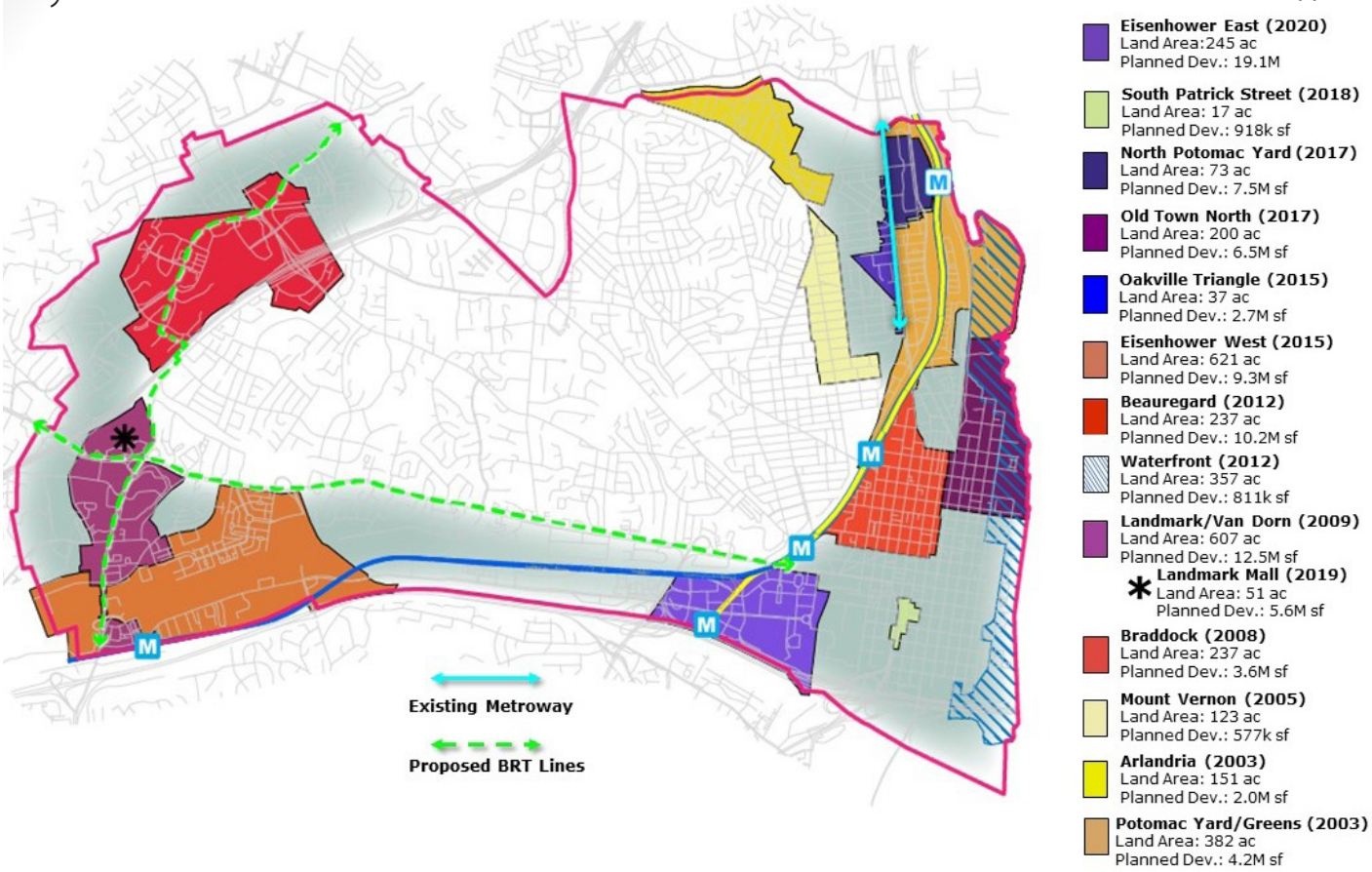
Community Facilities

Topical Chapters

- Housing Master Plan
- Open Space Master Plan
- Sanitary Sewer Master Plan
- Transportation Master Plan

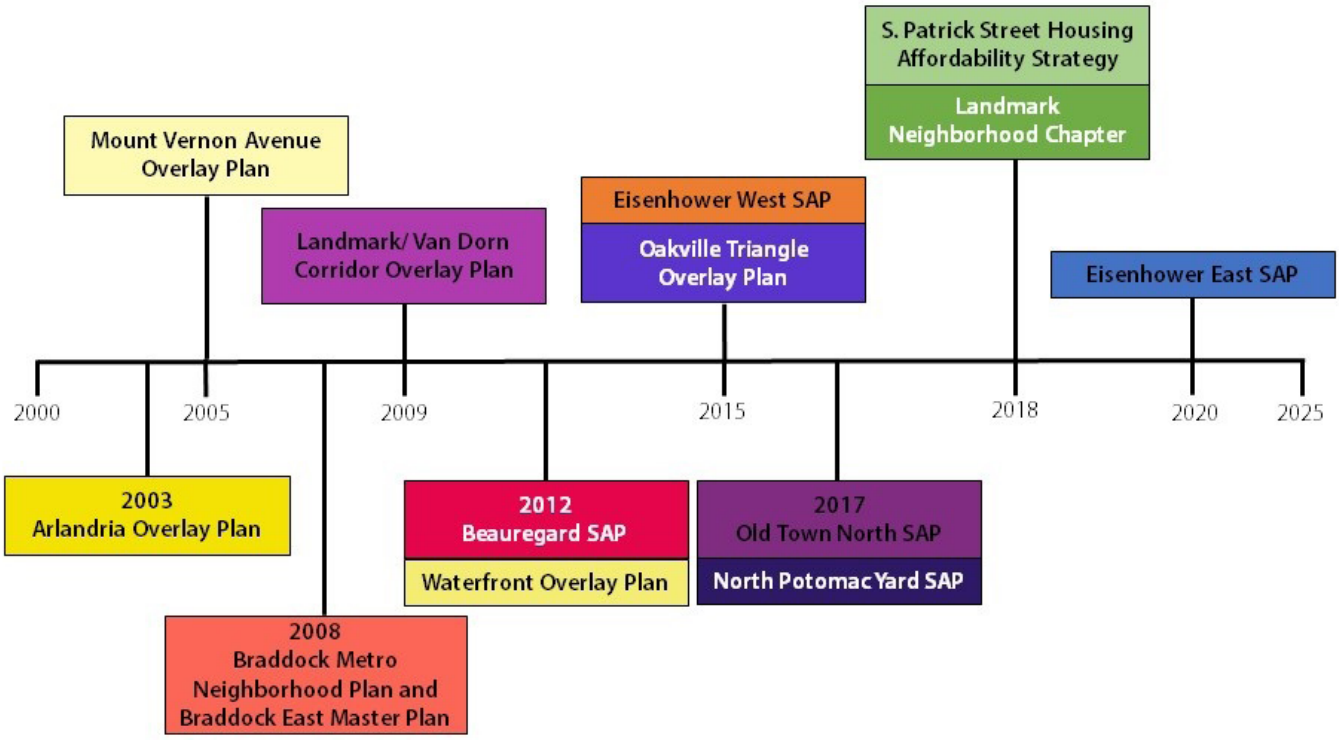
City of Alexandria Growth Crescent

Plans listed in order of approval



PLANNING FOR GROWTH

Chronology of Recently Adopted Small Area Plans and Overlays in the Master Plan within Alexandria's Growth Crescent



Small Area Plan Implementation Progress Tracking

Department of Planning and Zoning staff tracks progress toward development, community and infrastructure goals outlined in Small Area Plans (SAPs) through a database that records implementation activity accomplished to date. The database organizes implementation tasks into the following categories: total development, open space, infrastructure and community development.

In some SAPs, implementation goals identify discrete tasks, the progress of which are tracked in the database. Other implementation goals were written to be flexible to accommodate changing conditions over time. Inclusive of these differences, the database is designed to capture the unique nature of each SAP.

Areas of the city respond differently to market conditions over time. The progress shown from the tracking of these implementation goals reflects the relationship among market drivers, City investment, and catalytic projects. For example, minimal real estate development in some SAPs may be balanced by more city investment in transit and infrastructure to prepare for future development. In essence, implementation of SAPs is not a linear process, and is different from one area to another.

Tracking Progress in the Growth Crescent

Alexandria's growth crescent refers to areas within the city well served by transit where most development is expected to occur. Implementation progress charts for SAPs that reside within the growth crescent follow in the succeeding report sections. Each chart indicates progress to date since the Plan's adoption and assumes implementation of each SAP will take 30 years. The charts indicate adoption, current and full buildout years.

For the purposes of this report, implementation tasks are considered *Anticipated, In Progress* or *Complete*. Category definitions are listed below and have been modified this year to reflect the blended nature of recent land use trends. Residential, Commercial and Mixed-use land uses are combined into a *Total Development* category. Detail is included in the database and available upon request.

- *Total Development* — square feet of residential, commercial and mixed-use construction since plan adoption.
- *Open Space* — acreage of developed outdoor space since plan adoption. Open spaces include publicly accessible parks, hardscaped plazas, and landscaped streets.
- *Infrastructure* — tasks related to providing physical facilities and maintaining environmental resources. Physical facilities include streets, sidewalks, public transit structures, and utility networks and buildings. Waterway restoration and flood mitigation tasks are examples of environmental resource maintenance. Infrastructure tasks may also include studies to support the development of physical facilities or environmental resource maintenance.
- *Community Development* — tasks related to enabling relationships among residents, businesses, and local government. Community outreach, economic development strategies, public art, historic preservation, and construction of public and institutional buildings are examples of community development tasks.
- *Anticipated* — development and tasks are included as plan goals, but no work has been started.
- *In Progress* — development and tasks have begun, but some additional work is ongoing or outstanding.
- *Complete* — development and tasks have been accomplished and require no additional work.

Implementation of the City's Master Plan is not a linear process and is different from one area to another.

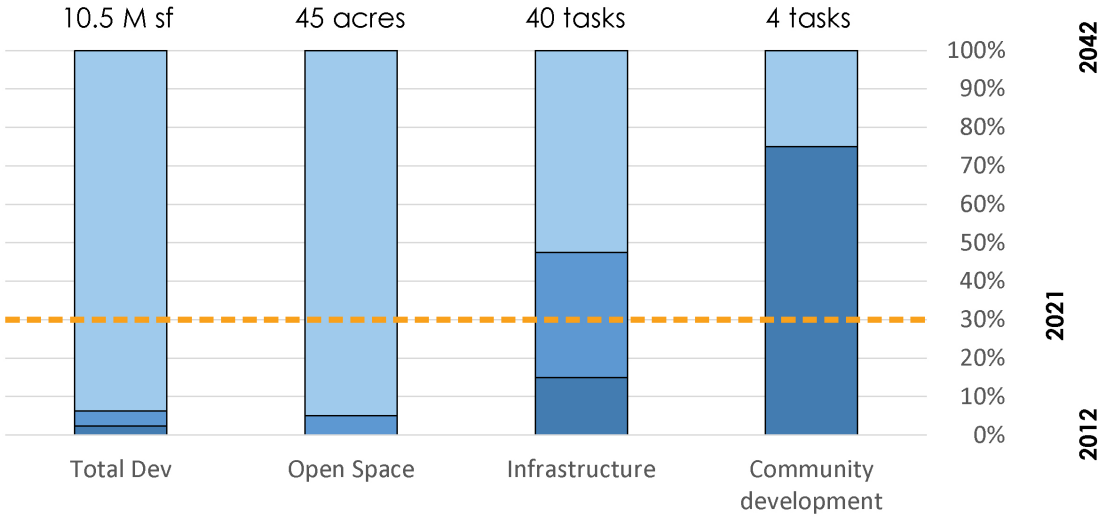
Braddock Gateway Phase II

Outdoor dining at Silver Diner at West Alex, King and Beauregard Street

ALEXANDRIA WEST/BEAUREGARD

Implementation Progress Tracking

Implementation highlights for FY 2021 include development approvals and construction either underway or complete for multiple projects, including the first phase approval for the redevelopment of the 9.8-acre Upland Park neighborhood. Infrastructure improvements include Complete Streets enhancements throughout Beauregard including the design of mobility, safety, and access improvements for pedestrians at Rayburn and Reading Avenues as part of the Safe Routes to School Program.



Note: Total development goals from CDD #21, #22 and #23. As an older SAP, Alexandria West did not include discrete trackable implementation tasks; however, plan area development and improvements are described in this section.

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Planning, Development and Housing Affordability

Beauregard Design Advisory Committee (BDAC)

BDAC met virtually four times during this implementation period to provide input and receive updates on multiple projects. Background and meeting information can be found on the project website.

Ferdinand T. Day Elementary School Gym

This summer ACPS completed construction of a new 8,709 square foot elevated gymnasium for Ferdinand T. Day Elementary School at 1701 N. Beauregard Street. Innovatively constructed above the existing driveway, the gymnasium connects the existing building to the parking structure, providing enclosed access from the third floor of the school to the outdoor playground area located on the top level of the parking garage. The new structure consists of a gym, platform stage, music room, offices and storage, and achieves a LEED Silver rating.

Exterior of Elevated Gym at Ferdinand T. Day Elementary

Park + Ford

Lowe Enterprises Real Estate Group is converting a pair of 14-story office buildings at 3101 Park Center Drive and 4401 Ford Avenue into 435 one- and two-bedroom apartments, including ten committed affordable units at 70 percent of the area median income (AMI). The pair of buildings are part of the over 40-acre Park Center development first planned in the early 1970s.

When demand for office space at the site declined, Lowe proposed to repurpose the towers into the Park + Ford apartments to help meet the City's housing needs. The project will achieve LEED certified status and involves renovating the interior and modernizing the façade. Lowe is also transforming concrete plazas around the towers into landscaped open spaces with outdoor amenities. The project uses the existing underground parking garage and will also have a Capital Bikeshare station and upgraded bus stops to complement the increased service coming with the New DASH Network.

