



## **Key Items the Cameron Station Civic Association is Monitoring**

Set forth below is a list of matters the Cameron Station Civic Association is monitoring (in alphabetical order). Items in green are new.

1. ***Clermont Exchange TAP***
2. ***Crash Corridor Campaign***
3. ***Duke Street Closures***
4. ***Duke Street Land Use Plan***
5. ***Duke Street Projects***
6. ***Economic Summit/ALX Forward***
7. ***Flammable Liquid Transloading Facility Regulation***
8. ***Flooding Assessment***
9. ***Housing 2040 Master Plan***
10. ***Landmark Mall Redevelopment & West End Transit Center***
11. ***Liebach Bridge to Ben Brenman Park***
12. ***Metro Shutdowns***
13. ***Multimodal Bridge Over South Van Dorn Street***
14. ***Tucker Elementary School Safe Routes to School***
15. ***Virginia Paving Asphalt Plant***
16. ***Virginia Railway Express Long Bridge Project***
17. ***Vision Plan 2049***
18. ***West End High Crash Intersection Safety Audits***
19. ***Zoning For Housing***

For a complete list of Alexandria city government events, go to: <http://apps.alexandriava.gov/Calendar/>.

For City press releases, go to: <https://www.alexandriava.gov/News>.

For dockets and materials for upcoming Planning Commission and City Council meetings, go to: <https://alexandria.legistar.com/Calendar.aspx>.

### **Clermont Exchange TAP**

**Civic Assoc. Position:** The Civic Association is monitoring this matter due to its proximity to Cameron Station.

**Implementation Date:** Completed.

**Current Status:** Staff will refer (in part) to this TAP study to make their recommendations to the Developer.

**Next Step:** Continue monitoring.

**Project Summary:** On April 17, 2024 the City sent emails to civic associations notifying them that the Urban Land Institute (ULI) Washington was hosting a Technical Assistance Panel (TAP) in coordination with the City of Alexandria, focused on the “Clermont Exchange” neighborhood in the southwestern part of the City. That neighborhood is directly across the railroad tracks from Ben Brenman Park. The TAP’s “broad goal is to identify strategies to enable redevelopment, provide the open space envisioned by the [Eisenhower West Small Area] Plan, and meet the City’s housing and housing affordability goals for the Clermont Exchange Site.” The final report from ULI was delivered to City staff on March 17, 2025. Based on an email from City staff dated March 17, 2025, staff stated that “this report will be used as a tool to help Staff respond to any applications that come in for the study area. During the development review



process, Staff will refer (in part) to this TAP study to make their recommendations to the Developer.” The only public document that contains a formal description of this matter from City staff is a very short staff presentation from May 9, 2024 that can be found at: [https://www.alexandriava.gov/sites/default/files/2024-05/ewlvd\\_iag\\_presentation\\_05092024\\_compressed.pdf?\\_gl=1\\*1heql99\\*\\_ga\\*MTM1MzI4MTUwMS4xNzM5MTI2NTAw\\*\\_ga\\_249CRKJTTH\\*MTc0MDUxOTY4Ni42OC4xLjE3NDA1MTk4MDEuMC4wLjA](https://www.alexandriava.gov/sites/default/files/2024-05/ewlvd_iag_presentation_05092024_compressed.pdf?_gl=1*1heql99*_ga*MTM1MzI4MTUwMS4xNzM5MTI2NTAw*_ga_249CRKJTTH*MTc0MDUxOTY4Ni42OC4xLjE3NDA1MTk4MDEuMC4wLjA).

## **Crash Corridor Campaign**

**Civic Assoc. Position:** The Civic Association is monitoring this matter with particular reference to what the City plans in the future for Duke Street and Van Dorn Street.

**Implementation Date:** October 2025.

**Current Status:** The Alexandria Police Department will increase traffic enforcement focusing on speeding, distracted driving, and other safety violations.

**Next Step:** Continue monitoring.

**Project Summary:** On October 7, 2025, the Alexandria Police Department announced that will focus enforcement efforts on speeding and distracted driving as part of the city’s Vision Zero initiative, which aims to eliminate traffic fatalities and serious injuries on local roads. The department is targeting three intersections where crashes have clustered over the past three years: Duke Street and Washington Street, King Street and Interstate 395, and Duke Street and Van Dorn Street. Officers from the APD Traffic Safety Section and patrol division will conduct high-visibility enforcement in the targeted areas throughout the month. For more info, go to: <https://www.alexandriava.gov/news-apd/2025-10-07/october-crash-corridor-campaign-vision-zero-in-action>.

## **Duke Street Closures**

**Civic Assoc. Position:** The Civic Association is monitoring the situation with respect to (1) repair of the Duke Street bridge, (2) Landmark Mall redevelopment, (3) Duke Street In Motion, (4) Duke Street interchange improvements, and (5) the Cameron Overpass over Duke Street to Ben Brenman Park, in order to mitigate unnecessary disruption of traffic along Duke Street due to construction and repair work along Duke Street related to these four projects.

**Implementation Date:** Through 2028.

**Current Status:** Ongoing.

**Next Step:** Continue monitoring.

**Project Summary:** There will be major disruptions of traffic along and near Duke Street through at least 2028 because of construction overlapping among the following five projects: rehabilitation of the Duke Street bridge on Duke over I-395 with construction occurring in 2024; the redevelopment of Landmark Mall with construction occurring through 2028; the passage of the Duke Street in Motion bus rapid transit project which will entail lots of construction on and near Duke Street in 2026 and 2027; interchange improvements along Duke Street which will involve construction in 2026 and 2027; and the Cameron Overpass over Duke Street to Ben Brenman Park. Given the potential for these five projects to cause enormous traffic disruption on Duke Street, Jim Parajon, Alexandria City Manager, appointed Emily Baker, Deputy City Manager, as the point person on this matter. Other points of contact are Lalit Sharma, Deputy Director of Development and Right-of-Way Services, who is responsible for issuing permits to block streets or lanes of streets in the City, and Division Chief of Permits and Inspections, Alex Boulden (alex.boulden@alexandriava.gov) or (703)746-4224 (office). On August 29, September 9, November 7,



2025, the Civic Association contacted City staff about three incidents where traffic along Duke Street was either limited to one lane or completely blocked off. In response for further clarity from city staff on when the contractor is allowed to close Duke to one lane only, we were informed as follows:

