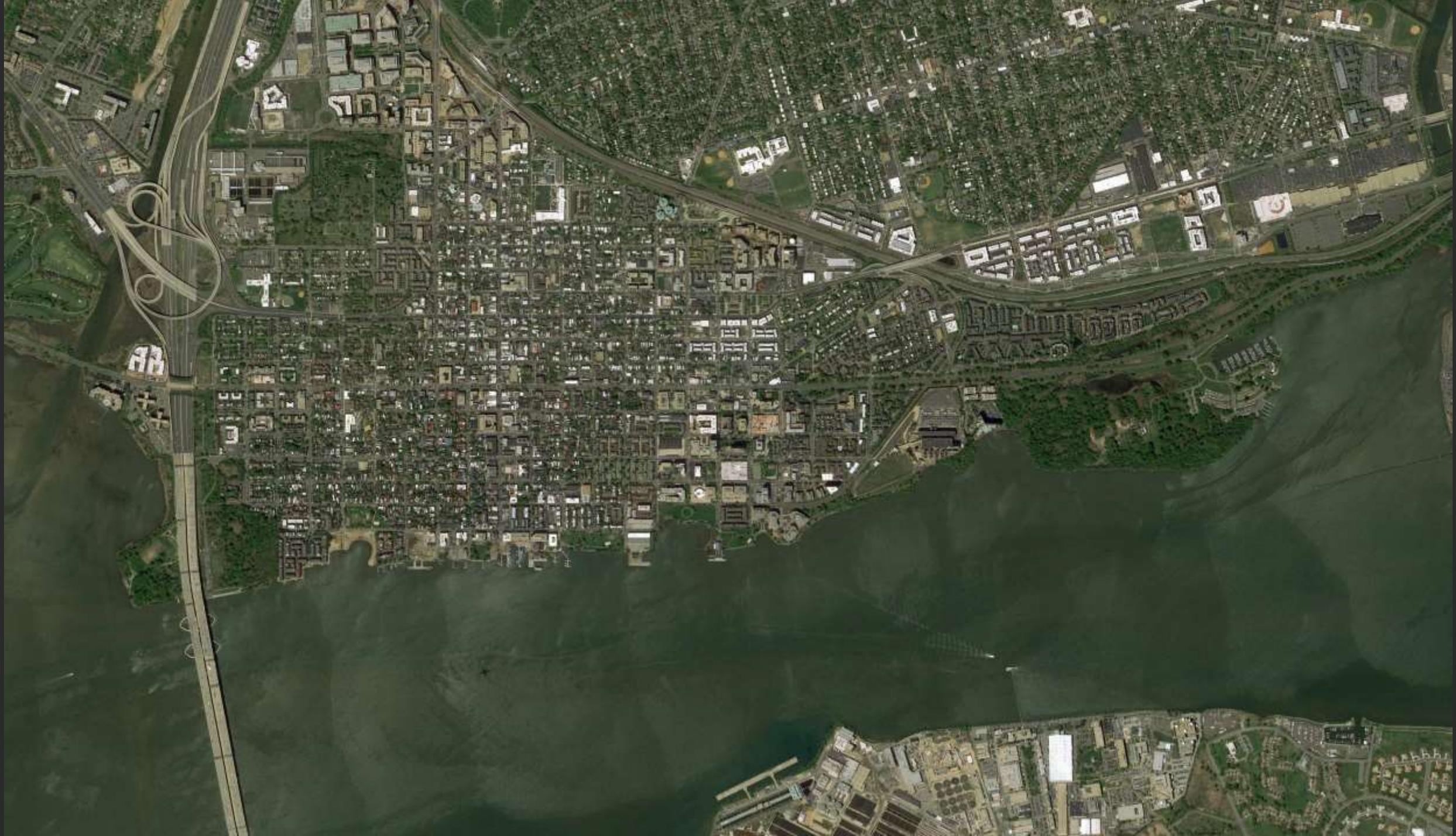
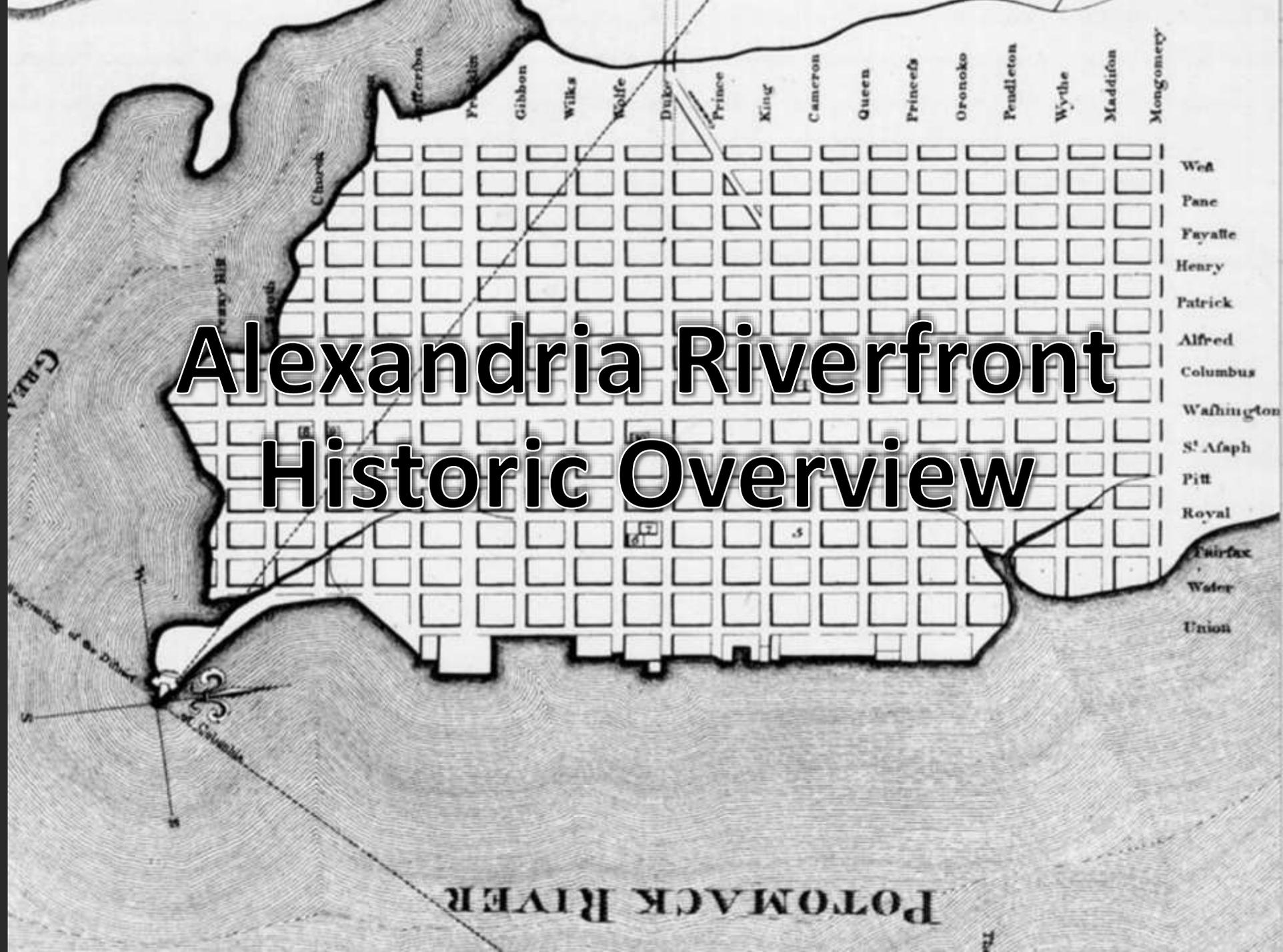