In September 2021, Lowe will seek approval for a major amendment to the approved site plan to convert surplus surface parking spaces adjacent to Ford Avenue into a dog park and paved resident amenity space. The amenity space will be adaptable to permit gameplay and accommodate vehicles like food trucks during events. In addition, Lowe will improve the adjacent bus stops on Ford Avenue to have bulb outs, shelters, a crosswalk, and will fill a gap in the existing sidewalk network.

Newport Village

In February 2021, City Council approved the redevelopment of a 4.2-acre portion of the existing Newport Village community adjacent to the intersection of N. Beauregard Street and W. Braddock Road. The project involves the demolition of 24 existing units and the construction of a new multifamily residential building with a total of 383 units. The new multifamily building consists of two sections fronting each of the two adjacent streets, a central wing, and central garage built into the hillside such that only a portion of it is located above-grade. Lobby and amenity areas located on lower levels of the building, including near the intersection of N. Beauregard Street and W. Braddock Road, have been designed to be "retail ready" or convertible to retail/commercial uses in the future.

Twelve on-site affordable units are proposed to be affordable at 50% AMI and the applicant will also provide a monetary contribution of over $400,000. Proposed ground-level open space and tree crown coverage exceed the amounts required in the Zoning Ordinance. Land will be dedicated along the N. Beauregard Street frontage of the site to facilitate construction of the future West End Transitway (including a new BRT station in front of the development), a future bicycle-pedestrian path, and streetscape improvements. The applicant team has also agreed to close two slip-lanes to improve pedestrian safety at the intersection of N. Beauregard and W. Braddock Road.

West Alex

The site of the former Jefferson Memorial Hospital at the corner of N. Beauregard and King Streets is now a burgeoning urban neighborhood. Since City Council approved the redevelopment of the site in November 2018, two of three planned buildings have opened — the 74-unit Nexus

affordable housing building and the 278-unit Array apartments — as well as a central pedestrian plaza and underground garage.

Within the Nexus building is the new 236-seat Silver Diner restaurant, which fills the prominent curved restaurant space that faces the intersection and invites passersby into the neighborhood. Silver Diner also has space for 64 outdoor diners in a patio that enlivens this stretch of King Street. Within the Array building is a 73,000 square foot Harris Teeter grocery store, which opened in June 2021. Other businesses within West Alex include Guidepost Montessori School, Sushi Jin restaurant, fitness and massage therapy studios and a pet care establishment.

In November 2020, the City Council approved a change to the 2018 plans to swap the third building with Benchmark Senior Living, a continuum of care facility, instead of the originally planned office use. Benchmark will be a LEED Silver or equivalent building that features 117 units with 143 beds, including three dedicated affordable units. Benchmark will be applying for building permits soon and when construction finishes the new neighborhood will be complete save for the West End Transitway stop that will provide fast and frequent service north to the Pentagon and south to the reimagined Landmark Mall and Van Dorn Metro.

The Spire / Episcopal Church of the Resurrection

In Spring 2021, the new Episcopal Church of the Resurrection and The Spire, a fully affordable multifamily building at Fillmore Avenue and N. Beauregard Street, opened their doors to congregates and residents. The Episcopal Church partnered with affordable housing developer AHC, Inc., a nonprofit affordable housing developer, with additional support provided by the National and State Housing Trust Funds and the City, to redevelop their former church building into a site that now boasts a new

Rendering of Upland Park

home for the congregation and 113 apartments rented at 40-60 percent AMI.

The development also reserves 45 percent of the site as open space and provides an enhanced streetscape on Beauregard, including a 10-ft. wide multiuse path and a staircase that ascends the hill to the new Hope Way. The Spire is LEED Silver and adheres to Universal Design principles, which ensures access to everyone regardless of their age, size, ability or disability. The Spire has an underground garage and the site is along the future West End Transitway and existing DASH and WMATA bus routes.

The $48M project secured funding from numerous sources, including competitive low-income housing tax credit equity, commercial financing, a $1.12M grant from the national and state Housing Trust Funds and a $9.95M City gap loan. The project also received a $350,000 rental assistance grant from the City to further deepen the affordability of 12 units.

Upland Park

City Council has approved the first phase of redevelopment of the 9.8-acre Upland Park neighborhood. Alexandria Development Associates LLC acquired numerous parcels near the northeast corner of Seminary Road and Beauregard Street occupied by homes dating from the early 1950's to make way for 92 townhomes, a new 0.85 acre park, and significant street and infrastructure improvements.

A signalized intersection at Seminary Road and Fairbanks Avenue will allow pedestrian access to the park from the neighboring area and safer vehicular turning movements onto Seminary Road. In addition to streetscape improvements and a shared bicycle and pedestrian path along Seminary Road, Foster and Fairbanks Avenues will be upgraded to current standards including sidewalks, stormwater management, street trees, lighting and on-street parking. In addition to the publicly accessible park, each townhouse block is designed around a small central green serving as open space and stormwater management.

Amendments to the Beauregard Small Area Plan and CDD Concept Plan retained the existing street grid and added a new one-way street to serve the neighborhood and park. The Plan originally envisioned larger multi-family structures along Seminary, but the developer opted to increase the number of townhouses and place these to provide a residential transition and pedestrian scale that complements the surrounding neighborhood. The input of the Beauregard Design Advisory Committee (BDAC) was instrumental throughout the development of the project, and the applicant was responsive to BDAC and staff input that led to positive aesthetic and functional

refinements. A future Phase 2 of the project is anticipated to include some blend of multi-family buildings and office or hotel uses, and additional open space upgrades. The total build-out plan for Upland Park will be complemented by the implementation of the West End Transitway and other potential nearby transportation improvements.

Transportation

West End Transitway

The design for Phase 1 of the West End Transitway will begin late this summer and is anticipated to last 12-18 months. Planning for the Transitway will integrate planned and future development projects along the corridor, notably Southern Towers and the Landmark Mall site, each of which will have a new transit center located on the properties that will serve the Transitway as well as other bus service for the larger community.

Ellipse Review

A study was initiated in July to evaluate the previously proposed Ellipse design for the Seminary Road and N. Beauregard Street intersection. The study will include analysis of updated travel data and land use development expectancy, as well as explore other alternative designs that could address the projected traffic conditions while emphasizing multi-modal accommodations and safety. The study and conceptual design is anticipated for completion in July 2022.

Beauregard Trail

As recommended in the Beauregard SAP and the Transportation Master Plan, the City advertised for and selected a design consultant for a new multi-use Beauregard Trail along the east side of Beauregard Street between Seminary Road and King Street. This project will increase mobility and access for people walking, biking, or using other mobility devices on the West End. It will also provide non-motorized connections between West End neighborhoods, Northern Virginia Community College, Mark Center, Four Mile Run Trail, and the future West End Transitway. The design is anticipated to begin in late summer.

Complete Streets

- Improved pedestrian crossings and bicycle sharrows were installed on N. Morgan Street.
- A new pedestrian crossing was installed near NVCC at Dawes Avenue and Bisdorf Drive.
- Mobility, safety, and access improvements for pedestrians are in design for Rayburn and Reading Avenues as part of the Safe Routes to School Program. Implementation is anticipated for late this year.
- Crossing upgrades were added to intersections along Beauregard Street.
- Speed radar feedback signs were posted in key locations along Beauregard Street to reduce speeding and road noise while increasing safety.

Capital Bikeshare/Dockless Mobility

- New Capital Bikeshare stations were installed at N. Hampton Drive and Ford Avenue, N. Beauregard and Berkeley Streets, and Kenmore Avenue and Seminary Road.
- This area of the city is designated as part of the City's Dockless Mobility Equity Area — ensuring that scooters are placed more equitably throughout the community to serve as a transportation option.

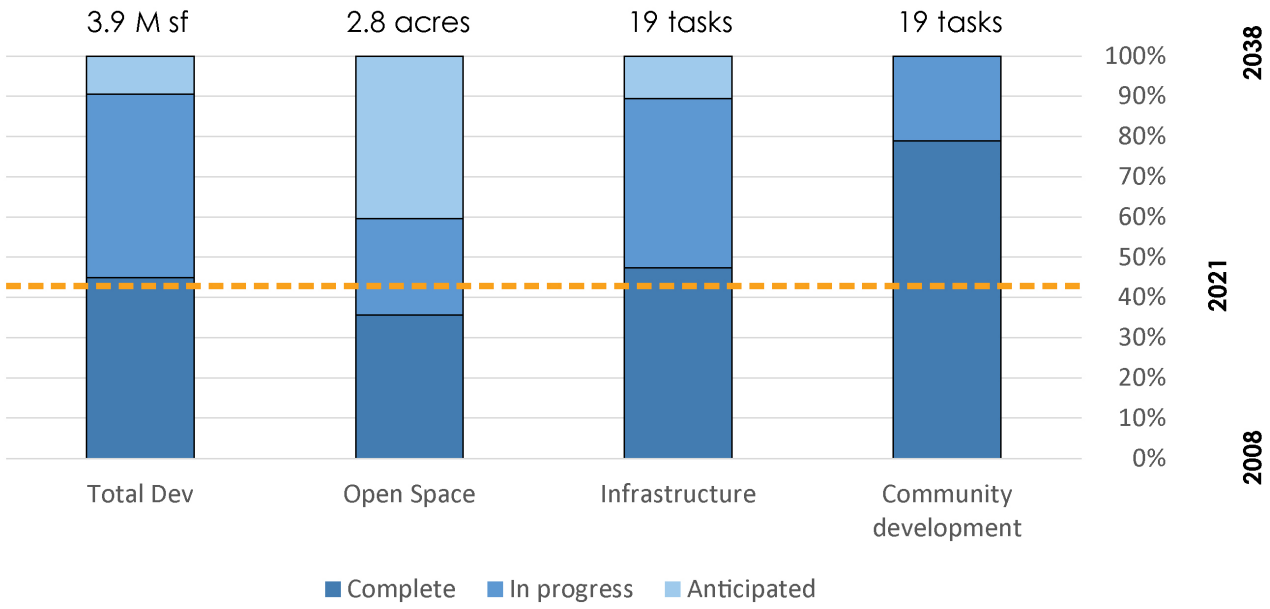
WestAlex includes a new 73,000 square foot Harris Teeter grocery store, which opened in June of this year.

Park Installation at Braddock Gateway

BRADDOCK

Implementation Progress Tracking

Implementation of the goals set forth in the Braddock Metro Neighborhood and Braddock East Master Plans continues to steadily progress since their 2008 adoption. Community development implementation focused on small business support especially in the Queen Street corridor of the Plan area.



Note: Tracking is based on the Braddock Metro and Braddock East Master Plans.

Planning, Development and Housing Affordability

Braddock Implementation Advisory Group

This year, the Advisory Group met twice virtually and was updated on an Alexandria Economic Development Partnership grant program to support small businesses in the plan area, the status of implementation funds and active development projects including 727 N. West Street - Braddock West and 805-823 N. Columbus Street. Background and meeting information can be found on the project webpage.

Rendering of Braddock West

Small Business Support

The small area plan recommends support of locally owned, neighborhood-oriented businesses in the Braddock area, especially along the Queen Street corridor, including using a portion of the implementation funds for the stabilization and revitalization of these businesses.

Over the past year, Alexandria Economic Development Partnership (AEDP) staff has engaged with and assisted numerous businesses that are located within the Queen Street corridor. Many of these businesses were impacted by and are still experiencing the effects of the COVID-19 economic downturn.

Staff from AEDP and the City have developed an initiative to utilize a portion of the Braddock implementation funds, as per the policy adopted by City Council in 2008, to provide tailored services and assistance to support the recovery and resiliency of small businesses within the Queen Street corridor beginning in September.

Braddock West

In May, City Council approved a seven-story multifamily building with ground-floor retail space on N. West Street directly across from the Braddock Road Metrorail Station. The Braddock West project features 180 dwelling units, including 14 committed affordable units and 1,500 square feet of retail. The ground-floor dwelling units will be constructed as "flex spaces" to allow seamless conversion to retail or commercial spaces based on market demand. A one-level underground parking garage will be located on site, in addition to 9,200 square feet of ground-level open space, including a 1,500 square-foot publicly accessible plaza at the corner of Wythe and N. West Streets, potential locations for historic interpretation.

The project will provide onsite improvements to mitigate stormwater and flooding impacts and sewer improvements consistent with the recommendations of the SAP. The applicant will provide contributions to the Braddock Community Amenities and Open Space Funds, Public Art, Capital Bikeshare, Citywide Open Space Fund (for the vacation of two City alleys) and the Urban Forestry Fund.

701 N. Henry Street

In June 2019, City Council approved a five-story, mixed-use, transit-oriented project on this site that will include 94 residential units (including seven affordable units), approximately 2,600 square feet of potential ground floor retail space, approximately 13,000 square feet of open space and underground parking. As part of this project, contributions will be made to the Braddock Implementation Funds, the Housing Trust Fund, the City's Capital Bike Share Fund and the Public Arts Fund. Since the approval, the building has been converted to condominium units and the developer is working on completing the final site plans for building permitting.

Braddock Gateway Phases II & III

In June 2017 (Phase II) and December 2018 (Phase III), City Council approved the final two phases of the three-phase Braddock Gateway development. The final two phases consist of four buildings, two in each phase, separated by a publicly accessible park. Phase II consists of 258 apartment units in six and seven stories over below grade parking (246 spaces), a pool and amenity space, as well as ground floor retail across from the public park. Phase III also has two separate buildings over below grade parking (342 spaces) with 370 units, and neighborhood serving retail.

As part of this project, contributions will be made to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund, and the Housing Trust Fund. A new Capital Bike Share station will be added on

Fayette Street and the park will feature a large colorful art installation at the east end. Construction of Phase II is nearly complete with occupancy beginning in August. Phase III is anticipated to be complete by spring 2022.