1. **Frequency** – Contractors are not permitted to reduce Duke Street to a single lane in each direction multiple times throughout the day at their discretion. The contractor did not coordinate this specific modification with us prior to implementing it. We have reminded them of their requirement to coordinate with our staff before reducing traffic in any direction to only one lane. In addition, we have increased the frequency in which our site inspector visits each day to help prevent this type of occurrence in the future.
2. **Permitted Activities** – Lane reductions to a single lane in either direction are only allowed when work cannot be performed safely within the existing travel lanes or shoulders. Examples include utility crossings, storm or sanitary connections, and certain equipment mobilizations that require direct access to the roadway. Routine work such as material staging, deliveries, or site access is not permitted to reduce the roadway to a single lane.
3. **Permitted Hours** – These lane reductions are only allowed during non-rush-hour periods, generally between 9:00 AM – 3:30 PM on weekdays, unless otherwise directed. Lane closures are strictly prohibited during morning and evening peak periods.
4. **Maximum Duration** – Lane reductions to one lane are to be kept as short as possible. They are permitted only for the time required to complete the specific task and must be reopened immediately once the activity is complete. Prolonged or repeated closures for convenience are not acceptable.
5. **Monitoring:** The Department of Permits and Inspections will continue to closely monitor the site to ensure the contractor is responsibly managing lane closures and only doing so when absolutely necessary.

On November 14, 2025, the Civic Association requested that the City notify it in advance of their granting permission to contractors to close off Duke Street completely or close off all but one lane along the stretch of Duke Street from South Jordan to the ramp off of Duke to I-395 South. In response to our request, Mr. Boulden informed us that “City staff [will] make every effort to coordinate construction activities and minimize disruptions along corridors as critical as Duke Street” and that City staff “will continue to work toward providing as much advance notice as possible to affected communities regarding any significant lane closures or traffic impacts. This notice will be provided through variable message boards and social media communications when possible. In general, we strive to limit lane reductions on Duke Street and authorize closures only when they are essential for safe and feasible construction operations.”

## **Duke Street Land Use Plan**

**Civic Assoc. Position:** The Civic Association is monitoring this matter due to its proximity to Cameron Station in order to try and ensure that whatever plans for redevelopment occur along Duke Street they will not unnecessarily adversely impact traffic and density along Duke Street.

**Implementation Date:** Late 2026 or early 2027.

**Current Status:** It is anticipated that this matter will go before Council in November 2026.

**Next Step:** Continue monitoring and submit comments.

**Project Summary:** As a part of the Duke Street in Motion project, City staff began contacting civic associations in December 2024 noting that “in April the City is going to be starting a new land use



planning process along Duke Street.” The project website states that “The FY 2024-2025 Interdepartmental Long Range Planning Work Program adopted by City Council includes the 2025 launch of a community planning process to update the comprehensive land use plan for the Duke Street Corridor ... The planning process will explore topics such as land use, environment and climate, equity, mobility and connectivity, pedestrian safety and accessibility, parks and open space, and housing affordability.” The project area is from Landmark Mall to the King Street Metro along Duke Street. The northern and southern boundaries remain unclear. Staff now anticipates that this process will go to City Council for a vote in in late 2026 or early 2027. City staff still does not have an answer for how this will tie in with the Housing Master Plan 2040, Vision Plan 2049 or the Zoning For Housing initiatives other than to say that they would be working closely with staff involved in those matters.

Based on a City staff presentation at the May 7, 2025 meeting of the Cameron Station Civic Association and subsequent newspaper articles, the Duke Street Land Use Plan will cover (1) land uses and design (i.e. housing and affordability, and townhouse and multi-unit buildings), (2) environment and climate, (3) equity, (4) mobility and connectivity, (5) pedestrian safety and accessibility (i.e. walking and biking, but not car traffic), (6) parks and open space, and (7) infrastructure.

There was a “kick-off meeting” on June 9, 2025. Based on a Zebra article dated June 12, 2025, the following, among other things, transpired; “participants identified Mobility and Safety as the most important topic in the plan, followed by Affordable Housing. Many people emphasized walkability and bicycle accessibility, especially to grocery stores and other essential needs, as big issues in the corridor, along with a lack of trees and benches on the sidewalks. Others complained about the dangerous traffic along Duke St, describing feeling ‘landlocked’ in to their neighborhoods by the hard-to-cross avenue ... Jeff Farmer, Alexandria’s Deputy Director of the Department of Planning and Zoning, loves the idea of ‘greening’ the corridor. ‘There are big segments of the corridor that need trees,’ he says. Farmer explains how trees help separate pedestrians from cars going 40 miles per hour, provide much-needed shade during the summer and help create a neighborhood’s sense of place.”

At or shortly after the September 25, 2025 community meeting, it was disclosed that there would be community meetings scheduled October 23, 2025 and April, June and September 2026, with votes by Planning Commission and City Council in November 2026. The City issued draft guiding principles on September 25, 2025 covering land use and design, mobility and safety, parks and open space, housing, sustainability, and health. Based on the guiding principles noted under “housing”, it appears that City staff may be leaning towards increasing density along the Duke Street corridor since the guiding principles for “housing”, among others, are as follows: “Increase the supply and diversity of housing options accessible to households of all incomes”; “Expand committed affordable rental and homeownership opportunities.” The City staff presentation for the September 25 meeting noted that the top priorities that poll respondents wanted the Duke Street Land Use Plan to focus on are: “Improving mobility, with frequent comments about addressing traffic congestion; Improving economic well-being, growth and stability in the corridor; Improving pedestrian and bike safety; and Expanding parks and open space.”

At the October 23, 2025 community meeting, among other things, senior City staff made it clear that they will not add more travel lanes for cars and would rather design travel lanes that are narrower in order to design streets for multi-modal travel. City staff believes that, if you increase rental housing supply, costs will go down. City staff stated they hope to have the design plan ready in the Spring of 2026. The City staff presentation at the October 23 meeting as well as at a November 12, 2025 meeting at Cameron Station noted the same four areas of focus as their September 25 presentation discussed directly above. For more info, go to: <https://www.alexandriava.gov/DukeStreetPlan>.