Alexandria Riverfront Economic Development Framework Plan



Alexandria Riverfront Historic Overview



1600's Industries & Commerce

Trading Tobacco Real Estate



Virginia Map from 1612.

1700's Industries & Commerce

Tobacco Slave Trading Ship Building

A Plan of Alexandria now Belhaven



Potomack River

Particular Names	
1	Col. W. Byrd
2	W. Byrd
3	W. Byrd
4	W. Byrd
5	W. Byrd
6	W. Byrd
7	W. Byrd
8	W. Byrd
9	W. Byrd
10	W. Byrd
11	W. Byrd
12	W. Byrd
13	W. Byrd
14	W. Byrd
15	W. Byrd
16	W. Byrd
17	W. Byrd
18	W. Byrd
19	W. Byrd
20	W. Byrd
21	W. Byrd
22	W. Byrd
23	W. Byrd
24	W. Byrd
25	W. Byrd
26	W. Byrd
27	W. Byrd
28	W. Byrd
29	W. Byrd
30	W. Byrd
31	W. Byrd
32	W. Byrd
33	W. Byrd
34	W. Byrd
35	W. Byrd
36	W. Byrd
37	W. Byrd
38	W. Byrd
39	W. Byrd
40	W. Byrd
41	W. Byrd
42	W. Byrd
43	W. Byrd
44	W. Byrd
45	W. Byrd
46	W. Byrd
47	W. Byrd
48	W. Byrd
49	W. Byrd
50	W. Byrd
51	W. Byrd
52	W. Byrd
53	W. Byrd
54	W. Byrd
55	W. Byrd
56	W. Byrd
57	W. Byrd
58	W. Byrd
59	W. Byrd
60	W. Byrd
61	W. Byrd
62	W. Byrd
63	W. Byrd
64	W. Byrd
65	W. Byrd
66	W. Byrd
67	W. Byrd
68	W. Byrd
69	W. Byrd
70	W. Byrd
71	W. Byrd
72	W. Byrd
73	W. Byrd
74	W. Byrd
75	W. Byrd
76	W. Byrd
77	W. Byrd
78	W. Byrd
79	W. Byrd

Map of Alexandria from 1749.