The Lineage on North Patrick Street

In April, ARHA celebrated the opening of its newest affordable housing community at 625 N. Patrick Street with a ribbon cutting ceremony attended by the Mayor and members of City Council. The 52-unit development is on the site of the former Ramsey Homes and replaces the community's 15 public housing units, in addition to creating 37 new units affordable at 50-60% AMI. The development offers a mix of unit types and provides underground parking, along with an outdoor play area.

The development is financed with low-income housing tax credit equity, a City loan, and ARHA investment. Pursuant to Section 106 of the National Historic Preservation Act, a virtual symposium was held in February to commemorate and reflect upon the property's cultural and historical significance, including its African American residents, the construction practices of the former World War II era buildings, and the City's segregationist practices.

Transportation

Braddock Road Metrorail Station

The City is working with WMATA on two station area planning activities for Braddock Metro. The first is a placemaking design sprint, which will identify and develop concept level designs for near-term strategies to improve access and placemaking for a portion of the Braddock Station site. An initial site visit was conducted over the summer and public engagement will begin this fall.

The second project is Phase II of the 2016 Joint Development Analysis to conduct additional due diligence and further develop concept designs for public infrastructure improvements in preparation for a joint development project. The City reviewed the scope of work in FY 2021 and analysis is expected to begin this fall.

Rendering of 701 N. Henry

Complete Streets

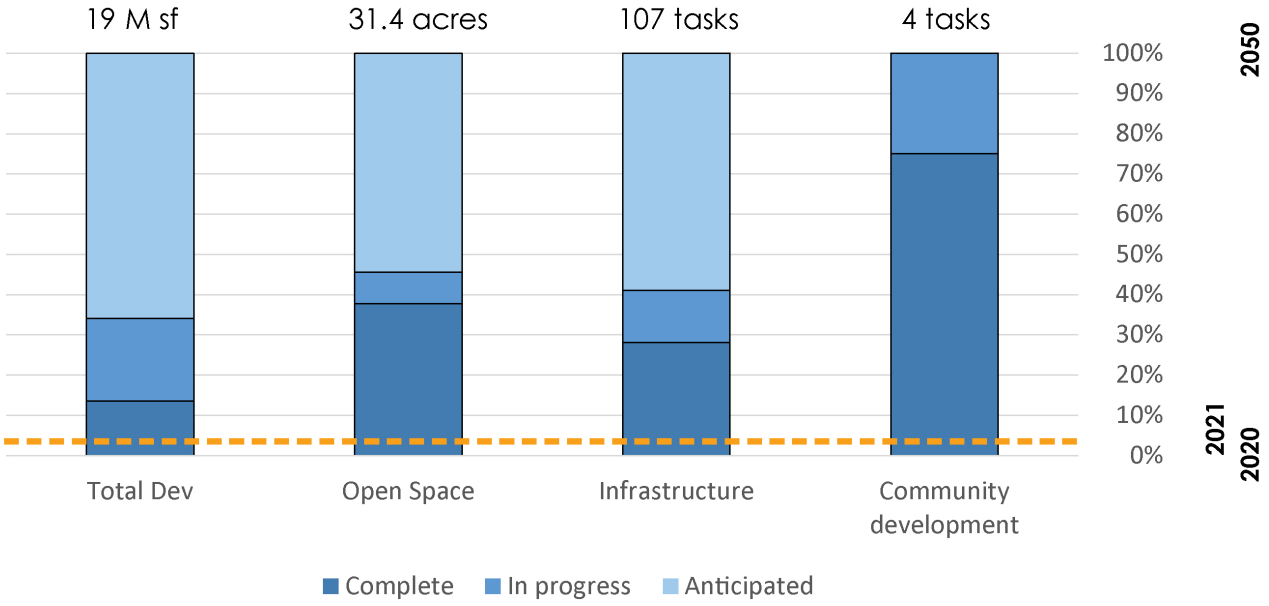
- Crossing and pedestrian safety improvements were completed at key locations within the neighborhood.
- Shared lane bicycle markings were added to West Street to assist with bicycle rider wayfinding.
- Key crossings on Route 1 were upgraded to high visibility markings to improve safety of people crossing.
- Bicycle mobility improvements were added in the neighborhood to allow cyclists to use the pedestrian signals to cross through the intersection.

Rendering of Block 32

EISENHOWER EAST / CARLYLE

Implementation Progress Tracking

Since the 2020 adoption of the updated Eisenhower East Small Area Plan, implementation efforts have focused on infrastructure improvements along the Eisenhower Avenue corridor to create a multimodal environment that emphasizes safety and access for all, to enhance streetscape features and to reduce traffic delays.



Planning, Development and Housing Affordability

Carlyle Design Review Board

The Design Review Board (DRB) met seven times virtually during this implementation period. Projects reviewed and discussed include 765 John Carlyle Street (Block P), 2111 and 2113 Eisenhower Avenue (Block 23) and Carlyle Plaza (Block 32). Background and meeting information as well as the Design Review Board schedule can be found on the DRB webpage.

Carlyle Plaza II (Block 32)

In July, City Council approved the 6.2-acre development located adjacent to the intersection of Eisenhower Avenue and Holland Lane. The project includes the development of a vacant property to construct four residential tower buildings, all between 28 and 34-stories in height with approximately 1,414 residential units and up to 15,000 square feet of retail along Eisenhower Avenue.

The project includes a four-to-five story above-grade parking garage that spans almost the entirety of the two-block development with a publicly accessible open space deck on top that weaves through the center of the development. The open space deck will have several amenities including a publicly accessible pavilion and open lawns for neighborhood events as well as a new playground.

With the removal of the Eisenhower traffic circle at Eisenhower and Holland underway, the developer will convert the new right-of-way created into two parks, creating over 5-acres of integrated open space with this development.

Over $6.1 million will be contributed to the off-site development of affordable housing units with this project with an additional $1.4 million monetary contribution to the Eisenhower East Implementation Fund. The developer has also agreed to dedicate the private portions of Holland Lane and the adjacent resource protection area to complete the public street network in this area of the Eisenhower neighborhood and install an off-street bike path along Holland Lane to tie into the existing and planned bike network.

Carlyle Crossing, Blocks 4 and 5

WMATA Office Building (Block 15A)

The Washington Metropolitan Area Transit Authority (WMATA) received City Council approval in July 2019 to construct its new Virginia headquarters at a previously vacant lot located at 2395 Mill Road. The new 14-story building will be designed to achieve LEED Platinum certification to benefit the environment and reduced long-term operating costs. It will contain four levels of above-grade parking with similar facade appearance and materials as the office levels and will be designed for the possible future conversion of the parking levels to additional office space. Currently, the structural framing is nearing completion and the exterior is starting to be applied. Completion is expected by Summer 2022.

As required in the small area plan, the new development will participate in the proportionate distribution of costs associated with the implementation, among other things, of open space necessary to support development in the area. WMATA is providing a public access easement for the land it owns under the Metrorail Yellow Line tracks between Mill Road and Eisenhower Avenue. This easement will allow for the activation of underutilized space for a new park that may include a combination of programmed and passive public open space. The City will work with WMATA and the community to design this area for public use.

Carlyle Crossing (Blocks 4 and 5)

The construction of Carlyle Crossing on Blocks 4 and 5, formerly known as the Hoffman Town Center, advanced significantly in 2020. The project, which spans across more than three acres, will deliver nearly one million square feet upon completion later next year and contains multiple levels of outdoor retail anchored by an expansive public plaza. The project also includes boutique tower living, a Wegman's Grocery store, and an expansive green terrace that rests above the common podium, all within walking distance of the Eisenhower Avenue Metro Station.

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765 John Carlyle Street (Block P)

Block P, the last remaining development site in Carlyle, received approval for several major amendments in 2020 – the most notable being a change in use of the southern tower from office to senior housing. The applicant and staff worked extensively with the Eisenhower/Carlyle Design Review Board to finesse the architecture of the southern tower following its change in use. Upon completion, the two towers will yield approximately 380,000 square feet of floor area, which includes 186-units of elderly housing and more than 200,000 square feet of office, distributed over two acres. The project will also complete the southern extension of John Carlyle Street and is anticipated to enter the final site plan process later this year.

Transportation

Eisenhower Avenue Metrorail Station Improvements

With the goal of improving the overall experience of Metrorail users, this project will include new bus loading areas, new standard WMATA bus shelters, relocating the kiss-and-ride facility, relocating the car share spaces, providing spaces for private shuttles, and the creation of an enhanced pedestrian plaza at the Eisenhower Metrorail Station. Feasible through grant funding, construction is contingent on the redevelopment of a new loop road by adjacent development that consolidates previous design into less roadway and a more urban approach with buildings framing the street and ground floor retail.

In spring of this year, the City constructed interim crosswalk improvements across Eisenhower Avenue at Swamp Fox Road to improve pedestrian access and safety between the station and Hoffman Town Center. Late this year, the City will begin planning and design for a more substantial enhanced pedestrian crossing between the station and the north side of Eisenhower Avenue, as recommended in the Eisenhower East Small Area Plan.

Eisenhower Avenue Widening Project

This widening project will add an additional westbound left turn lane at the Eisenhower / Mill Road intersection, upgrade the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, convert the traffic circle at Eisenhower and Holland to a "T" intersection, upgrade the street lighting and sidewalks on the north side between Mill Road and Elizabeth Lane, and both sides between John Carlyle Street and Holland Lane, and road resurfacing. Construction began in December 2020 and is anticipated to be completed by fall 2022.

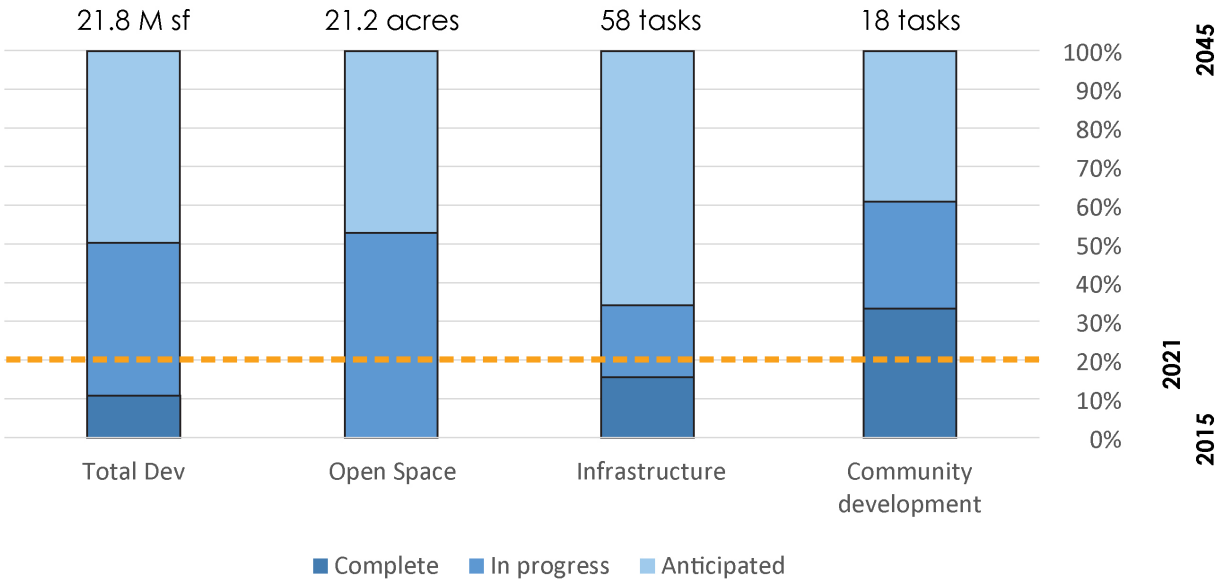
Phase 1 of the Metrorail Station improvements include enhanced crosswalks to improve pedestrian access and safety.

Rendering of Landmark Mall Central Plaza

EISENHOWER WEST/LANDMARK VAN DORN

Implementation Progress Tracking

Implementation of the 2009 Landmark/Van Dorn Corridor Overlay and 2015 Eisenhower West Small Area Plan is on track with open space, infrastructure, and community development tasks. The approved redevelopment of the Landmark Mall site is a significant milestone in implementation of the Plans.



Note: Based on the 2015 Eisenhower West adoption year. The chart includes Landmark/Van Dorn tasks between 2009-2015.

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Advisory Group

Eisenhower West / Landmark Van Dorn Implementation Advisory Group

The Advisory Group met virtually six times during this implementation period regarding the redevelopment of the Landmark Mall site, as well as Winchester Homes, Eisenhower Retail, Landmark Overlook and Avanti 550. More information can be found on the project website.

Planning, Development and Housing Affordability

Landmark Mall Redevelopment

In July 2021, the City Council approved Foulger-Pratt's proposed Coordinated Development District (CDD) to redevelop the nearly 52-acre former Landmark Mall site into a new urban, mixed-use neighborhood. The 4.2 million square foot redevelopment will include a one million square foot INOVA Health System campus, including a Level II Trauma Hospital, Cancer Center, and associated medical office building. The campus will be an anchor for the new neighborhood, which will feature 2.7 million square feet of residential, 285,000 square feet of retail, and 210,000 square feet of office. Ten percent of all residential units will be at levels affordable to households earning 30 to 80 percent of the area median income (AMI), including affordable units co-located with a new fire station. The neighborhood will boast over four acres of ground-level, publicly accessible parks plus at- and above-grade open spaces provided with each development block.

The redevelopment will exceed the City's sustainability requirements under the Green Building Policy, including achieving LEED for Neighborhood Development. The project will provide sitewide stormwater treatment and infrastructure improvements to a site that is mostly untreated today. The new urban street grid will promote walking and biking and the plans specify removing the existing Duke Street flyover and widening sidewalks along Duke and N. Van Dorn Streets. Furthermore, the site will be transit-oriented with a new centrally located transit hub that will serve the planned Duke Street and West End Transitways, plus new and existing DASH, WMATA, and Fairfax Connector buses. With this approval, the applicant team will now prepare their infrastructure development site plan and move onto applications for individual blocks. The applicant team anticipates completing the redevelopment within 15-20 years.