## **Duke Street Projects**

**Civic Assoc. Position:** The Civic Association is monitoring a number of these projects that are close to Cameron Station with respect to potential disruption of traffic along Duke Street.

**Implementation Date:** Ongoing.

**Current Status:** Ongoing.

**Next Step:** Continue monitoring.

**Project Summary:** The City has launched a number of projects that will affect car traffic along Duke Street. The seven projects that comprise the “Duke Street Projects” are the (1) Duke Street in Motion (also referred to as the Duke Street Transitway), (2) Duke Street Traffic Mitigation Pilots, (3) the Duke Street at West Taylor Run Project, (4) the Adaptive Traffic Signal Project, (5) Duke Street & Route 1 Intersection Safety Improvements, (6) Duke Street Turn Calming, and (7) the Landmark Mall I-395 ramp improvements (See discussion at Landmark Mall Redevelopment & West End Transit Center). Of these, the Civic Association is following developments on items 1, 2, 4, 6 and 7 above since they are closest to Cameron Station. For more info, go to: <https://www.alexandriava.gov/DukeStreetProjects>.

## **Economic Summit/ALX Forward**

**Civic Assoc. Position:** The Civic Association. is monitoring this matter.

**Implementation Date:** Unclear when a vote by City Council will be taken.

**Current Status:** Community input being sought.

**Next Step:** Continue monitoring.

**Project Summary:** On May 8, 2025, the City, the Alexandria Economic Development Partnership and TIP Strategies held an Economic Summit. TIP Strategies discussed findings of their economic study and provided a “strategic framework and action plan to foster equitable economic development in Alexandria.” At the Summit, Mayor Gaskins stated that “[o]ur path forward must be grounded in the vision of our residents and our businesses, but also the insights of our data. Because when we listen deeply to our community and we pair that wisdom with strong analytics, we’re going to be able to create a strategy that is not only innovative and impactful, but one that is actionable and enduring.”

On July 1, 2025, City Council received an update from City staff on the economic summit. Based on a July 2, 2025 ALXNow article (See <https://www.alxnow.com/2025/07/01/alexandria-outlines-economic-development-roadmap-following-community-summit/>), the “emerging strategic framework focuses on three main goals: place-based development, business retention and recruitment, and entrepreneurship and innovation.” The article notes that, with respect to place based development, “participants emphasized strategic development and placemaking, with a priority on transformative real estate projects that preserve Alexandria’s historic character. Connectivity and physical design emerged as key themes, with community members advocating for eco-friendly spaces, green areas, walkability, protected bike lanes, and enhanced public transit connections.”

The article notes that, with respect to business retention and recruitment, participants “centered on strengthening foundations for business success through improved infrastructure, streamlined processes, accessible funding mechanisms, and robust mentorship platforms. Participants also focused on strategic industry recruitment in high-value sectors, including aerospace, defense technology, artificial intelligence, and life sciences.” The article notes that, with respect to entrepreneurship and innovation, participants “highlighted building comprehensive networks connecting entrepreneurs with essential resources, including access to funding and venture capital. Participants emphasized streamlining regulatory processes to make Alexandria a hub for technology and startups.”



On November 21, 2025, City staff issued a document titled “ALX Forward A Strategic Framework For Economic Growth” that follows themes presented at the Economic Summit on May 8, 2025. The ALX Forward Framework has the same three main goal areas as noted in the Economic summit: place-based development; business retention and recruitment; and entrepreneurship and innovation. For place based development the Framework prioritizes Potomac Yard, Old Town North, West End, Carlyle and Eisenhower East. For business retention, the Framework proposes auditing economic development websites recognition, doing campaigns to support sports and entertainment events, disseminating business success stories and leveraging Virginia Tech to attract investments from innovative industries. With respect to entrepreneurship and innovation, the Framework proposes expanding support for small businesses and fostering the growth of innovative, high-growth startups by building the entrepreneurship ecosystem, expanding incubator and accelerator spaces, and by fostering entrepreneurial skills. The City has imposed a deadline for public feedback on the ALX Forward Framework of December 5, 2025. To submit feedback on the ALX Forward Framework, go to: <https://www.research.net/r/AlexandriaVA-ALXForward>. For more info, go to: <https://www.alexandriava.gov/ALXForward> and <https://www.alexandriava.gov/EconomicSummit>.

## **Flammable Liquid Transloading Facility Regulation**

**Civic Assoc. Position:** The Civic Association is working with senior City staff and City Council to have them send letters to Congress, the Virginia legislature and the Department of Transportation to get them, in turn, to regulate flammable liquid transloading facilities like the ethanol transloading facility adjacent to Cameron Station.

**Implementation Date:** Unknown.

**Current Status:** In process.

**Next Step:** Continue monitoring

**Project Summary:** Since 2006, the Civic Association has been working with City to try and get Norfolk Southern (the company that built the ethanol transloading facility near Cameron Station) to move its ethanol transloading facility to a less dangerous location which currently is less than 100 yards from Cameron Station and Tucker Elementary School. The City instituted unsuccessful lawsuits and an unsuccessful petition before the Surface Transportation Board against Norfolk Southern. It became clear to the Civic Association that federal law would have to be changed in order to have any regulations imposed on the transloading facility. Accordingly and during the period 2014 through 2016, the Civic Association and the City tried to initiate efforts in the United States Congress and Department of Labor to promulgate regulations that would: (1) prohibit rail carriers from going more than 15 miles per hour within 300 yards of a flammable liquid transloading facility, and (2) prohibit rail carriers from locating flammable liquid transloading facilities (a) within a ½ mile away (the smallest typical evacuation radius for a catastrophic event involving ethanol and other flammable liquids), (b) from schools, high density communities (those of over 2,500 persons per sq. mile), (c) protected waterways (such as but not limited to wetlands and Resource Protection Areas), or (d) high consequence targets (as defined in 49 CFR § 172.820(c)). These initiatives were also unsuccessful.

In 2024, we spoke with the Mayor and members of City Council who agreed to have the City lobby Congress and the Department of Labor to regulate flammable liquid transloading facilities like the ethanol transloading facility near Cameron Station. On January 10, 2025, Mayor Gaskins sent us an email noting that “for federal issues, the city has recently engaged a team of federal lobbyist. However, to date, we have not had a formal federal legislative package outlining our top priorities. I have reached out to staff to advocate for a federal package (similar to what we create for the state). I think that it would be important



to include this issue.” We intend to approach the City’s new Legislative Director, Wendy Ginsberg, to persuade her, as we did her predecessor, to pursue this initiative when a more favorably inclined administration is in the White House and Congress.