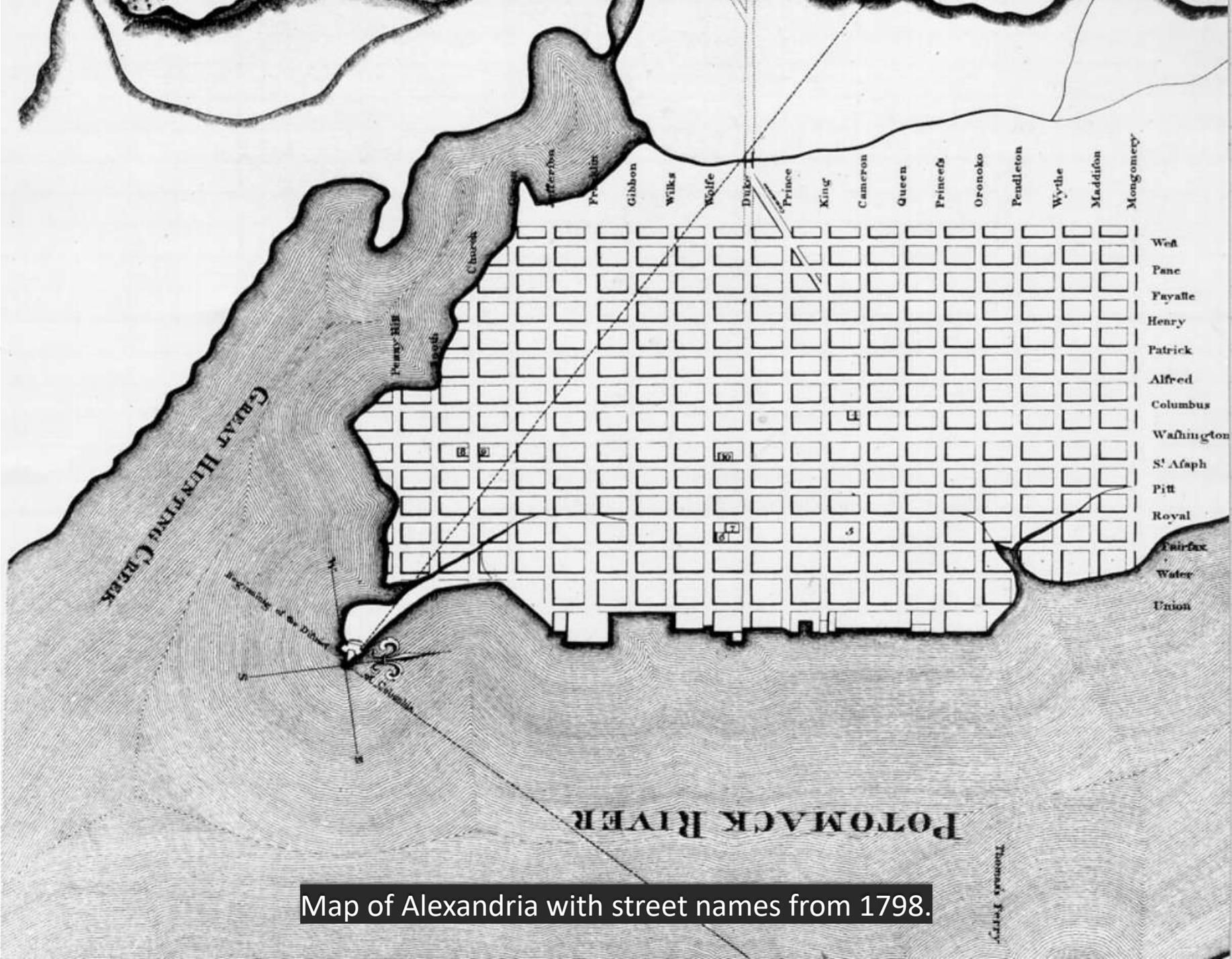
THE GEORGE-TOWN

PACKET-BOAT,

Leaves the County Wharf every morning, half an hour after sunrise (Sundays excepted) for Alexandria; touching in her way at Greenleaf's Point, and starts from Alexandria for George-Town, by the same rout at half past three in the afternoon. Passages may be engaged by applying to Mr. Robert Henderson, Harper's Wharf, Alexandria, and to Mr. H. G. Ludington, County Wharf, George-Town.