Rendering of Armistead Boothe Park Field Conversion

In order to make the Landmark project financially feasible, the City will be investing $86 million to fund site infrastructure and public amenities costs. This investment will be repaid with future new Landmark site development-related tax revenue.

In addition, the City, through its Industrial Development Authority, will be purchasing ten acres of Landmark site land for $54 million and leasing the land to INOVA for its use for 90 years.

Victory Center

In November 2020, City Council approved a 9,000 square foot, one-story retail/restaurant building for the southwest corner of the 16-acre Victory Center site at 5001 Eisenhower Avenue. The new building will include a drive-through and reservations for potential outdoor dining spaces. The applicant, Stonebridge, has characterized this building as an interim use, with a future mixed-use redevelopment of the entire parking lot, including this building, possible in the future.

On the opposite parking lot, TriPointe Homes received approval in March 2021 to construct 16 structures that will include 75 townhomes and 64 stacked townhomes for 139 total residences. The redevelopment will fully replace the existing 6.9-acre surface parking lot with residences, one acre of publicly accessible open space, and a mix of public and private streets, including a new parallel public street to Eisenhower Avenue as envisioned in the Eisenhower West SAP. Furthermore, the project will improve adjacent pedestrian and bicycle facilities with a shared path along Eisenhower Avenue, a Capital Bikeshare station, and a crosswalk with HAWK signal on Eisenhower Avenue.

Parks and Recreation

Joseph Hensley Park Renovation

The Joseph Hensley Park Renovation project will implement the recommendations of the 2014 Citywide Parks Improvements Plan as amended in January 2021. The project's

development site plan was approved by the Planning Commission in March of this year. Final design and construction documents currently in development are anticipated to be complete in FY2022 with construction beginning in calendar year 2022.

Armistead L. Boothe Park Athletic Field Conversion

In June, the Armistead L. Boothe field conversion project received approval for an environmental exception from the Planning Commission to convert the existing natural grass diamond field with traditional dirt infield and natural grass overlay rectangular field to a full synthetic turf diamond field with synthetic turf overlay rectangular field. The project also includes upgrades to the field lighting, dugouts, bleachers, scoreboard and scorers' table.

Transportation

Landmark Transit Center

Internal work and collaboration with the developer of the Landmark Mall site continues on the design and timing of the construction of the multi-bay transit center. The current transit facilities, located behind the existing mall structure, will be relocated to a more accessible, central location within the Landmark site and will serve the planned Duke Street and West End Transitways, new and existing DASH, WMATA and Fairfax Connector buses. In the interim, temporary transit stops are planned as the demolition and construction schedule of the site is determined.

I-395 Ramp to Duke Street Modification Project

A project is underway to reduce weaving conflicts and improve safety within the northbound ramp approach to eastbound Duke Street, as well as provide better access from the ramp into the approved Landmark mall site. Per an agreement with the developer of the Landmark mall site, the design modification requires approval by the Virginia Department of Transportation (VDOT), and must be constructed prior to July 2027. A pre-scoping meeting was held with VDOT officials and the City submitted a Framework Document over the summer. VDOT comments and approval are anticipated for November.

Complete Streets

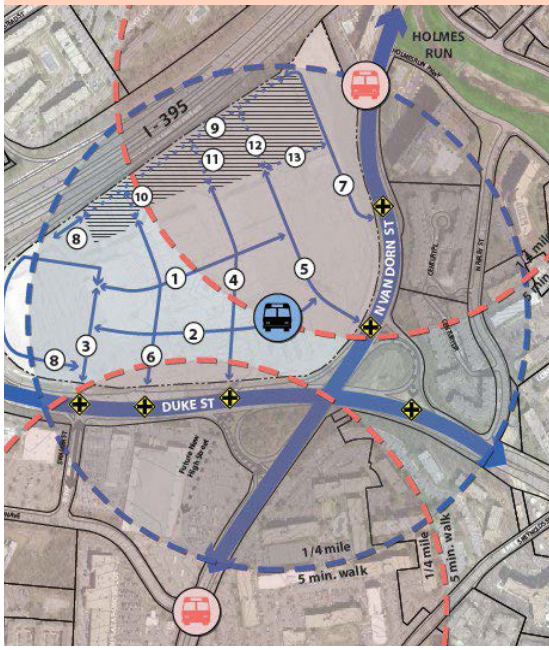
Complete Streets implementation along Duke Street included:

- Rectangular Rapid Flashing Beacons (RRFBs) added at two uncontrolled crossings
- Two ADA ramp upgrades
- 39 new or upgraded crosswalk markings

Capital Bikeshare/Dockless Mobility

- A bikeshare station was installed at S. Whiting and Lane Drive
- This area of the city is designated as a dockless mobility 'Equity Area'.

Internal work and collaboration with the developer of the Landmark Mall site continues on the design and timing of the construction of the multi-bay transit center.

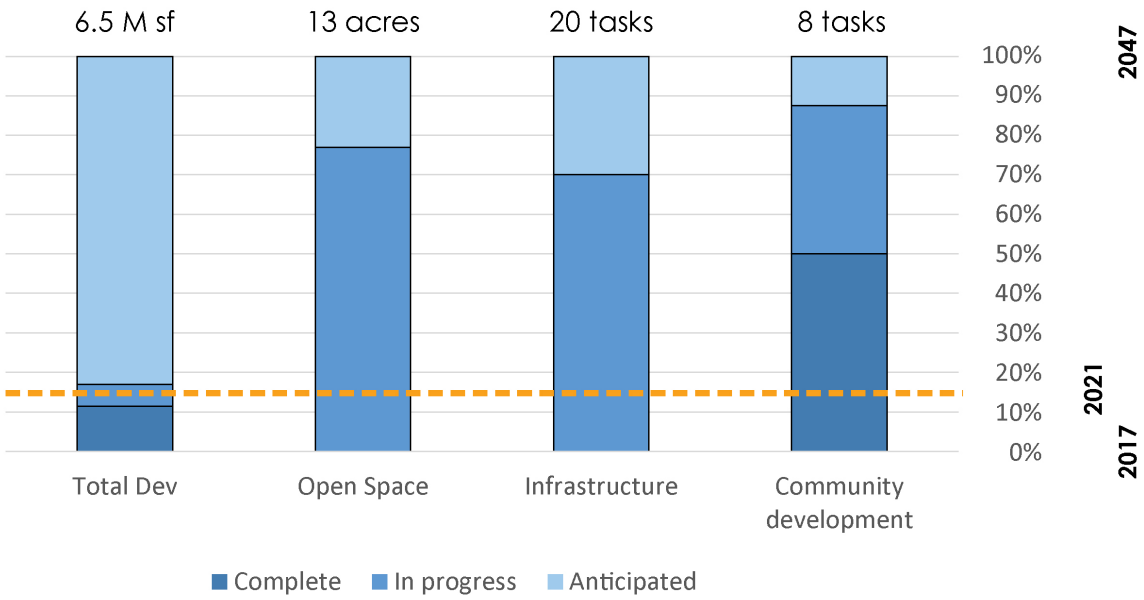


Rendering of Old Town Hotel

OLD TOWN NORTH

Implementation Progress Tracking

Implementation of the Old Town North Plan continues to surpass expectations in most tracking categories, indicating a continued high demand for this area as evidenced by the number of projects under construction and recent purchase and redevelopment plan for the former Potomac River Regenerating site.



Planning, Development and Housing Affordability

Urban Design Advisory Committee Serving Old Town North

The Urban Design Advisory Committee (UDAC) met once virtually during this implementation period to review and discuss the redevelopment of Transpotomac Plaza Office Buildings. More information can be found on the UDAC webpage.

Potomac River Generating Station Site Redevelopment

In November 2020, Hilco Redevelopment Partners (HRP), a unit of Hilco Global, announced the purchase of the approximately 20-acre former Potomac River Generating Station (PRGS) site. Since that time, the applicant has begun pre-planning studies for environmental remediation, sustainability strategies, master planning approaches and scoping requirements for various studies.

In February 2021, HRP hosted a virtual community meeting to introduce themselves and their work around the country and in April they participated with City staff in another virtual community meeting that provided an overview on the expectations for the site in the Old Town North Small Area Plan (SAP). In June, HRP hosted over 450 neighbors and visitors on public tours of the site.

This summer, HRP submitted a Conceptual Plan for a Coordinated Development District (CDD). The site is anticipated to be a mixed-use urban scale development with significant open space both along the river and the future linear park.

Later this fall, HRP and the City will continue engaging with the community to ensure consistency with the vision of the Plan as development review progresses. Through a series of meetings and other opportunities to provide feedback, the community will be able to weigh in on topics including sustainability strategies, land use, multi-modal transportation, open space, and site design.

Second Street - Green Infrastructure Demonstration Project

Plans to construct a green infrastructure demonstration project along Second Street between N. Pitt and N. Royal streets have been paused following the discovery of conflicts with underground utilities. Construction will continue once an alternative solution has been identified. The project will reduce the existing paved area and will create green space for trees and a series of bioretention facilities.

The Muse

This mixed-use development at 1201 N. Royal Street, currently under construction, will include 73 multifamily units and a 5,700 square foot arts and cultural anchor, which supports the Old Town North Arts and Cultural District. The project includes streetscape, pedestrian and Mount Vernon Trail improvements, green building and site design, and contributions to the City's Old Town North Streetscape and Open Space Fund, Housing Trust Fund, Capital Bikeshare program and the Living Landscape Fund. Construction is anticipated for completion in 2022.

The Venue

Construction has advanced on this conversion of the 13-story former Crowne Plaza Hotel at 901 N. Fairfax Street into a multifamily residential building — the first project approved following the adoption of the SAP. The project also includes the addition of 41 townhouses on the site and a performing arts theater as an arts and cultural anchor, supporting the Arts and Cultural District established in the SAP. Other public improvements include Streetscape, pedestrian and Mt. Vernon Trail improvements as well as contributions to the Housing Trust and Living Landscape funds. Construction completion and occupancy of portions of the project will likely commence in fall 2021.

Old Town Hotel / Towne Motel

The redevelopment of the former Towne Motel at 800 N. Washington Street was approved by City Council in 2016 and again in May 2019 for an extension on the development special use permit. The new five-story, 98 room hotel will incorporate the early 20th-century three-story townhouse on the site into the new development. The townhouse was moved from its former location to allow for the construction of the underground parking garage, and has now been moved back to its location at the corner of N. Washington and Madison streets. The new hotel is slated to be a Holiday Inn Express with an anticipated completion in 2022.

Abingdon Place

The Abingdon Place development on E. Abingdon Drive consists of 19 townhouses on the site of the former Old Colony Inn hotel. The townhouse project was approved as a development site plan by Planning Commission in 2018 and is currently under construction. One row of townhouses is currently occupied with the remaining townhouse units to be finished by 2022.

Transportation

Complete Streets and Capital Bikeshare

- The City has begun right-of-way discussions with the National Park Service to allow the completion of planned improvements to the Mount Vernon Trail at East Abingdon.
- Royal Street Bicycle Boulevard was completed with the addition of new sharrow markings and neighborhood bikeway wayfinding signage to highlight a key connection to the Mount Vernon Trail and other local destinations. Trail access improvements are being planned for key connections to on-street locations.
- A new bikeshare station was installed at Pitt and Montgomery Streets.

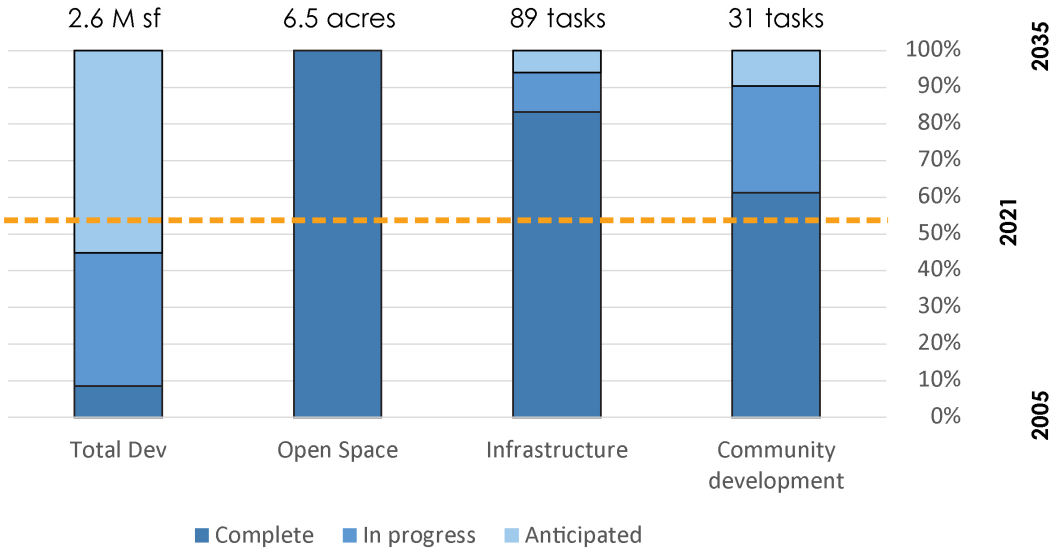
Arlandria-Chirilagua Plan Community Outreach

POTOMAC WEST

Implementation Progress Tracking

Combination of Arlandria and Mount Vernon Avenue Overlays

Implementation of the Arlandria and Mount Vernon Avenue overlay areas continued to progress through infrastructure improvements identified in the City's Complete Streets program.



Note: Progress is based on the Mount Vernon Avenue 2005 adoption year. The chart also includes Arlandria tasks which occurred 2003-2005.