## **Flooding Assessment**

**Civic Assoc. Position:** The Civic Association is monitoring this matter to see what its effects on Cameron Station will be.

**Implementation Date:** June 2026 issuance of a Flood Resilience Plan.

**Current Status:** In process.

**Next Step:** Continue monitoring.

**Project Summary:** On November 10, 2025, the City hosted its first Alexandria Flood Resilience Plan community meeting which included a presentation summarizing the feedback received from the flood survey, draft flood model results and community vulnerability analysis, a Q&A, and the opportunity to provide input on how flooding impacts the community. The City’s new flooding assessment map presented at this meeting identified watersheds in the West End as some of Alexandria’s most vulnerable flood zones. Areas considered most at-risk of flooding include the Potomac waterfront, Four Mile Run and Hooffs Run — as well as new additions like Holmes Run, Cameron Run and Backlick Run. According to the City presentation, the Holmes Run, Cameron Run and Backlick Run areas will require “further study.” Currently City staff intends to gather more data, have another community meeting in February or March 2026, and then issue a final Flood Resilience Plan in June 2026. For more info, go to: <https://www.alexandriava.gov/flood-action/flood-resilience-plan>.

## **Housing 2040 Master Plan**

**Civic Assoc. Position:** The Civic Association is monitoring this matter to see when and what will be proposed in the Housing Plan 2040. Of particular concern would be (1) any changes to the application of RMF zoning in locations near Cameron Station, (2) removal or severely cutting back on parking minimums for new development projects, (3) allowing developers to determine the floor-area ratios (FAR), (4) expanding FAR in exchange for additional affordable housing, or (5) allowing changes to the Cameron Station Coordinated Development District to allow multifamily housing to be built within the community.

**Implementation Date:** Spring 2026.

**Current Status:** Pop ups and more community engagement to occur in 2025 and 2026.

**Next Step:** Continue monitoring and submit comments as necessary.

**Project Summary:** Per the City website, the “2013 Housing Master Plan (HMP) established principles, goals, and strategies to address Alexandria’s housing needs through 2025. The City is undertaking an update to the HMP to shape the City’s housing principles, goals and projects through 2040. “

Based on a February 4, 2025 memorandum from Planning & Zoning Director Moritz to the City Planning Commission, the Housing 2040 Master Plan will be conducted in two Phases. Per this memorandum, Phase 1 will “track towards a December 2025 public hearing with community engagement planned through the Fall. Key Housing 2040 milestones include the release of draft updated housing principles and goals (Spring) and preliminary recommendations (Summer) for public review and feedback. Several topics have been prioritized in CY25 as part of Phase 1: Homeowner Resources, Tenant Resources and Protections, Housing Preservation, Affordable Housing Financial Tools, and Affordable Housing



Contribution Procedure Updates. A workplan for Phase 1 recommendation implementation in CY26 + will be proposed.” Per the same memorandum, Phase 2 will consist of a “limited number of select Housing 2040 topics will continue into and/or be undertaken in CY26 due to their scale and scope. These include studying mixed-income senior housing + care models and identifying strategies to strengthen aging residential condominiums in coordination with local and regional partners and community stakeholders.”

The City issued a presentation providing an update on the Housing 2040 Master Plan at a meeting on June 5, 2025 before the Alexandria Housing Affordability Advisory Committee and the Landlord-Tenant Relations Board. Based on the presentation, it appears that the main goal of this Housing 2040 Master Plan is to create no less than 2,250 rental units that are affordable to low- and moderate-income households. At the July 30, 2025 meeting of the Alexandria Housing Affordability Advisory Committee City staff discussed a number of considerations in defining affordability. In addition, staff discussed considerations when setting new targets such as the following: What targets can reasonably be reached with anticipated projected funding? What targets can be achieved within the 2040 timeframe?; How should cost differentials in programs, projects, and services inform Housing 2040 targets and priorities?; How do we weigh rental vs homeownership needs?; How do we weigh new affordable housing construction vs affordable housing preservation?; How do we evaluate tradeoffs?; Should citywide targets be developed or should targets be established by small area plan?; Should targets focus on expanded housing opportunity (housing choice) in addition to affordability?; What other progress indicators should be tracked, such as the % of Alexandrians experiencing housing cost and severe housing cost burden?

On November 17, 2025, City staff held a meeting on the matters relating to the Landlord Tenant and Affordable Housing Preservation project draft anti-displacement recommendations and strategies. On the issue of anti-tenant displacement, meeting attendees favored emergency rental assistance, city rental subsidies, capping rent increases, and limiting tenant fees for parking and pets. On the issue of preserving affordable housing, meeting attendees favored city funded financial and technical assistance to property owners and extending affordability commitments at existing housing sites.

The Civic Association believes that the Housing 2040 Master Plan, Vision Plan 2049 and Zoning For Housing are all interrelated with their main focus being adding more density in Alexandria than envisioned or allowed for in current small area plans or under current zoning policies in order to promote affordable housing. For more information, go to: <https://www.alexandriava.gov/HousingPlan>.

## **Landmark Mall Redevelopment & West End Transit Center**

**Civic Assoc. Position:** The Civic Association is monitoring the situation to see whether or not the redevelopment project proceeds in accordance with its Coordinated Development Design (CDD).

**Implementation Date:** Construction of the Inova hospital to be completed by 2028 with the redevelopment of the remainder of the site to be completed by 2032.

**Current Status:** Construction ongoing.

**Next Step:** Continue monitoring.

**Project Summary:** The Landmark/Van Dorn Corridor Plan was approved by City Council in 2009, updated in 2019, and amended on July 6, 2021 to include updated recommendations for the former Landmark Mall site and is expected to be completed by 2028. The redevelopment includes a new hospital campus at the site of the former Landmark Mall. There will be a diverse offering of rental and for-sale housing opportunities – including affordable housing, senior housing, market- rate apartments, condos, and townhouses. In addition, there will be a transit hub and a new Alexandria Fire-EMS station.