THOMAS QUAID.

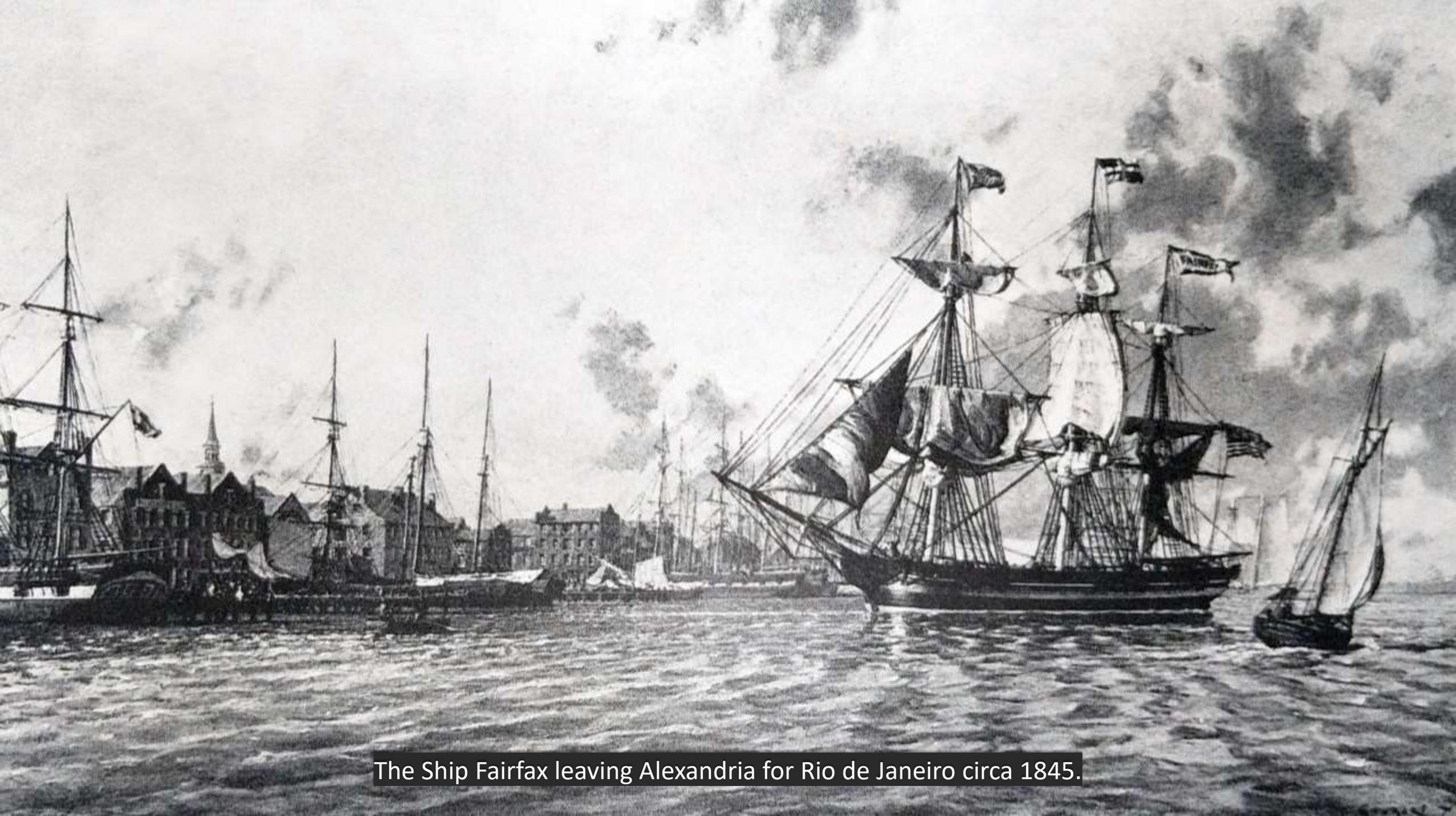
M, May 1796 *Alexandria Gazette* advertising the first direct route to Georgetown, Alexandria's sister port on the Potomac, is running daily from Harper's Wharf.



Map of Alexandria with street names from 1798.

1800's Industries & Commerce

Tobacco Slave Trading Ship Building Import/Exporting Goods Steamboat Ferries



The Ship Fairfax leaving Alexandria for Rio de Janeiro circa 1845.



In 1852, The Alexandria Steam Flour Company built the new Pioneer Mill. It stood an impressive six stories tall on the Strand at the foot of Duke Street along the Potomac River.