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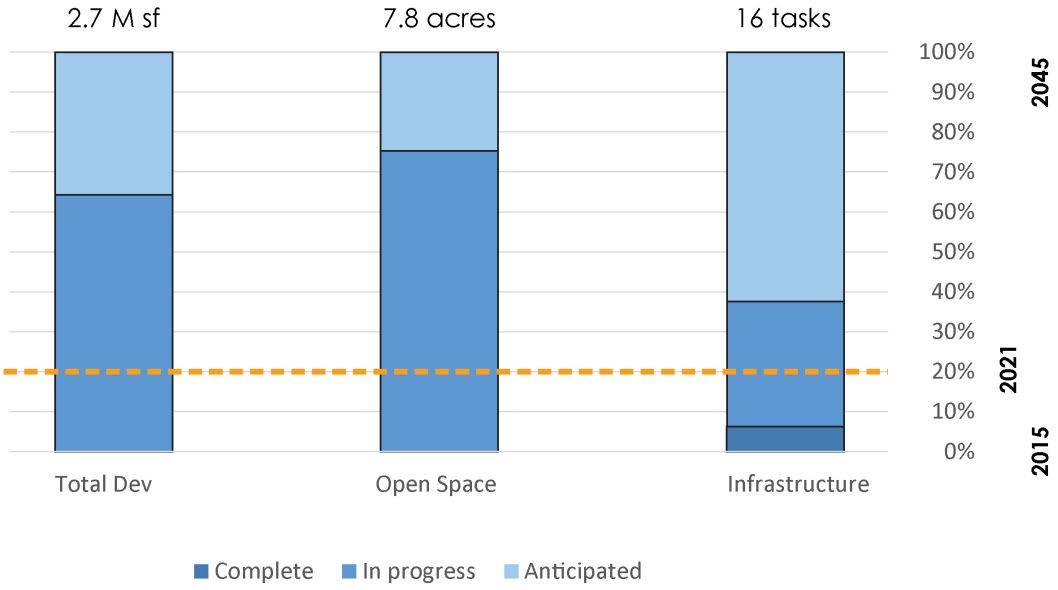
Oakville Triangle Overlay

The majority of progress in the Potomac West area during this implementation period has occurred in the Oakville Triangle overlay area with the adoption of amendments to facilitate the redevelopment of Oakville Triangle. The area will consist of a new Inova Healthplex medical facility use, which will include an emergency medical function, and an expansion of the open space network.



Planning, Development and Housing Affordability

Arlandria-Chirilagua Plan Update

In fall 2019, the City launched a community planning process to update the Arlandria Neighborhood Plan. Updating the objectives and strategies for achieving a long-term vision is particularly important with the planned phased arrival of Amazon in Crystal City, and the Virginia Tech Innovation Campus and Metrorail Station in North Potomac Yard.

Through focused conversations with the community and property owners, objectives for the Plan Update were developed:

- Preserve Arlandria-Chirilagua as a culturally diverse neighborhood
- Protect residents' ability to remain in the community amidst anticipated market pressures by preserving and expanding housing affordability and opportunity
- Support existing commercial corridor and local businesses
- Build on neighborhood walkability, safety, and transportation options
- Connect and expand the open space network with more play areas and outdoor living rooms
- Empower residents to advocate for their needs and participate in decisions affecting their neighborhood

Twenty months later with more than 30 bilingual community meetings and forums with a 'Spanish-first' format, Plan recommendations have been drafted that address housing affordability, land uses, building heights, the street network and open space. Additional community feedback is being collected through pop-ups, virtual meetings and online engagement. All comments received are being synthesized to inform the draft plan.

The final draft plan, developed in collaboration with the community, is anticipated to be presented to the Planning Commission and City Council for consideration in November.

Oakville Triangle

Amendments to the Oakville Triangle & Route 1 West Corridor and Vision Plan overlay, CDD#24 Concept Plan and Zoning Ordinance were approved in January to facilitate the redevelopment of Oakville Triangle anchored by a new Inova Healthplex medical facility use. In addition to this new use, the amendments enabled the expansion of the open space network with the addition of new consolidated open space adjacent and connected to the existing Mount Jefferson Park.

The proposed redevelopment maintains retail and maker spaces, environmental sustainability measures in compliance with the Green Building Policy, a mix of multifamily and townhouse residential uses, dedicated affordable housing, community gathering spaces, and refinements to a robust street framework that integrates bicycle facilities and pedestrian connectivity.

Following the approvals in January, development applications for infrastructure, three buildings, and a new open space have been approved or are pending approval:

- Anticipated to begin this fall, the first phase of construction includes the road network and site infrastructure enabling the creation of the blocks within Oakville Triangle while providing comprehensive sitewide infrastructure.

- Block A1 includes a mixed-use building totaling 419,000 square feet with 324 residential units, 37 of which will be affordable to households with incomes at 60% of the area median income for a period of 35 years. Retail space, totaling 40,000 square feet will occupy the first floor fronting Swann Avenue and Richmond Highway.

- Block A2 includes an approximately 93,012 square foot medical care facility that includes emergency services, medical professional offices, radiology and imaging, and multi-specialty outpatient services. This development facilitates transportation and pedestrian improvements at Fannon Street and Richmond Highway.

- Block B includes a mixed-use building totaling 255,000 square feet. The building will consist of approximately 15,000 square feet of ground floor retail and 253 residential units, 11 of which will be affordable to households with incomes at 60% of the area median income for a period of 35 years.

- The number of affordable units being provided between Blocks A1 and B (48 units combined) is substantially proportional to the phasing of the multifamily units across the master development, which is providing 65 affordable rental units in total.

- Staff is currently reviewing development applications for the new Oakville Triangle Park on Block C and townhouse block development on Block D., anticipated for public hearings this winter.

Parks and Recreation

Oakville Triangle Park

Included in the planned mix-use redevelopment in Oakville Triangle is the design and construction of Oakville Triangle Park, a privately-owned, publicly accessible park located adjacent to Mount Jefferson Park.

Beginning in July 2020, the City and the developer, Stonebridge, conducted a series of virtual community outreach meetings for the design of the new park. An online engagement portal was opened to receive community input on the park character and design features. The community feedback informed the development of two design concepts, which were further refined through community input.

The two concepts were presented at the October Parks and Recreation Commission (PRC). Based on overall feedback received a revised park design concept was developed and presented in November 2020 which was unanimously endorsed by the PRC. In January 2021, the park design was submitted for formal City review.

Staff is currently working with the applicant's design team to finalize the Oakville Triangle Park Design, which is anticipated for final approval this fall.

Transportation

Mt. Vernon Avenue Improvements

TES staff have been participating in the Arlandria/Chirilagua Small Area Plan Update to gather feedback on issues related to transportation in the neighborhood. The City has been awarded $1M in grant funding to design and construct traffic safety, mobility, and access improvements to the corridor between the northern city line and West Glebe Road.

East Glebe and Route 1

In FY 2021, the City was awarded $3.1 million in FY2026 SmartScale funds through the Virginia Department of Transportation to be used toward the construction of this project, which will include a dedicated left turn, through and right turn lane in the eastbound direction, as well as pedestrian safety improvements. This new funding will be leveraged with the required developer contributions toward the project.

Complete Streets

- Implementation is underway for the Commonwealth Avenue Complete Streets Project, which was initiated as part of the Safe Routes to School Program. Improvements include new and enhanced crosswalks, buffered bicycle lanes, curb extensions, and median refuge areas. The project is expected to be complete by the end of this summer.
- Staff reviewed intersections and marked crosswalks along West Glebe Road and identified and funded crosswalk upgrades and additions to enhance crossing safety along the corridor. Additional short-term improvements to address issues of speeding are expected in FY 2022.
- A new crosswalk and extended bicycle lane were installed at Commonwealth Avenue and Ancell Street to address pedestrian safety concerns.
- Shared lane markings were added to Russell Road and Reed Avenue to enhance connectivity and wayfinding for people riding bikes.
- Crosswalks were updated on Richmond Highway to enhance pedestrian connectivity and safety.
- Staff have been working with developers of Oakville Triangle to design and build a safe bicycle and pedestrian crossing at Swann Avenue.
- ADA Access improvements were completed at Richmond Highway and Hume Avenue.
- Staff began a study of the Lynhaven neighborhood for traffic calming improvements as development of Oakville an Potomac Yard are constructed. This will be complete and recommendations implemented starting in FY 2022.

Capital Bikeshare/Dockless Mobility

- Arlandria is designated as a dockless mobility 'Equity Area' for scooter deployment.

Based on ongoing community feedback, a design concept for Oakville Triangle Park was developed and unanimously endorsed by the Park and Recreation Commission in November 2020.

Oakville Triangle Park Concept

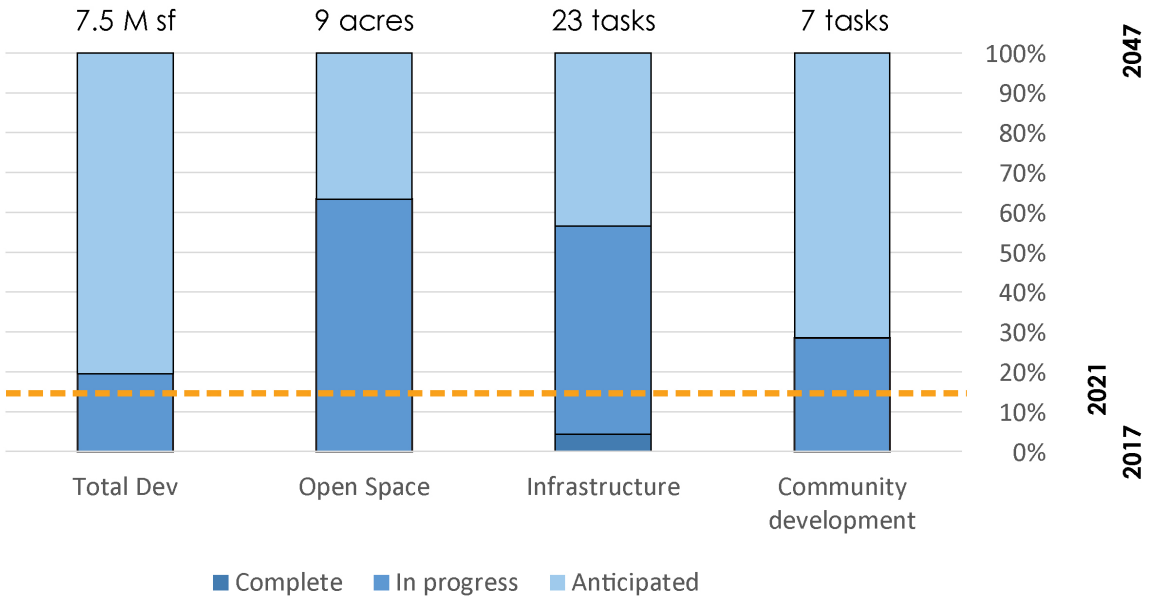
American Physical Therapy Association, Courtesy APTA

POTOMAC YARD

Implementation Progress Tracking

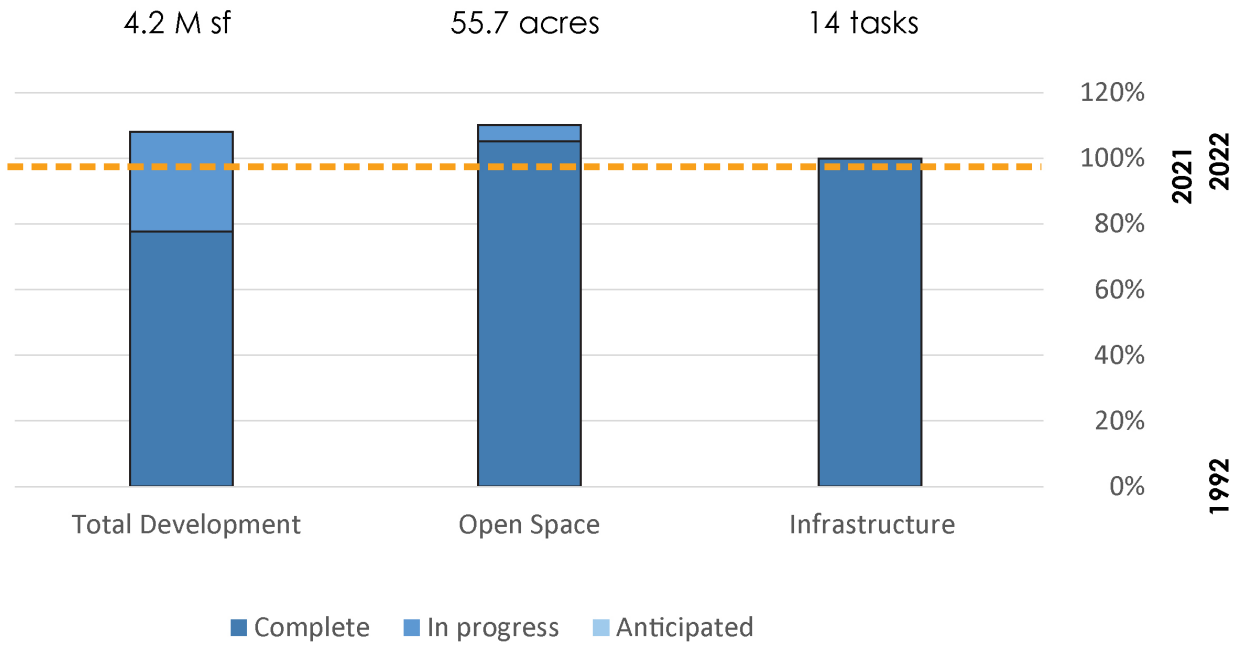
North Potomac Yard

North Potomac Yard Plan implementation continued to progress during this period with the approval for the construction of seven new buildings including one academic building, two residential buildings and four office buildings that will bring approximately two million square feet of development in Phase 1. Implementation of the open space network was furthered through the approved extension of North Potomac Yard Park.



South Potomac Yard

Implementation of the Potomac Yard Small Area Plan and CDD #10, focused on South Potomac Yard, is nearly complete with the exception of two commercial buildings nearing completion.