Construction has begun and is expected to continue until 2028 with the completion of the new Inova hospital. Groundbreaking for the Inova Hospital occurred on September 30, 2024 and a request to build 110 townhomes on the southeast corner of Landmark Mall was approved by Planning Commission on October 1, 2024. Based on a February 4, 2025 memorandum from Planning & Zoning Director, Karl Moritz, to the City Planning Commission, the City Department of Transportation and Environmental Services is already involved in the following four transportation access initiatives: **“Access to Landmark Sidewalk Project:** This initiative will improve pedestrian connectivity, making it easier and safer for people to walk to and from the site. **Landmark Transit Hub:** A new multimodal transfer point will provide seamless connections for bus riders and travelers switching between transportation modes. **On-Route Charging Pilot:** Supporting the DASH electric bus fleet, this pilot will introduce on-route charging infrastructure to enhance the efficiency and sustainability of transit services. **Landmark Mall Ramp from I-395:** This project will improve safety and traffic flow for drivers accessing the hospital directly from I-395.”

The City began community outreach in September 2025 on the planned West End Transit Center to be located at Landmark Mall. Once complete, this new transit hub will serve multiple DASH lines 30, 32, and 35 and Metrobus lines A25, A27, A28, A29, F23 and F24 and act as a key transfer point for two future Bus Rapid Transit (BRT) corridors. The Transit Center opened for service on November 2, 2025. Final designs are still in process and will not be completed until 2026. Currently plans are to have sheltered seating, clear route and design signage, enhanced accessibility and security, and parking for bikes and scooters.

At the September 29, 2025 Eisenhower West/Landmark Van Dorn Implementation Advisory Group meeting City staff gave an update on the I-395/Duke Street ramp improvement project and noted that the purposes of the project were to reduce conflict between drivers on Duke Street and drivers coming from I-395, provide direct access to the new Inova hospital at Landmark Mall, and improve traffic safety on Duke. VDOT approved the project in September 2024. Construction is to start in the Spring of 2026 with completion by the Summer of 2027.

On October 18, 2025, City Council approved the redevelopment proposal for Block D at Landmark Mall which is a 275 unit building next to the new Inova hospital.

For more information, go to: <https://www.alexandriava.gov/LandmarkVanDorn> ; <https://www.inova.org/landmark>; < <https://www.inova.org/seminaryroad>>; <https://westendva.com/>; <https://www.alexandriava.gov/small-area-plans/eisenhower-west-landmark-vandorn-implementation>; <https://www.alexandriava.gov/capital-projects/project/landmark-mall-redevelopment-infrastructure>; <https://www.alexandriava.gov/transportation-planning/west-alexandria-transit-center>.

## **Liebach Bridge to Ben Brenman Park**

**Civic Assoc. Position:** The Civic Association is monitoring this matter due to its proximity to Cameron Station.

**Implementation Date:** January 2026.

**Current Status:** Construction will take place from July 2025 through January 2026.

**Next Step:** Continue monitoring.

**Project Summary:** This project is referred to by the City as “Cameron Overpass Over Duke Street” and consists of performing preventive, restorative maintenance and repair activities to prevent further deterioration of the bridge and extending the structure's service life. The scope includes concrete surface



repairs, replacing damaged guardrail, reseal expansion joint, reset/replace existing bearing plates, replace anchor bolt, reseal joints between concrete slop protection and abutments, and repair spalled and delaminated concrete on the piers, abutments and wingwalls. Construction will take place from July 2025 through January 2026. For more information, go to: <https://www.alexandriava.gov/capital-projects/project/bridge-repairs-cameron-overpass-over-duke-street>.

## **Metro Shutdowns**

**Civic Assoc. Position:** The Civic Association is monitoring this matter due to its proximity to Cameron Station.

**Implementation Date:** 10 weekends in February, May and June 2026.

**Current Status:** Planned shutdowns of the route from Pentagon City to National Airport/Potomac yard-VT.

**Next Step:** Continue monitoring.

**Project Summary:** On October 9, 2025, Metro announced upcoming rail station closures for planned work through September 2026, with work impacting all lines of the transit system. Among the closures will be 10 weekend shutdowns in February, May and June 2026 from Pentagon City to “National Airport/Potomac Yard-VT.” For more info, go to: <https://x.com/wmata/status/1976282083711741994>.

## **Multimodal Bridge Over South Van Dorn Street**

**Civic Assoc. Position:** The Civic Association would like the City to build the multimodal bridge that was promised as part of the Eisenhower West Small Area Plan since it will not only help pedestrian and bike traffic but will also ease car traffic along Van Dorn Street.

**Implementation Date:** Unknown

**Current Status:** Pending final action by City Council.

**Next Step:** Continue lobbying City Council.

**Project Summary:** The City awarded a contract in September 2022 for a consultant to do a high-level transportation and traffic analysis and cost estimates for the Multimodal Bridge, the Farrington Connector, and widening/improvements to the Van Dorn so that they can compare the cost/benefits of each facility to help determine what to prioritize (“Study 1”). In addition, City Council, in September 2022, also approved \$300,000 to study the feasibility of a bicycle and pedestrian bridge over I-395 to connect the Landmark Mall site to the neighborhoods west of I-395 (“Study 2”). The multimodal bridge is needed now whereas the pedestrian bridge is unnecessary and, in any event, would not be needed until Landmark Mall is rebuilt many years from now.

The Cameron Station Civic Association got an email from City staff on October 11, 2023 stating that the City completed the Eisenhower West Transportation Alternatives Analysis Study (i.e. Study 1) and that the general conclusions of the study were: “The Farrington Connector and Multimodal Bridge would both be very expensive facilities that would have little to no improvements on the overall traffic congestion in the area because there would still be bottlenecks at existing intersections. The study recommends that at this time, the City pursue multimodal improvements to the existing Van Dorn Bridge between Courtney and Eisenhower to make the access to the Van Dorn Metro Station more comfortable and safer for bicyclists and pedestrians, as that can be done with improvements to the existing bridge at a much lower cost than building a new facility ... The Multimodal Bridge will continue to be on the City’s radar for further



study as additional development moves forward in the Eisenhower Valley ... Regarding the bicycle and pedestrian bridge recommended across I-395 from Landmark Mall, we applied for a federal grant in Fall 2022 to conduct a feasibility study and create a concept for that bridge. We received notice that we did not get awarded any funding for that project this spring. That study been delayed until we can identify another funding source.”