By the beginning of 1861, it is reported that 1,042 schooners, 67 brigs, and 225 steamboats visited the port the previous year. Here is the USS Pensacola off Alexandria in 1861.



Workers moving rails near the Wilkes Street Tunnel, Alexandria, VA 1863.



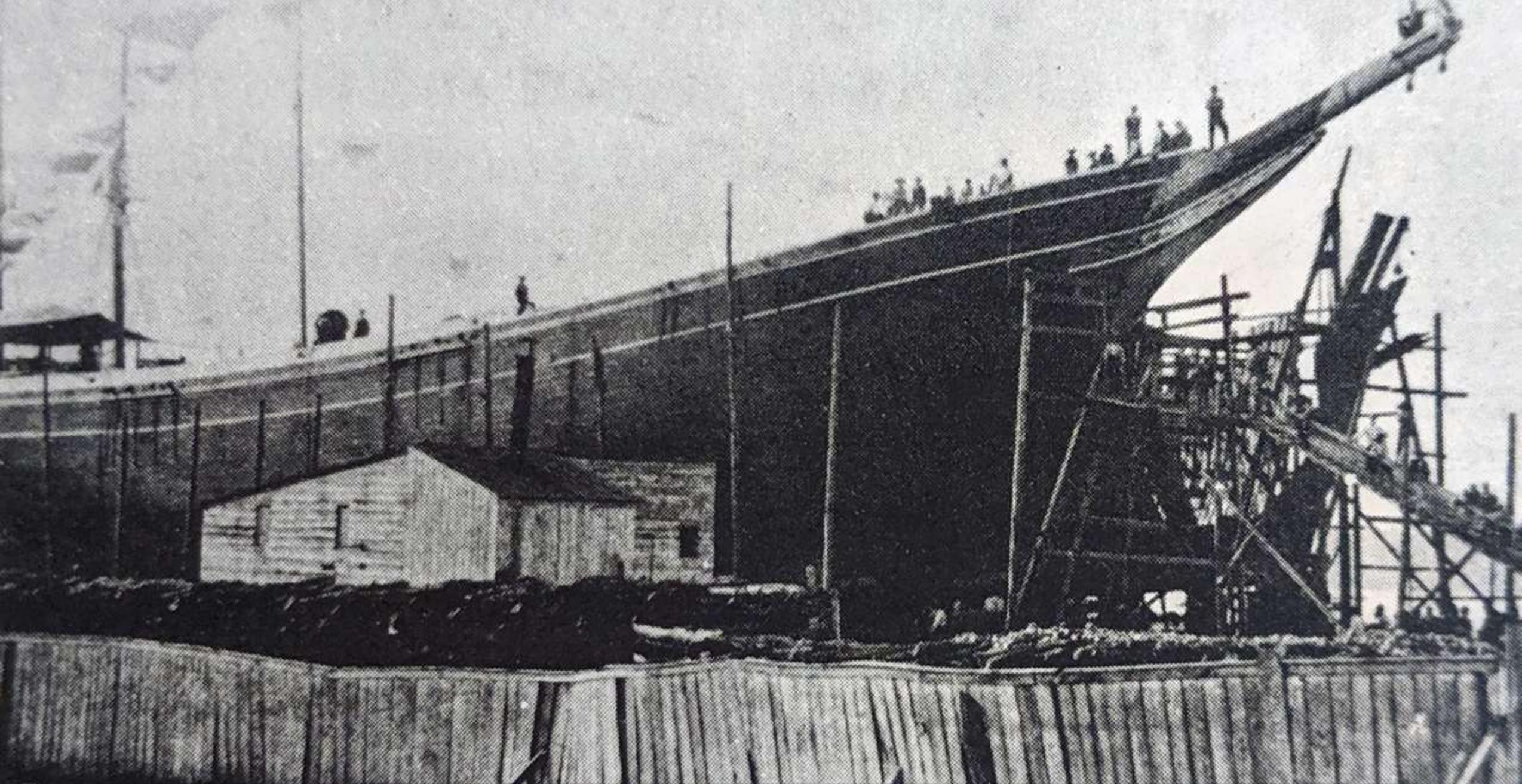
Army Quartermaster's loading wharf at Franklin Street, Alexandria for the US Military Railroad and their barges for Aquia Creek, VA. November 1864.



Panoramic view of Alexandria from 1865.



Beginning in 1868, this ferry carried a maximum of 500 passengers and 30 teams of horse and dray wagons between Washington's M Street Wharf and Alexandria's King Street Wharf on a 30-minute schedule. She made over 70,000 round trips in her 24-year life.



The William T. Hart, the only four masted schooner built on the river; at the Agnew Shipyard, Alexandria, July 1883.



The Old Alexandria-Washington Ferry Slip Built in 1891.