Planning, Development and Housing Affordability

Potomac Yard Design Advisory Committee (PYDAC)

PYDAC met four times virtually during this implementation period to provide input on the continued development of Potomac Yard. More information can be found on the PYDAC webpage

North Potomac Yard Redevelopment

Building from the City's 2018 Amazon HQ2/Virginia Teach announcement of the partnership between the Commonwealth and Virginia Tech to locate an innovation Campus in North Potomac Yard, City staff have been working closely with the Virginia Tech Foundation and JBG Smith on development proposals for Phase 1 redevelopment of North Potomac Yard (NPY), an area approximately 19-acres located west of Potomac Avenue.

In October 2020, Virginia Tech and the NPY Development team received approval for the construction of seven new buildings, including one academic building, two residential buildings and four office buildings that will bring approximately two million square feet of development in Phase 1.

In December 2020, City Council adopted a series of approvals for Phase 1, including a development site plan for the extension of Potomac Yard Park and the development special use permit (DSUP) for the above ground portion of the pump station building, which will provide the needed sewer pumping capacity for the site.

In March of this year, the NPY development team demolished the existing Regal Cinema Movie Theater and began construction on the NPY Infrastructure Site Plan, which will install sitewide utilities and interim roads and sidewalks in Phase 1 redevelopment. This work is anticipated to be complete in late 2024.

American Physical Therapy Association (APTA)

In January, the new APTA headquarters officially opened in Landbay G of Potomac Yard at 3030 Potomac Avenue. The seven-story building includes over 100,000 square feet of commercial office space for APTA and other office tenants. The site includes an approximately 5,000 square-foot publicly accessible plaza to the north of the building that features seating and planting areas and diagonal walkways that connect Potomac Avenue, Dogue Street and Wesmond Drive.

Institute for Defense Analyses

Construction of a new 370,000 square foot state-of-the-art headquarters for the IDA and its 1,000 employees is underway at 701 E. Glebe Road. One of the city's largest employers, the IDA is moving from its existing location in Mark Center to Potomac Yard. The building should be completed and occupied in early 2022.

Parks and Recreation

North Potomac Yard Park

The DSUP for North Potomac Yard Park was approved by Planning Commission and City Council in December 2020. The 4.5-acre extension of the currently constructed Potomac Yard Park to

the south will be a regional amenity that includes community recreation structures, lighting, bicycle and pedestrian pathways, and children's play equipment. The park will coordinate closely with the constructed park to the south, add improvements to the City-owned open space to the north, and incorporate an approximately 15-foot section of City parkland between the existing railroad tracks and the applicant's property, to provide a meaningful park designed as a connected network. The park will provide the currently missing link to create a continuous off-street trail from Braddock Road to Four Mile Run.

Former Site of Regal Cinema Movie Theater

Transportation

Potomac Yard Metrorail Station

In the eighteen months since the December 2018 groundbreaking ceremony, the Potomac Yard Metro Station construction has progressed to the point that one can see the structural steel formation on the station headhouse and platforms, formation of the track slab, the erection of the section of the pedestrian bridge from the headhouse to the knuckle, and the formation of the North Pavilion. Over the 2021 Presidents' Day weekend the project accomplished a major milestone with the installation of a critical section of communications duct bank. This installation involved cutting the existing tracks, excavating, installing the duct bank, and then re-establishing the tracks for Metrorail service.

The amendment to the DSUP to incorporate the southwest access pavilion into the plan was approved by Planning Commission and City Council in November 2020. Since the approval, the contractor has cleared the pavilion site and has started construction of the foundations for both the southwest pavilion and the section of the pedestrian bridge that will connect the southwest pavilion to the knuckle pier.

Potomac Yard Metrorail Implementation Work Group (PYMIG) has continued to receive construction updates in the form of narrated presentations posted to the City's project website and through virtual meetings. The Metrorail station is anticipated to be complete in 2022.

Construction of the new Metrorail station is the culmination of more than 15 years of planning and design and will be an important catalyst for the implementation of the North Potomac Yard Plan and the associated Virginia Tech Innovation campus.

This Metrorail station is only the second infill station ever constructed in Metrorail's near half-century of operations. The Potomac Yard Metrorail station's $370 million budgeted cost is primarily funded by tax revenues generated by Potomac Yard development, as well as revenues from a special tax district in the central and northern sections of Potomac Yard. In addition, the Northern Virginia Transportation Authority provided $69 million in regional grant funds, and the Commonwealth of Virginia is providing $50 million in Amazon HQ2/Virginia Tech Innovation Campus related federal grant funds.

Metroway – Potomac Yard Line

Design of the final Richmond Highway extension of the dedicated lanes from East Glebe Road to Evans Lane will occur from late 2021 through 2022. Construction of these lanes will be coordinated with the redevelopment of Phase 2 of North Potomac Yard. The design and construction schedule of the BRT line through the existing shopping center as well as along Potomac Avenue will need to be coordinated with Phase 2 planning and scheduling. It is our understanding that the developer will be responsible for those improvements. The City is responsible for the improvements on Richmond Highway.

Complete Streets

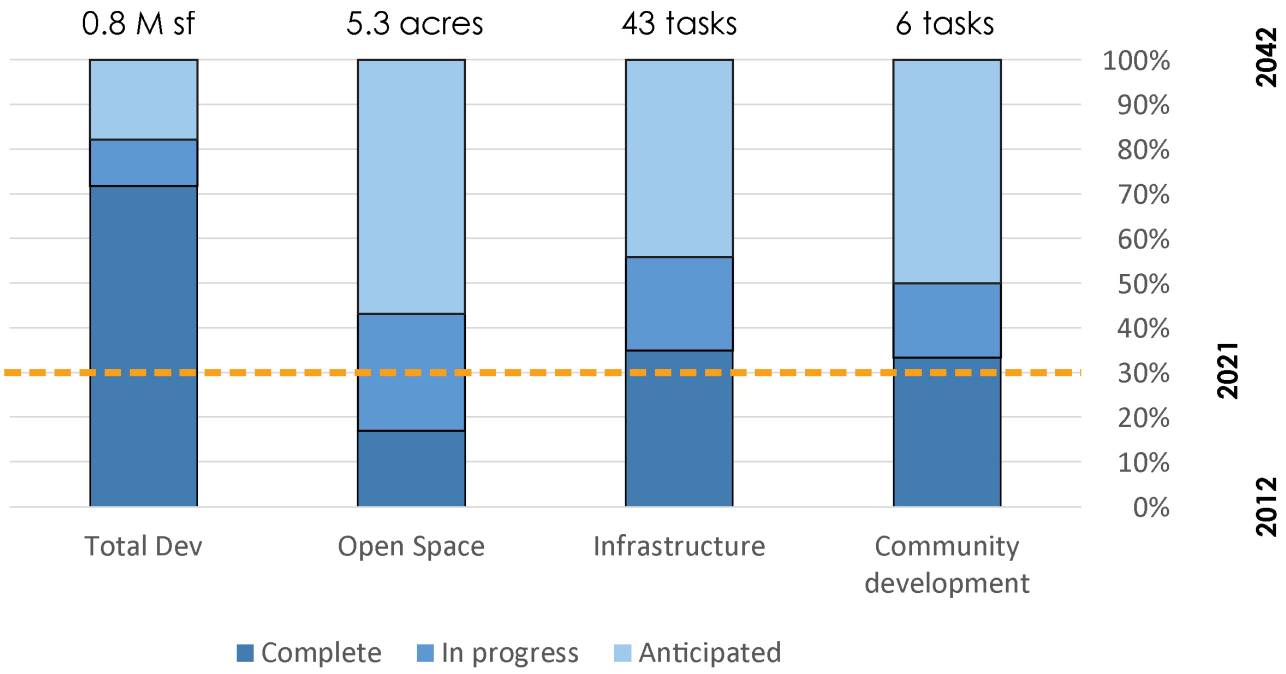
Staff participated in Potomac Yard development reviews to ensure the prioritization of pedestrian safety, connectivity, and mobility for pedestrians and bicyclists.

Groundswell, Waterfront Park

WATERFRONT PLAN

Implementation Progress Tracking

The City is currently on track toward meeting its implementation goals in the Waterfront Plan focusing on flood mitigation, pedestrian and bike facilities, and open space rehabilitation.



Planning, Development and Housing Affordability

Waterfront Commission and Ad Hoc Monitoring Group on Waterfront Construction

Both the Alexandria Waterfront Commission and the Ad Hoc Monitoring Group on Construction met multiple times virtually during this implementation period to discuss issues related to the implementation of the Waterfront Plan. Background and meeting information can be found on the project webpages.

Robinson Landing

A recent addition to the waterfront is the completion of the Robinson Landing project on the former Robinson Terminal warehouse complex. Construction of the 96-unit mixed use development was completed this past spring following the original development special use permit approval in 2015.

This development covers an entire block between Duke and Wolfe Streets and includes a mix of townhouses, condominiums and three restaurants. Two restaurants are located in two of the condo buildings with a third restaurant located on the pier. The historic building on the site awaits reconstruction and adaptive reuse.

Key features of this unique property include public access easements across the entire property for easy access to the waterfront, a newly renovated pier and new promenade along the bulkhead as well as dedicated park space added to Point Lumley Park. The promenade completes the missing pedestrian link between Point Lumley Park and Roberdeau Park allowing for an uninterrupted riverside pedestrian walkway from the City's southern border to the Robinson Terminal North property.

Robinson Landing

John Warner Maritime Heritage Center

In March of this year, City Council approved the establishment of the John Warner Maritime Heritage Center to support the docking and berthing of the historic ship, Tall Ship Providence. Council previously approved the construction of a floating pier for the ship eventually consisting of two cottages, deck area and gangway that connects the pier to the City's shoreline. The shoreline for this area is part of the City's future Flood Mitigation Implementation project and Waterfront Improvements plan. As such, the structures are proposed to be temporary until flood mitigation efforts begin.

The original size of the project has been revised due to cost constraints encountered by the Tall Ship Providence Foundation over this last year; however, the overall use and programming remains unchanged.

The cottages will include the ticket office for ship tours, a gift shop and information on maritime history. The Foundation will also offer lectures, educational activities, pirate and sunset cruises, as well as private charters.

Parks and Recreation

Site See: New Views in Old Town

Groundswell by Mark Reigelman is the third installation for Site See: New Views in Old Town, the nationally recognized annual public art series at Waterfront Park. With a ground mural depicting the floor of the Potomac River, over 100 raw wood pilings are installed throughout the site at varying heights, in accordance with the river floor topography (bathymetry). Pilings are topped with a cobalt blue mirrored surface etched with growth rings that suggest the passing of time. These mirrored surfaces shimmer in the light like water and reflect the sky and faces of passersby.

Mark Reigelman's research focused on Alexandria's working waterfront and the shoreline development as the city expanded and crept further into the river. Used as the foundation for early buildings such as Pioneer Mill and today throughout the marina, wood pilings have been a common feature along Alexandria's waterfront. Groundswell seeks to recontextualize these quintessential maritime objects, pay homage to the space's rich history, and bring an element of play to the shoreline's material topography.

Transportation

Lower King Street Pedestrian Mall

This past year, in response to the COVID-19 pandemic, City Council approved the closure of the 100 block of King Street to vehicles, allowing the use of on-street parking spaces for dining, retail, fitness use, as well as curbside loading zones for customer pick-up of food and merchandise. The current program is approved through the end of 2021. Given the community vitality and economic benefits this program generated, the City is conducting outreach for the likely continuation of the initiative. Council will consider next steps this fall.

Capital Bikeshare

A new Bikeshare station was installed at Duke and Strand.

100 Block of King Street

Fire Station 203

COMMUNITY FACILITIES

Successful communities incorporate civic and social infrastructure and services for residents of today and the future. All of the City's recent small area plans identify the importance of integrating community facilities in Alexandria's neighborhoods — such as schools, child care centers, recreation/community centers, fire stations, libraries, and flexible theatre/performance space, among others.

Fire Station 203

In 2008, City Council authorized funding in the Capital Improvement Program (CIP) to replace Fire Station 203 on Cameron Mills Road and approved the Development Special Use Permit (DSUP) in 2017. The station opened this spring replacing the previous station which was built in 1948.

The up-to-date facility provides better support for modern fire/EMS apparatus, equipment and operations. The station, which has a traditional design based on community input, includes two-and-a-half apparatus bays for two trucks and one medic unit. The new building is two stories tall with approximately 15,407 gross square feet of floor area. The facility is designed to accommodate 12 on-duty personnel, an increase from six personnel at the old station. Two of the apparatus bays are drive-through from Pierpont Street to Cameron Mills Road and are large enough to accommodate modern fire apparatus trucks.

Douglas MacArthur Elementary School

Approved by City Council in September 2020, Alexandria City Public Schools (ACPS) and the City coordinated on a proposal to replace the existing 62,360 square foot Douglas MacArthur Elementary School at 1101 Janney's Lane with a new school building - the existing school had been identified as one of the elementary schools with the most challenges from a capacity, building condition and learning environment perspective in the 2015 Joint City/ACPS Long Range Educational Facilities Plan.

The approved 163,435 gross square foot, 46-foot tall school will serve grades Pre-K through 5 and have a capacity of approximately 850 students. The new school is designed to achieve a LEED Gold rating and be net-zero ready, with a geothermal heating and cooling system, bio-retention stormwater facilities, orientation of classrooms to maximize natural light, and integration of photovoltaic (solar) panels.

The project provides approximately 3,000 square feet of dedicated space for Department of Recreation, Parks and Cultural Activities (RPCA) use, and

exterior site improvements include a new synthetic turf field, a hard surface flex court, three new playgrounds, and landscaped natural open space. Several walking paths and sidewalks provide on-site loops for walking as well as two pedestrian walkways that provide public access to Forest Park. These recreational amenities will be available for use by RPCA and the public outside of school hours.