One of the key elements of the EWSAP as well as the Landmark/Van Dorn Corridor Plan and central to the transportation study done for the EWSAP is the creation of a "north-south multimodal bridge that will connect pedestrians, bikes, transit, and cars from South Pickett Street to the Van Dorn Metrorail Station, highlighted in the Landmark/Van Dorn Corridor Plan." (See EWSAP, p. 7). The EWSAP transportation study also took into consideration the possibility that the multimodal bridge would not be created, but, under that scenario, assumed that "[i]f the multimodal bridge were not constructed under the 2040 Build scenario, it would require significant widening of Van Dorn Street to accommodate the intersection improvements identified above, in addition to dedicated transit lanes and an improved pedestrian and bicycle connection between South Pickett Street and Eisenhower Avenue. The resultant significant width of Van Dorn Street would be contrary to the urban and pedestrianized character that is envisioned within the plan area. In addition, a widening of Van Dorn Street still does not achieve improved multimodal connectivity to the extent that the multimodal bridge does and may not support the full 9.3 million square feet of proposed new development." (EWSAP, p. 43) For the Eisenhower West Transportation Alternatives Analysis Study, go to: [https://www.alexandriava.gov/sites/default/files/2023-05/20230413\\_EWTA%20Final%20Report.pdf?\\_gl=1\\*\\_lmkizb\\*\\_ga\\*NTM4MzQxNjYxLjE2OTk0ODU3ODU\\*\\_ga\\_249CRKJTTH\\*MTcxMjI2MTE5Ni43My4xLjE3MTIyNjEzMTMuMC4wLjA](https://www.alexandriava.gov/sites/default/files/2023-05/20230413_EWTA%20Final%20Report.pdf?_gl=1*_lmkizb*_ga*NTM4MzQxNjYxLjE2OTk0ODU3ODU*_ga_249CRKJTTH*MTcxMjI2MTE5Ni43My4xLjE3MTIyNjEzMTMuMC4wLjA).

## **Tucker Elementary Safe Routes to School**

**Civic Assoc. Position:** The Civic Association is monitoring the situation to make sure that the City does not impose an unneeded road diet on Cameron Station Blvd. or something similar that would unduly impede the flow of traffic within the community.

**Implementation Date:** Phase 1 which includes the removal of on-street parking as well as curb extensions at the “mid-block crossing at Cameron Station Boulevard” will begin construction from 2027 to 2030.

**Current Status:** Traffic and Parking Board approval of Phase 1 on July 28.

**Next Step:** Continue monitoring.

**Project Summary:** The City’s Safe Routes to School website states that "Safe Routes to School (SRTS) is a program that promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and incentives to encourage walking and bicycling to school ... To increase safety for students walking and biking to school, and to encourage more students to walk and bike, the City develops Safe Routes to School plans, also referred to as "walk audits" for each school." The City prepared a June 2017 Walk Audit report for Tucker and a FY 2024 Safe Routes to School Annual Report. The FY 2024 Safe Routes to School Annual Report states, among other things, that "Safe Routes to School Walk Audit recommendations include infrastructure improvements like crosswalks, curb extensions, **bike lanes**, No Turn on Red Restrictions, changes to traffic signals, and ... speed cameras installed in school zones." (Emphasis added) The 2017 Walk Audit Report for Tucker, among other things, states that "**[f]uture Bike Lanes – Many streets are scheduled for enhanced bicycle facilities such as bike lanes or protected bike lane. These include: - Eisenhower Ave. - multimodal bridge - Cameron Station Blvd. - S Pickett St. - Edsall Rd.**" (Emphasis added)



The Deputy Director of the Department of Transportation and Environmental Services informed the Cameron Station Civic Association on April 3, 2024 that the “Samuel Tucker SRTS Project is on the Fiscal Year 2025 work plan, and staff expects initial planning and outreach to begin in late 2024. Staff will engage with the community on the existing walk audit recommendations and identify any additional issues that were not noted in the original walk audit that should be included in the scope of work. Potential improvements to be discussed with the community include things like crosswalk improvements, traffic calming treatments, signage, signal timing improvements, **and yes, bicycle improvements could be part of this discussion, as these have benefits far beyond just providing a separated place to bike.** Planning and design would take place in FY25 with implementation planned in FY26.” (emphasis added).

On July 22, 2025 (with only three business days’ notice), the Department of Transportation and Environmental Services issued a press release stating that the Traffic and Parking Board will vote on July 28 on the proposed removal of on-street parking at six locations near four Alexandria City Public Schools. The six locations include the removal of on-street parking as well as curb extensions at the “mid-block crossing at Cameron Station Boulevard” at Samuel Tucker Elementary School. The press release states that “[t]his VDOT funded project will design and construct crossing improvements recommended in the 2017 Safe Routes to School Walk Audits. By reducing some on-street parking, the City can install concrete curb extensions that improve visibility at crosswalks and shorten crossing distances.” The design phase for this part of the Safe Routes to School project at Tucker will be from 2025 to 2026 with construction taking place from 2027 to 2030.

The new City website for these crossing improvements make it clear that this is only the initial stage of the City implementation of the Safe Routes to School program for Tucker Elementary and other schools since the webpage is titled “Crossing Improvements Near Schools Phase 1.” Accordingly, the Civic Association expects Transportation and Environmental Services will, as is typically the case when they do street assessments, default to recommending a road diet on Cameron Station Boulevard. For more information, go to: <https://www.alexandriava.gov/transportation-planning/safe-routes-to-school> and <https://www.alexandriava.gov/transportation-planning/crossing-improvements-near-schools-phase-i>.

## **Virginia Paving Asphalt Plant**

**Civic Assoc. Position:** The Civic Association is monitoring this project to ensure that Virginia Paving complies with its current special use permit (“SUP”) by vacating its property on or before January 1, 2027.  
**Implementation Date:** January 1, 2027.

**Current Status:** Virginia Paving has received bids to buy its property, but its outside council has stated that they would file a lawsuit if the City attempted to enforce this provision of its SUP.

**Next Step:** City staff is supposed to make formal inquiry of Virginia Paving in 2025 as to the progress they have made to ensure their departure on January 1, 2027.