1900's Industries & Commerce

Ship Building Import/Exporting Goods
Warehousing & Logistics, Manufacturing,
Commercial Passenger Boats
Tourism



Waterfront at Foot of King Street with Ferry Boat, circa 1900



The schooner Clara A. Donnell of Bath, Maine, unloading at Mutual Ice Co. wharf at Cameron Street, Alexandria, April 1904.



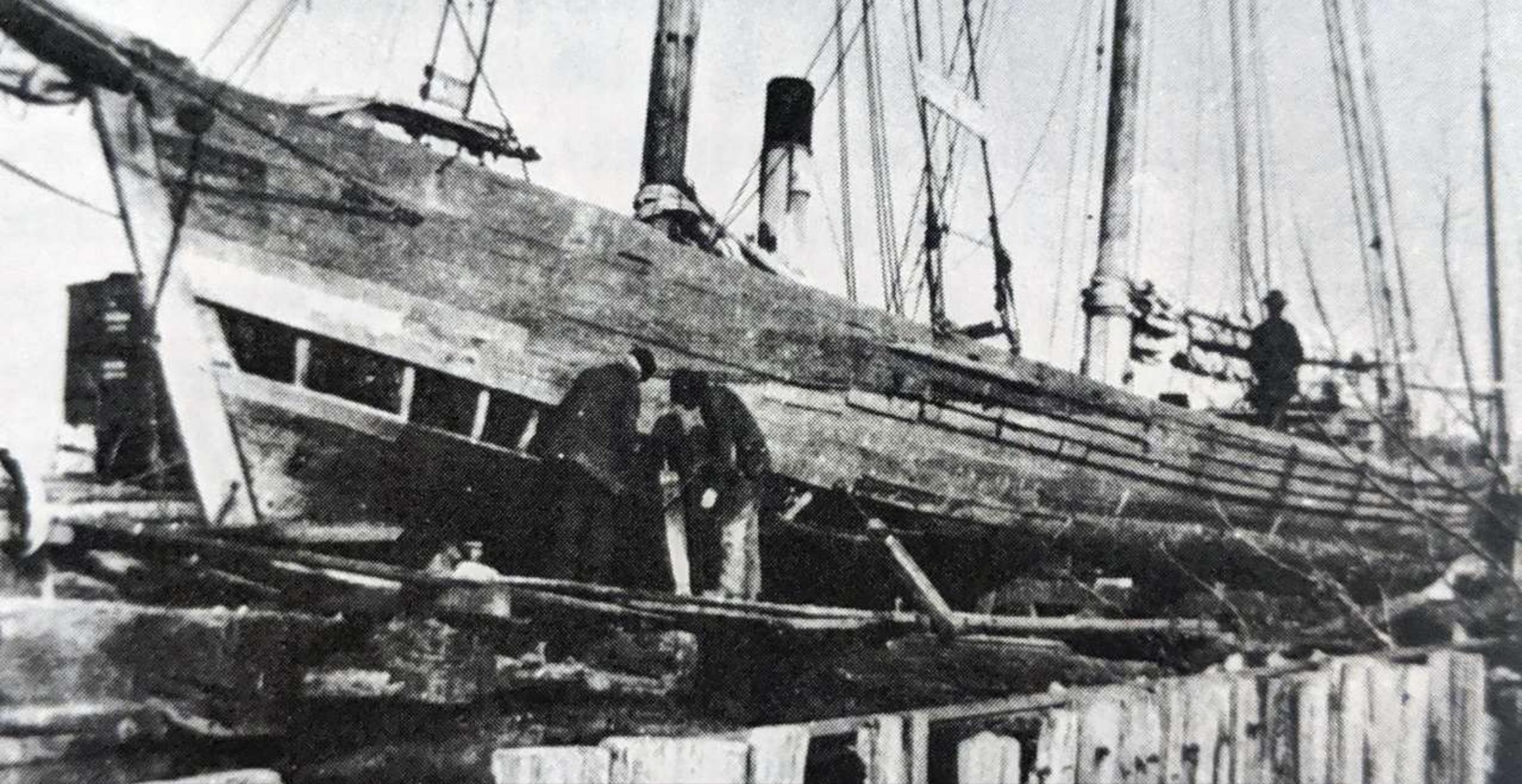
Fox Ferry, sailed by Capt. Wheatly (who advertised in the Alexandria Gazette) for passengers sailing from King Street Wharf, Alexandria to Fox Landing in Oxon Creek. Photograph from October 4th, 1905.



The lower end of King Street showing the Alexandria Washington Ferry Building during the flood of 1908



McVeigh's and Reardon's Warehouses, 100 Block South of the Strand in 1910.