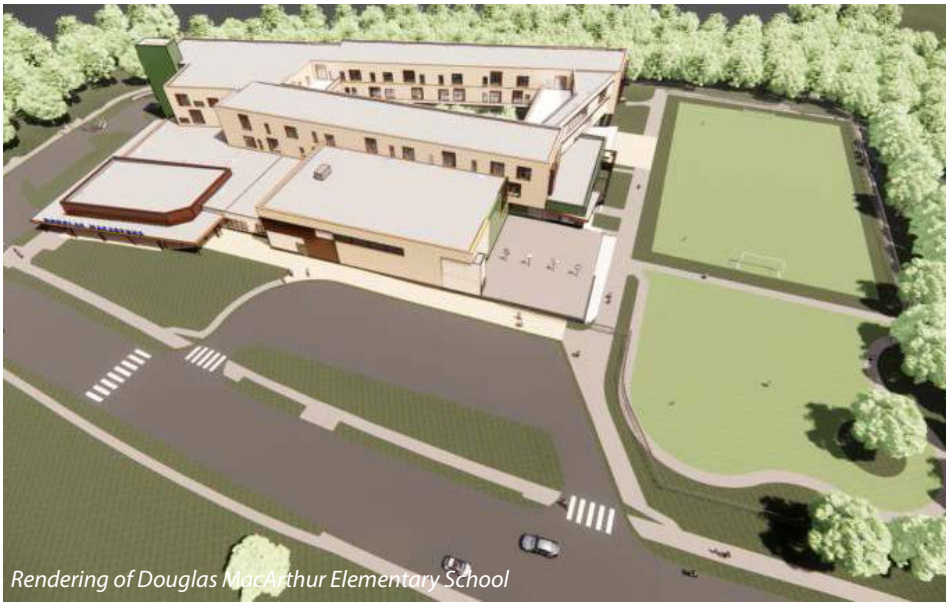
With the former Patrick Henry Elementary School being used as swing space for MacArthur students, the existing school was demolished and the site graded in preparation for below-grade construction this summer. The new school is anticipated to be complete and ready for admitting students in January 2023.

Alexandria City High School

In May of this year, Alexandria City Public Schools (ACPS) submitted its first formal concept site plan for the new Alexandria City High School redevelopment at the Minnie Howard campus at 3801 W. Braddock Road. This submission follows more than a year of weekly meetings between City and ACPS staff, which have allowed for extensive discussion and coordination in advance of ACPS' formal application for review by the City.

The redevelopment will provide additional educational space for the growing high school population. The proposed building is primarily four stories with a five-story wing and approximately 310,000 square feet designed for a capacity of 1,600 students.

In addition to the much needed additional space for students, the project will also include colocated spaces for a new Teen Wellness Center, Department of Community and Human Services (DCHS) programming for families including Early Learning for children, and community recreation.



Rendering of Douglas MacArthur Elementary School

Community recreational facilities include an aquatics facility with a 25-yard pool suitable for interscholastic competition, a central synthetic turf field that can accommodate a variety of field sports, as well as tennis and basketball courts. A perimeter walking path will connect these areas and provide another way to exercise.

The project will also address site circulation for pedestrians and motorists and strive to improve pedestrian safety along Braddock Road by limiting curb cuts and creating wider sidewalks with a buffer between the sidewalk and the roadway. Maintaining open space and retaining as many trees as possible are goals of the plan. A buffer with trees and landscaping is intended where adjacent to residential properties.

The building is planned to meet the current green building (LEED Gold) and net zero standards by using geothermal for heating and cooling and photovoltaic panels for electricity. Surface parking will be available for both the school and recreational facilities. A bus loop is separated from the parent drop off/pick up areas and the bus parking will double for overflow parking when not in use by the school buses.

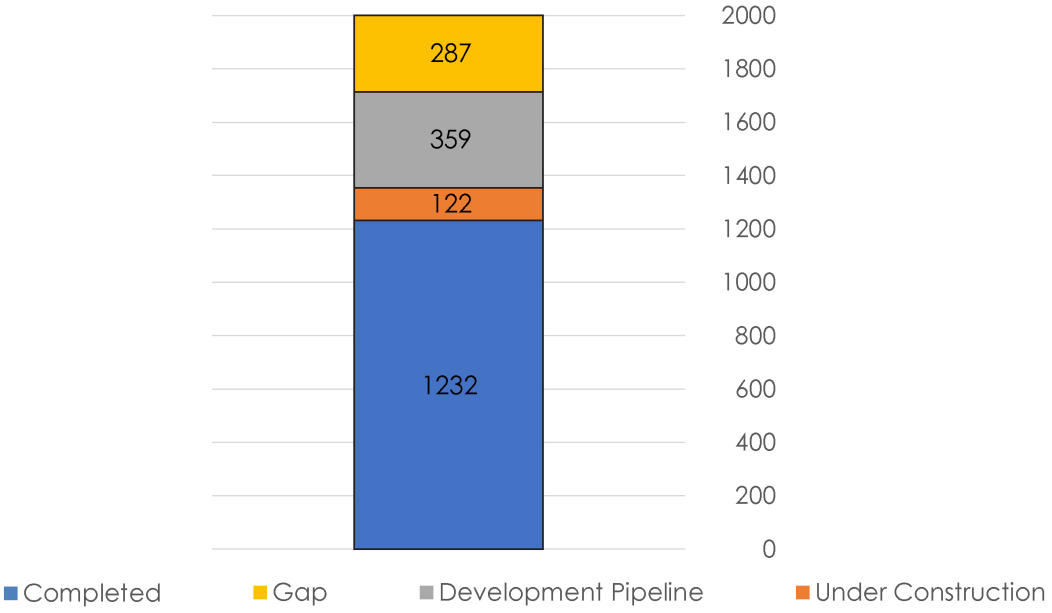
ACPS proposes to keep the current Minnie Howard school in operation while constructing the new school to the eastern side of the site. Once the new building is complete, the existing Minnie Howard building will be removed and replaced with the new athletic facilities and parking. Public Hearings on this project are currently scheduled for January of 2022.

The Lineage on North Patrick (formerly Ramsey Homes)

HOUSING MASTER PLAN

Implementation Progress Tracking

The Housing Master Plan established a goal to create or preserve affordability in 2,000 units by the year 2025. At the end of FY21, 1,232 units had been completed or preserved and 481 units were either under construction or in the development pipeline. It is noteworthy that the pipeline has increased from 216 units in FY20 to 359 in FY21 due, in part, to the increase in the number of projects with affordable set aside units.



The City continues to implement the Housing Master Plan (HMP) goal of preserving or developing 2,000 units with new affordability through enhanced planning and housing policies, public/private and nonprofit partnerships, increased leverage of City financial investment, and incentives to secure additional affordable housing through the development process.

The following was accomplished in FY 2021:

- 122 committed affordable rental units under construction/renovation and 359 units in the pipeline, including affordable and workforce units secured through the development process, and three auxiliary grant funded units at the future Gateway senior living independent living community at West Alex.
- 276 committed affordable rental units constructed/renovated, including at The Spire, The Bloom, and the Lineage.
- 19 first-time homebuyers received loans for down payment and closing cost assistance.
- 10 loans were issued through the Home Rehabilitation Loan Program.
- 4 grants ($5,000+) were issued through the Rebuilding Together Alexandria Program.
- 2 units were modified through the Rental Accessibility Modification Program.

Housing Trust Fund

Pursuant to the Housing Master Plan, the City continues to make investments in affordable housing through the use of developer contributions (the Housing Trust Fund), federal grant allocations, dedicated funds, and other sources. In FY 2021, $2.3M was pledged by developers, and $2.2M was received.

Dedicated Annual Funding

City Council's FY 2019 resolution to increase the City restaurant meals tax rate from 4% to 5% continues to generate approximately $5 million per year in dedicated funding for affordable housing. In FY 2021 these funds helped enable a loan to the Bloom.

Ribbon Cutting for the Lineage on North Patrick

Emergency Rental Assistance and Eviction Prevention

Since the beginning of the COVID-19 pandemic, the Office of Housing has collaborated closely with the Department of Community and Human Services (DCHS) to develop an Emergency Rental Assistance Program using federal CARES Act funding. Between June 2020 and June 2021, Housing provided rental assistance to 2,489 households and DCHS assisted 1,142 households.

In December 2020, new awards of CARES Act funding were allocated to the State. The Office of Housing used CDBG funding and DCHS used existing funds to continue to prevent evictions. In 2021, focus shifted to working with the Alexandria Eviction Prevention Partnership (AEPP) to ensure that landlords and tenants were able to apply for rental assistance with Virginia Housing and the Virginia Department of Housing and Community Development (DHCD). In addition, the Office of Housing and the AEPP have been working with the state agencies when landlords or tenants faced delays in receiving assistance.

Starting this spring, Housing, DCHS, and the AEPP partnered with apartment communities to host six Eviction Prevention Services Outreach events, enrolling residents in the Virginia DHCD and Virginia Housing State Rent Relief Programs. These events were held at Southern Towers, Casa Chirilagua and Arrive 2801; between 20 and 70 residents were assisted in completing rental assistance applications at each event.

Housing Contributions Policy Updates

A housing contributions workgroup was convened in March 2019 to help update the City's affordable housing procedures and policies related to rezonings, commercial building conversions, and senior housing projects providing independent living, assisted living, and memory care. The purpose of the workgroup was to ensure continued consistency and clarity for new and emerging development trends; and to provide certainty in the City's expectations while allowing for flexibility through the establishment of baseline expectations and goals. The housing policy update was approved by City Council in December 2020. The

City's evaluation of inclusionary zoning is anticipated to continue through Spring 2022.

Outreach and Education

The Office of Housing conducts extensive and varied outreach to ensure City renters, homebuyers, homeowners, and workers have access to comprehensive and timely information on available housing services and programs. Activities included:

- In response to the COVID-19 pandemic and buoyed by the success of 2020's first virtual expo, the 11th Annual Northern Virginia Housing Expo was offered virtually for the entire year in 2021. The Expo was expanded from one day of programming to a series of monthly workshops, year-round on-line financial coaching, and an on-line virtual exhibit hall. The monthly workshops, available in English and Spanish, were livestreamed, as well as recorded, and covered topics such as housing resources in response to the COVID-19 emergency, avoiding foreclosure and eviction, fair housing, preparing to rent, and home maintenance. Attendees were also able to schedule 1-hour financial coaching sessions with trained coaches.
- The Office of Housing continues to provide financial support to the Energy Masters program, a Cooperative Extension-sponsored program which trains Arlington County and City volunteers in energy efficiency, water conservation, and community outreach and education. Working with tenants, Energy Masters typically trains volunteers to help modify affordable rental housing units to maximize energy efficiency. Due to the COVID-19 pandemic, Energy Masters transitioned to virtual events and hosted five virtual events in FY21 around the topic of energy efficiency, weatherization, and environmental sustainability.

- In October staff conducted a two-part virtual seminar for apartment managers and landlords on eviction prevention programs and legal issues associated with the eviction of tenants for non-payment of rent.
- As part of its annual fair housing testing, staff tested for discrimination based on source of income (including Housing Choice Vouchers), a new protection effective July 1, 2020. Six complexes were identified where management was unaware of the new source of funds protection. All of the properties have since met with staff and undergone fair housing training.
- Monthly updates on available affordable units.
- Annual Apartment Survey.

Accessory Dwelling Unit Study

Consistent with the recommendations of the Housing Master Plan and Age-Friendly Plan for a Livable Community, the City conducted an Accessory Dwelling Unit (ADU) Study to inform the development of ADU policy and associated zoning regulations. ADUs can expand on-site housing options for multi-generational families, caregivers, and live-in childcare providers; bring in rental income that helps cover housing costs for both first-time homebuyers and long-time Alexandrians at risk of being priced out of the city; and enhance housing affordability for the City's workforce, including recent young professionals and recent professionals. The study and its associated zoning amendments were approved in Spring 2021.

Zoning for Housing Initiative

The City's Zoning for Housing Initiative began out of the Washington Metropolitan Council of Governments 2019 effort to expand housing production and affordability across the region over the next ten years. The City agreed to participate by setting a goal of approximately 11,000 units over the ten year period. The production of such units will be through a variety of Housing Master Plan mechanisms and other tools and resources. Zoning for Housing is among the tools and resources being explored to facilitate the production of housing by addressing regulatory impediments, identifying new zoning mechanisms and ensuring that exclusionary zoning regulations are identified/addressed in favor of equity based regulations and programs.

The Bloom

The Alexandria Housing Development Corporation (AHDC) and the Carpenter's Shelter worked together to construct a modern shelter facility and 97 new affordable rental units which opened to the community in Winter 2020. The ground-floor shelter facility includes space for day programs offered to shelter clients and related administrative and case management space, in addition to sleeping accommodations, David's Place, and a hypothermia center. The rental units are affordable to households earning between 40% and 60% AMI, with 10 units serving as permanent supportive housing with deeply affordable rents and case management services to help shelter residents transition into permanent housing.

The nearly $46.5M project secured funding from numerous sources, including low-income housing tax credit equity, commercial financing, a $1.6M grant from the national and state Housing Trust Funds, and a $9.9M City gap loan. The project also received a $250,000 rental assistance grant from the City to further deepen the affordability of the 10 permanent supportive units.

Bellefonte Apartments

AHDC and Sheltered Homes of Alexandria (SHA) partnered to renovate SHA's property in Del Ray, which provides safe and deeply affordable housing in the community to adult residents with special needs. Renovations to the 1979-constructed buildings included a complete interior gutting, alterations to some units to make them fully wheelchair accessible, installation of energy efficient appliances, improved stormwater drainage systems and landscaping, and updated security features. Residents in the 12 units were relocated in the city for the duration of the renovation and were able to return to their residences in late April. A $450,000 loan from the City's Housing Opportunity Fund helped fund the rehabilitation.