**Project Summary:** The Civic Association understands that there are parties that may be interested in acquiring the land upon which the Virginia Paving Company asphalt plant in Alexandria currently operates. Should these negotiations reach fruition, it is conceivable that the asphalt plant will cease its operations prior to the January 1, 2027 deadline imposed by Alexandria City Council in its current SUP. This plant is on Courtney Avenue off of Van Dorn Street and a block up from Modera Tempo on South Pickett Street (5601 Courtney Avenue) and less than a football field away from Tucker Elementary School. The Civic Association took the lead in ensuring that the City imposed a sunset provision on plant operations in 2006 as part of its SUP and again in 2019 when that provision was enforced by City



Council. As part of the 2006 SUP, the plant was also required to implement many environmental upgrades. Prior to these upgrades, Virginia Paving had been cited for over twenty federal, state and local environmental violations. In response to an inquiry from the Cameron Station Civic Association, on January 15, 2025, the Director of the Planning & Zoning Department, Karl Moritz, informed us that “[t]he Virginia Paving SUP approval, which allows the asphalt use to continue operating until January 1, 2027, directs staff to inquire with the applicant after 2024 about their redevelopment plans. That requirement is on our radar and now that it’s January 2025, we will be formally reaching out to Virginia Paving shortly. Once we receive information about the status of the site, we’ll share that information with City Council and with the community, including Cameron Station (of course!).” On November 4, 2025, the Cameron Station Civic Association sent Paul Stoddard (Director of Planning & Zoning) and email requesting that City staff make inquiry of Virginia Paving as to the status of their plans to relocate by January 1, 2027. In response, Director Stoddard stated that they would make inquiry of Virginia Paving and report back.

## **Virginia Railway Express Long Bridge Project**

**Civic Assoc. Position:** The Civic Association is monitoring this project given that we have an ethanol transloading facility adjacent to our community.  
Implementation Date: 2030 or 2031.

**Current Status:** Major construction is to begin in January 2026 and it is anticipated that construction will last five years.

**Next Step:** Continue monitoring.

**Project Summary:** The existing Long Bridge is a railroad bridge owned and operated by CSX Transportation (CSXT) that crosses the Potomac River from Northern Virginia into Washington, DC. Long Bridge Project is a \$2.3 billion project that is intended to alleviate rail congestion across the Potomac by building a new, two-track railroad bridge next to the existing Long Bridge which will create a four-track corridor and double the rail capacity across the river. Construction on the major rail capacity expansion project will move some Virginia Railway Express (VRE) train ending points to the Alexandria station. According to a recent VA Parch article, “Alexandria's King Street Metro and its adjacent Virginia Railway Express/Amtrak station will see busier activity starting in 2026 amid the Long Bridge Project ... several projects are beginning in Alexandria to add a fourth rail, make VRE Alexandria Station platform improvements, replace the King and Commonwealth bridges replacement and make King and Commonwealth streetscape improvements ... At the Alexandria Station, riders can transfer to the adjacent King Street-Old Town Metro on the Blue and Yellow Lines to continue trips to D.C. On VRE's Fredericksburg Line, transfers to Metro's Franconia-Springfield Station on the Blue Line are also an option. For more info, go to: [https://www.vre.org/about/long-bridge-project-/#CT\\_Main\\_0\\_rptMain-link-groups-0](https://www.vre.org/about/long-bridge-project-/#CT_Main_0_rptMain-link-groups-0).”



## **Vision Plan 2049**

**Civic Assoc. Position:** The Civic Association is monitoring this matter so that it can participate in formulating the Vision Plan 2049.

**Implementation Date:** Unknown.

**Current Status:** City staff has stated that the Vision Plan 2049 process will not begin until the Alexandria West Plan is passed by City Council which plan was passed by City Council on November 16, 2024.

**Next Step:** Continue monitoring.

**Project Summary:** The City announced in June 2022 that it intends to “develop a community vision to guide how Alexandria will meet the challenges of the future and grow into a livable, green, and prospering city for all” to be called the Vision Plan 2049. The City has stated that it intends to have “community conversations” that will discuss “how the City has changed through history, the challenges we face”, and create a community vision for “how Alexandria will grow into a livable, green, and prospering city for all.” The Vision Plan will be an updated vision for the future, “with high-level planning principles, will be part of the Master Plan and inform future updates to Small Area Plans, the City’s Zoning Ordinance, the land use chapter of the Master Plan, and other policy and regulatory documents.” On August 6, 2024 and in response to an inquiry by the Cameron Station Civic Association, then City Council member Gaskins stated, among other things, that “Vision Plan 2049 was added to the 2023 Workplan for Planning & Zoning. It was then paused due to limited staff capacity. At this time, I have no update as to if and when it will start again. As you know, this is a major priority for me that I want to revisit.” For more information, go to: < <https://www.alexandriava.gov/sites/default/files/2022-07/Interdepartmental-Long-Range-Planning-Work-Program-CCPresentation-FY2023.pdf>>.

## **West End High-Crash Intersection Safety Audits**

**Civic Assoc. Position:** The Civic Association is monitoring this matter since it is concerned that City staff could make recommendations that will exacerbate traffic congestion, particularly at the intersections at South Van Dorn Street and South Pickett Street and at South Van Dorn Street and Edsall Road.

**Implementation Date:** Unknown.

**Current Status:** City staff is conducting community outreach.

**Next Step:** Continue monitoring.

**Project Summary:** The City website states that the purpose of this project is to “evaluate safety needs and develop conceptual design options” for seven high-crash intersections in Alexandria: King Street and Dawes Avenue; King Street and 28th Street; King Street and Park Center Drive; Seminary Road and Mark Center Avenue; Seminary Road and Kenmore Avenue/Library Lane; South Van Dorn Street and South Pickett Street; and, South Van Dorn Street and Edsall Road. The intersections of South Van Dorn/Edsall Road and South Van Dorn/South Pickett both failed traffic studies in 2021<sup>1</sup> and the City is also proposing road diets on South Pickett Street, Eisenhower Avenue and Edsall Road. Hence, there is ample reason for concern that any City plans for these two intersections could result in gridlock along South Van Dorn. For more info, go to: <https://www.alexandriava.gov/transportation-planning/project/west-end-high-crash-intersection-safety-audits>.