The only know photograph of a Potomac Longboat; taken in 1912 at the Agnew Shipyard in Alexandria



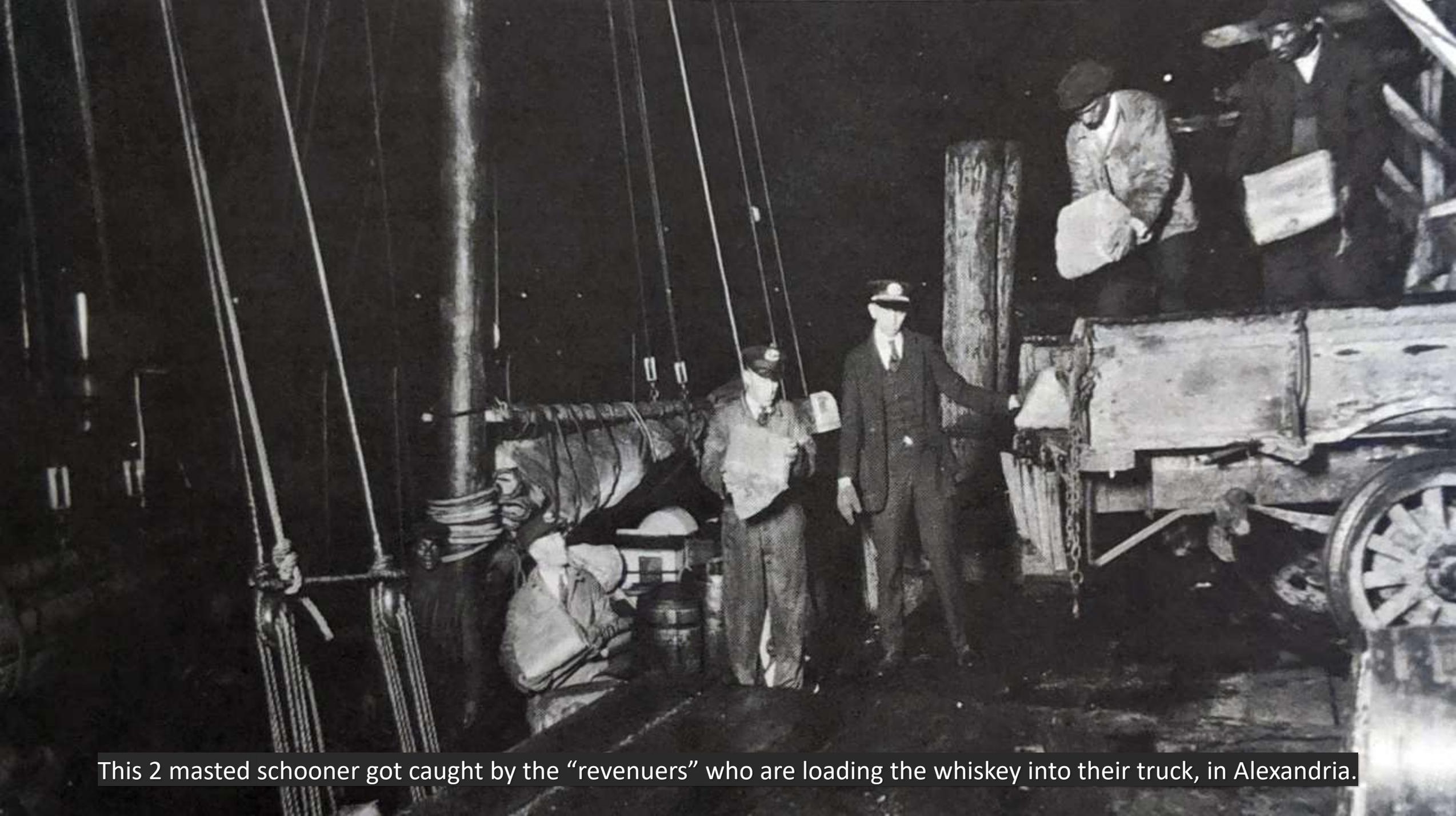
Alexandria Shipyards, south side of city, taken in 1921.



In only 85 days the Virginia Shipbuilding Corporation built a complex for 7,000 workers, complete with production and administrative facilities, worker barracks, a company hospital, and cafeteria. (Photo 1919)



Alexandria shipyard workers in 1919.



This 2 masted schooner got caught by the "revenueurs" who are loading the whiskey into their truck, in Alexandria.



Aerial View of Southern Alexandria Waterfront, Early 1920s

(Virginia Shipbuilding Corporation yard in the foreground and three vessels at the end of Ford's Landing piers).