The Waypoint at Fairlington (Fairlington Presbyterian)

In 2018, City Council approved a proposal by Wesley Housing, in partnership with Fairlington Presbyterian Church, to convert a portion of the Church's existing surface parking lot into a four-story affordable multifamily building with underground parking. The 81-unit project includes a mix of one-, two- and three-bedroom units and is providing a range of improvements including increased tree canopy, open space, a plaza area and undergrounding of overhead utilities.

The Church and a daycare will continue to operate on the site. The project will provide housing affordable to households with incomes between 40% and 60% AMI; a rental subsidy grant program will help make nine units deeply affordable. The nearly $38M project secured funding from numerous sources, including low-income housing tax credit equity, commercial financing, a $0.7M grant from the state Housing Trust Fund, and a City gap loan of up to $7.65M. The project will also receive a $270,000 rental assistance grant from the City to further deepen the affordability of 9 units. The project will be completed in Spring 2022.

Parkstone

In January, AHDC purchased Parkstone Alexandria (formerly called Avana Alexandria Apartments), a 326-unit rental property at 3001 Park Center Drive. Made possible through an innovative partnership among AHDC, JBG SMITH's Washington Housing Initiative Impact Pool, the Virginia Housing, and the City, the acquisition of the property helps preserve and expand an important affordable and workforce housing resource to support the City's and region's growing labor force.

One hundred thirty units will be affordable to households with incomes at 60% AMI and 114 units will become affordable to households with incomes at 80% AMI. The balance of the units

"By working together, AHDC, SHA, and the City were able to create these beautiful, accessible new homes for our residents. This community in Del Ray will enjoy the results of these partnerships for many decades to come."

— Julie Jakopic, Board Chair
Sheltered Homes of Alexandria

will be retained as market rate. Income restrictions will be phased in over time, and no current tenants will be displaced.

The project would not have been possible without a complex layering of funding. JBG SMITH is providing a $15.1 million mezzanine loan from its Impact Pool, the financing component of JBG SMITH's Washington Housing Initiative. The Initiative's focus is on "the missing middle", households who earn too much for traditional rental assistance, but who still struggle to pay for housing. The purchase also represents the first use of a new financing tool offered by Virginia Housing as part of its commitment to invest in housing infrastructure in response to Amazon's decision to locate HQ2 in Northern Virginia.

As part of its dedication of $15 million per year for five years to help Northern Virginia jurisdictions meet housing challenges related to economic development, Virginia Housing provided $5 million in grant funds to preserve Parkstone. Virginia Housing also provided a senior loan of $82.5 million for the project. An $8 million City loan completed the funding package.

Heritage at Old Town

In February, City Council approved the development special use permit and rezoning for the redevelopment of the Heritage at Old Town site. The three-block development is the first in the city to be approved within the 2019 South Patrick Housing Affordability Strategy boundary and with a rezoning to the RMF/Residential Multifamily zone, a new zoning tool to incentivize committed affordable housing.

The development includes three four-to-seven story buildings with a total of 750 dwelling units, 195 of which are committed affordable. One hundred forty of the committed affordable units will replace on a one-for-one basis the existing affordable, federally subsidized Project Based Voucher units; the majority of the remaining 55 units

Rendering of a portion of the Heritage project

will be affordable to households with incomes averaging 40% AMI.

Blocks 1 and 2 are located within the Old and Historic Alexandria District and a Certificate of Appropriateness for building design and materials is pending from the Board of Architectural Review. The proposal includes extensive improvements to open space and the public realm, including a publicly accessible mid-block walkway through Block 1 and pocket park on Block 4, and a setback of approximately 30 feet on S. Patrick Street for the addition of landscaping and a 10-foot-wide sidewalk. Additionally, the applicant will provide significant in-kind improvements to Wilkes Street Park via a park plan that was endorsed by the Park and Recreation Commission (see Open Space Master Plan section).

Consistent with the approved Tenant Assistance and Relocation Policy, relocation counseling and support will be provided to impacted residents.

Rendering of North Potomac Yard Park, Courtesy OJB

OPEN SPACE MASTER PLAN

Ad Hoc Open Space Steering Committee

The Ad Hoc Open Space Steering Committee advises staff on open space policies and evaluating methods of open space acquisition to ensure that public spaces, parks and natural areas offer high environmental quality, management and social benefits for Alexandria. Over this implementation period, the Committee worked with staff to draft a definition, purpose, guidelines and typologies for publicly accessible open space. Additionally, staff is drafting proposed updated text for the Public Open Space section of the Zoning Ordinance to allow typical open space uses.

Wilkes Street Park

Wilkes Street Park, an existing 0.7-acre park located adjacent to the Heritage at Old Town community, will be redesigned and constructed as part of the Heritage at Old Town redevelopment, approved by City Council in February. The applicant for the redevelopment project will provide significant in-kind improvements to Wilkes Street Park in accordance with the 2019 South Patrick Housing Affordability Strategy and a park plan that was managed by Recreation, Parks & Cultural Activities and endorsed by the Park and Recreation Commission.

The plan recommends improvements such as play areas, seating and open passive areas. The park redesign will include areas for passive recreation, a multi-use trail, public art and an increase of tree canopy coverage, and ensure that it will be accessible and accommodating to all ages and abilities. The two park parcels will be connected by an enhanced raised crosswalk across S. Alfred Street that will also connect the three blocks of the Heritage development.

Citywide Public Art

- **Wilkes Street Park**
  Artist Eto Otitigbe has been selected and contracted by the City's Public Art Program to join the design team for the park and create a site-specific permanent public artwork for Wilkes Street Park, which sits in the historic location of Alexandria's first free black community referred to as "The Bottoms".

- **Old Town North**
  The City's Public Art Program has commissioned three local and regional artists to create designs to be used to cast approximately 24 unique stormwater covers throughout Old Town North, with a focus on Fairfax Street, which was established as an Arts Corridor in the Old Town North Small Area Plan.

- Trails & Paths
  In early 2021, the City's Public Art Program commissioned three regional artists to create temporary public art installations along three of Alexandria's most popular trails and paths to draw more attention to these trails as a resource and will attract more users.

  As the City and State began to ease COVID restrictions, getting people outdoors was an important part of keeping the community safe. The various public art installations became surprising experiences throughout the season.

- Colasanto Spray Park
  The City's Public Art Program has begun the process to select artists and artist teams (Artist) to join the City's interdisciplinary project team (Design Team) that will convert the Colasanto pool site into an engaging, multi-generational space with an interactive spray fountain.

  The Artist will create an original, permanent public artwork that aligns with the Design Team's overall design and layout of the site and will work closely with the Design Team to integrate the public art into the Design Team's drawings and presentations.

- Potomac Yard Metro
  WMATA's public art program is working closely with the City of Alexandria's Office of the Arts and Commission for the Arts in selecting an artist to create a permanent public artwork that supports the biophilic aspect of the station, inspired by the natural elements in and around Potomac Yard and help achieve LEED accreditation.

'Flock' is an installation of 100 origami-shaped birds that hang overhead in the trees down the Holmes Run Trail. The birds are laser etched with names and messages from community members and hung in groups so they can "flock" together.

Rendering of RiverRenew Outfall 001 Diversion Facility Restoration, Robinson Terminal North

SANITARY SEWER MASTER PLAN

RiverRenew Project

As part of the City's implementation of the 2001 Water Quality Management Supplement and the 2012 Sanitary Sewer Master Plan, and following the 2017 Virginia General Assembly enacted law requiring Alexandria to mitigate the impact of its four combined sewer outfalls (CSOs) on an accelerated schedule, the Planning Commission and City Council authorized the transfer of ownership of the CSOs to AlexRenew, effective July 1, 2018, to provide the best approach to comply with the level of CSO control and implementation schedule mandated by the State Legislature.

In FY 2019, City Council approved AlexRenew's development special use permit application for new sewer infrastructure and associated surface enhancements to remediate the combined system in these areas. The project, referred to as RiverRenew, will be implemented within the boundaries of the following Small Area Plans: Old Town North, Old Town, Waterfront Plan, and King Street/Eisenhower Avenue.

Implementation Progress

On December 1, 2020, AlexRenew issued a Notice to Proceed to Traylor-Shea to design and construct the RiverRenew tunnel project. As of this June, AlexRenew completed three critical projects at its wastewater treatment plant in support of RiverRenew including enhanced site security at the plant site, increasing AlexRenew's primary pumping capacity from 108 to 116 million gallons per day, and demolition and relocation of Building J facilities. The former Building J site will be the location of the tunnel mining shaft, along with the wet weather pumping station.

Construction activities at the CSO sites are anticipated to begin with a groundbreaking ceremony this fall and be completed by summer 2025.

The cost of the program is currently estimated at $615 million. The largest infrastructure project in Alexandria's history, RiverRenew will prevent millions of gallons combined sewage from being discharged into City waterways.

RiverRenew Stakeholder Advisory Group

In December 2020, a new Stakeholder Advisory Group (SAG) was established through City Council. The 9-member SAG represents a diverse group of residents from Alexandria neighborhoods, businesses and environmental groups. Building off the foundation from previous SAGs, this group will monitor construction progress of the RiverRenew project. Meetings began in February 2021 and are typically held every other month.

Community outreach on the Duke Street Transitway/BRT which began in FY22

TRANSPORTATION MASTER PLAN

Alexandria Mobility Plan

In FY 2020, the City launched the planning process for the Alexandria Mobility Plan (AMP), a strategic update to the 2008 Transportation Master Plan, 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. Through online engagement, pop-up events, stakeholder meetings, focus groups, and an Innovation Forum, AMP gathered public input on mobility needs, ideas, and tradeoffs to help establish clear priorities for improving mobility. The plan is focused on improving and expanding choices for how to get around and is structured around the following elements: Transit, Smart Mobility, Streets, Supporting Traveling Options; Parking and Curbside Management; and Pedestrian and Bicycle (incorporation of the 2016 chapter update). A draft of the plan was released in March 2021 along with an online feedback form. A final plan is anticipated to be presented to City Council this fall.

Alexandria Transit Vision Plan

The Alexandria Transit Vision Plan was adopted by the DASH Board of Directors in December 2019 to re-imagine the city's bus network to meet current and future demands, and to make transit more useful for more people, for more trips, and at more times of day.

The first phase of the Plan, known as the "New DASH Network", launched in September 2021 and will include a new frequent, all-day bus network with buses running every 15 minutes or better, all-day, seven days per week. Frequent, all-day bus service will be available in Old Town, Arlandria, the West End, Parkfairfax Potomac Yard, and the King Street corridor. DASH has been preparing for the implementation of the New DASH Network since late 2020, and conducted additional outreach on the planned service changes during spring of this year as part of the agency's annual Transit Development Plan (TDP) and budget approval process.

The full 2030 Alexandria Transit Vision Plan will be implemented over the next decade based on funding availability, and the timelines for projects such as the Potomac Yard Metro, West End Transitway, and Duke Street BRT.

Community outreach on AMP

King Street Metrorail Station

In FY 2021, the City continued the construction on the King Street-Old Town Metrorail Station Access Improvement Project, which will add three additional bus bays, improve pedestrian access and safety, reconfigure the shuttle, kiss & ride and taxi areas, and improve bike parking, stormwater facilities, and lighting throughout the area adjacent the station. In June, a partial re-opening of the bus loop was completed, returning all buses to the bus loop area from their temporary stops. Substantial completion of the project is anticipated for fall 2021.

King/Callahan/Russell Intersection

Staff advanced work on the King/Callahan/Russell intersection project, to create safer, more direct pedestrian crossings, provide separate lanes for bicycle traffic through the intersection, and reduce rush-hour backups in all directions. With community input, the design team updated the final piece of the plans, the conversion of the access street near the Masonic National Memorial to one-way southbound, receiving City Council approval in March. Design and implementation of short-term mobility, access, and safety improvements along Duke Street is underway.

Alexandria Union Station Project

Virginia Railway Express (VRE) continued design of accessibility improvements at the Alexandria Union Station. Improvements will include a new pedestrian tunnel between the Alexandria Union Station and the tracks owned by CSX. The new tunnel will eliminate the existing at-grade crossing of tracks between the Alexandria Union Station west (closest to the station) and east (middle) platforms, improve pedestrian access between the two platforms with a direct ADA accessible route, extend and widen the east platform to allow VRE and Amtrak passenger use of Track 1 (farthest east track), all while maintaining rail traffic during construction.

Route 1 South Median

The City was awarded $4.2 million in SmartScale funding from the Virginia Department of Transportation to complete the South Patrick Street Median Improvements project recommended in the South Patrick Street Housing Affordability Strategy. Funding has been programmed for FY 2026-2029. The project will widen the median to provide refuge for pedestrians, calm traffic along the corridor, and allow for tree plantings, which will create an improved gateway into the city.

Smart Mobility

As part of the City's Smart Mobility Program, design work continued this past year on the Adaptive Signal Control project, which will upgrade technology to enable more efficient signal operations and allow real-time adjustments to signals along major traffic corridors. Implementation is anticipated to begin late summer 2022 with project completion in early 2024.

Citywide Complete Streets

- Signage was installed along key bicycle corridors allowing cyclists to follow pedestrian signals and enjoy the same protections given by Leading Pedestrian Intervals as people walking.
- Speed feedback/radar signs were installed along key high-speed corridors.
- Crosswalks were upgraded or added on high crash, high risk corridors.

Dockless Mobility

The City's Dockless Mobility program requires vendors to deploy 30% of their devices in "Equity Areas", areas of equity emphasis as defined by MWCOG. Staff have been working to prioritize projects and program efforts in these areas — areas near vulnerable populations such as schools, senior centers/senior living among others.

Phase 5 of the City's Wayfinding Program was completed during this period. The work provided Destination Identity signs for the Office of Historic Alexandria, RPCA, and TES at 45 locations throughout the city.

Department of Planning and Zoning

Department of Project Implementation

Department of Recreation, Parks and Cultural Activities

Department of Transportation and Environmental Services

Office of Historic Alexandria

Office of Housing

Alexandria Economic Development Partnership

Visit Alexandria

City Manager's Office

City of Alexandria, VA
Department of Planning and Zoning, September 2021