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<sup>1</sup> See Traffic Impact Study prepared by Wells + Associates dated October 13, 2021, at pages 364 and 372 of the City staff report prepared for the City Council April 13, 2024, public hearing on the Vulcan Site Redevelopment.



## **Zoning For Housing**

**Civic Assoc. Position:** The Civic Association is monitoring this matter to see when and what will be proposed in Phase 2 of Zoning For Housing. Of particular concern would be (1) any changes to the application of RMF zoning in locations near Cameron Station, (2) removal or severely cutting back on parking minimums for new development projects, (3) allowing developers to determine the floor-area ratios (FAR) when it comes to building approval, (4) expanding FAR in exchange for additional affordable housing, or (5) allowing changes Cameron Stations Coordinated Development District to allow multifamily housing to be built within the community.

**Implementation Date:** Unknown.

**Current Status:** City Council is purportedly monitoring the effects of Phase 1 of Zoning for Housing.

**Next Step:** Continue monitoring.

**Project Summary:** City Staff unveiled a “Zoning For Housing” plan to City Council on November 22, 2022. This plan changed the zoning for virtually every type of housing in Alexandria and is the greatest change in zoning since 1992. These proposals affect every type of zoning other than that for communities currently governed by a Coordinated Development District (CDD) such as but not limited to Cameron Station. However, even such communities would be subject to the Zoning For Housing changes should a request to change the CDD ever be made. There was overwhelming opposition to these proposals and there were many serious unanswered questions posed by residents. The November 17, 2023 Bellwether Research survey noted that 58% of Alexandrians are opposed and only 26% in favor. Another survey by the Alexandria Patch just days before the November 28 vote by City Council noted that 81.5% were opposed and only 15.4% were in favor of the Zoning For Housing proposals. Nevertheless, City Council unanimously passed Zoning For Housing on November 28, 2023. The City staff report issued just a few days before the Planning Commission unanimous vote in favor of the proposal on November 1, 2023, unveiled plans for the City to engage in even more far reaching zoning changes in a Phase 2 of Zoning For Housing. While some at the City Council meeting on November 28 called for a pause in Phase 2, it remains to be seen what City Council will do, particularly in light of the call by some on Planning Commission to remove all minimum parking requirements and allow developers to determine (FAR) when it comes to building approval.

On January 17, 2024, The Coalition For A Livable Alexandria (CLA) and seven other plaintiffs filed a lawsuit against the City in Alexandria Circuit Court Alexandria. The lawsuit, among other things, alleges that both Planning Commission and City Council acted beyond their statutory authority in adopting Zoning For Housing because they failed to consider how these zoning changes would affect density, stormwater management, flooding, traffic congestion, sewer and waste removal systems, the recycling system, public open space, tree canopy, the City’s energy plan, and the City’s water distribution plan. A poll conducted by the Alexandria Times that closed on August 30, 2024 revealed that 78% of respondents were “happy the Zoning for Housing lawsuit is proceeding” with only 16% of respondents voting that they were unhappy the lawsuit was proceeding. This represents the third poll showing that a majority of City residents are opposed to the Zoning for Housing initiatives. On November 12, 2025, the court granted the motion for summary judgment of the City thereby upholding the Zoning For Housing Initiative. The CLA stated that it “will conduct a comprehensive review of the Judge’s order and carefully consider all available legal options.”

The CLA lawsuit can be found at [https://img1.wsimg.com/blobby/go/dfd8705f-efd0-48d2-bd7f-e7e7ab887005/downloads/1.%20PL%20CLA%20Complaint%20and%20Cover%20Sheet%20\(01-17-202.pdf?ver=1705689071860](https://img1.wsimg.com/blobby/go/dfd8705f-efd0-48d2-bd7f-e7e7ab887005/downloads/1.%20PL%20CLA%20Complaint%20and%20Cover%20Sheet%20(01-17-202.pdf?ver=1705689071860).



An analysis of the City proposals by the CLA Alexandria can be found at: <https://img1.wsimg.com/blobby/go/dfd8705f-efd0-48d2-bd7f-e7e7ab887005/downloads/CLA%20Preliminary%20Assessment%20of%20the%20Proposed%20202.pdf?ver=1696473858905>.

The main CLA website can be found at: <https://livablealexandria.org/>.

The City's recommendations and data can be found at: <https://www.alexandriava.gov/sites/default/files/2023-09/Z4H-Fact-Sheets-20230905.pdf> , <https://www.alexandriava.gov/sites/default/files/2023-09/Zoning-for-Housing-Units-Infrastructure-20230925.pdf>, and <https://www.alexandriava.gov/planning-and-zoning/zoning-for-housinghousing-for-all>, respectively.

The COG Regional Fair Housing Plan is at: <https://www.mwcog.org/documents/2023/11/15/metropolitan-washington-regional-fair-housing-plan-equity-fair-housing-housing/>

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## **Upcoming Civic Association Meetings**

**Membership Meetings:** at 7:00-8:30pm

February 4, March 4, May 6, September 2, and November 4, 2026.

**Executive Committee Meetings:** at 7:00-8:30pm

January 7, April 1, June 3, August 5, and October 7, 2026.

**Become a voting member of the Civic Association.** Cameron Station residents, Cameron Station real property owners, and business owners (ages 18 or older) are non-voting Cameron Station Civic Association members. If you would like to have a vote on Civic Association matters or become eligible for leadership positions, you can become a voting member for just \$20 per year. This small fee supports the Civic Association's operating expenses and helps us continue representing the neighborhood effectively. Voting members also receive more detailed updates on matters affecting Cameron Station and are eligible to become officers or directors. To become a voting member of the Civic Association, you must fill out our membership form at [https://www.cameronstation.org/pdf/images/CSCA\\_Civic\\_Membership\\_Form\\_2025.pdf](https://www.cameronstation.org/pdf/images/CSCA_Civic_Membership_Form_2025.pdf). You can pay the \$20 per person annual membership fee by cash or a check (made payable to the Cameron Station Civic Association) or pay via Zelle to [cameronstacivic@gmail.com](mailto:cameronstacivic@gmail.com). If paying by cash or check, send the payment with your membership form to: Cameron Station Civic Association 200 Cameron Station Blvd, Alexandria, VA 22304. If using Zelle, send the membership form [cameronstacivic@gmail.com](mailto:cameronstacivic@gmail.com) which can also be used to contact us.