Construction of Ford Plant, February 1932

SERVICE BUILDING
for
FORD MOTOR COMPANY
ALEXANDRIA, VA.
ALBERT KAHN, Inc., Architects
MERRITT-CHAPMAN-SCOTT CORP.
Foundation Contractors
No. 0716 Date Feb. 15, 1932



Construction of Ford Plant, August 1932

EDWARD IV
23
SERVICE BUILDING
for
FORD MOTOR COMPANY
ALEXANDRIA, VA.
ALBERT KAHN, Inc., Architects
WORDEN-ALLEN CO.
General Contractors
Date Aug 8 1932



Potomac River Generating Station as it is being built in 1932.



Alexandria Fertilizer and Chemical Company in 1933 at the future site of Founders Park and Robinson Terminal North.



Nine 9400-ton cargo vessels were built for World War 1 at Battery Cove, Alexandria... all completed after the war.



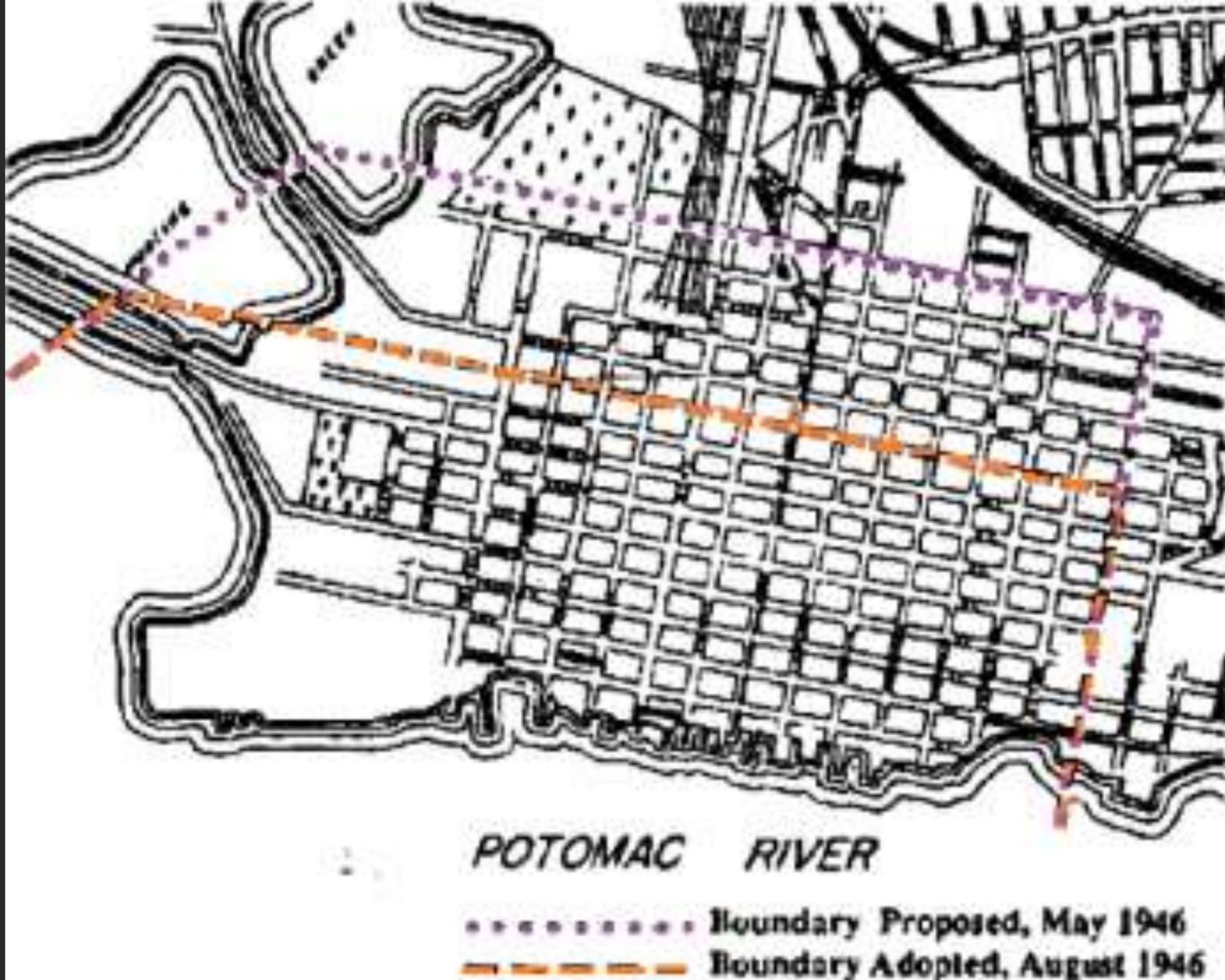
Constructed in 1918, the US Naval Torpedo Station was one of only three facilities in the nation to make torpedoes for the Navy. It eventually expanded into an 11 building complex before it was closed in 1945. (Photo ca. 1921)



The foot of King Street –1931



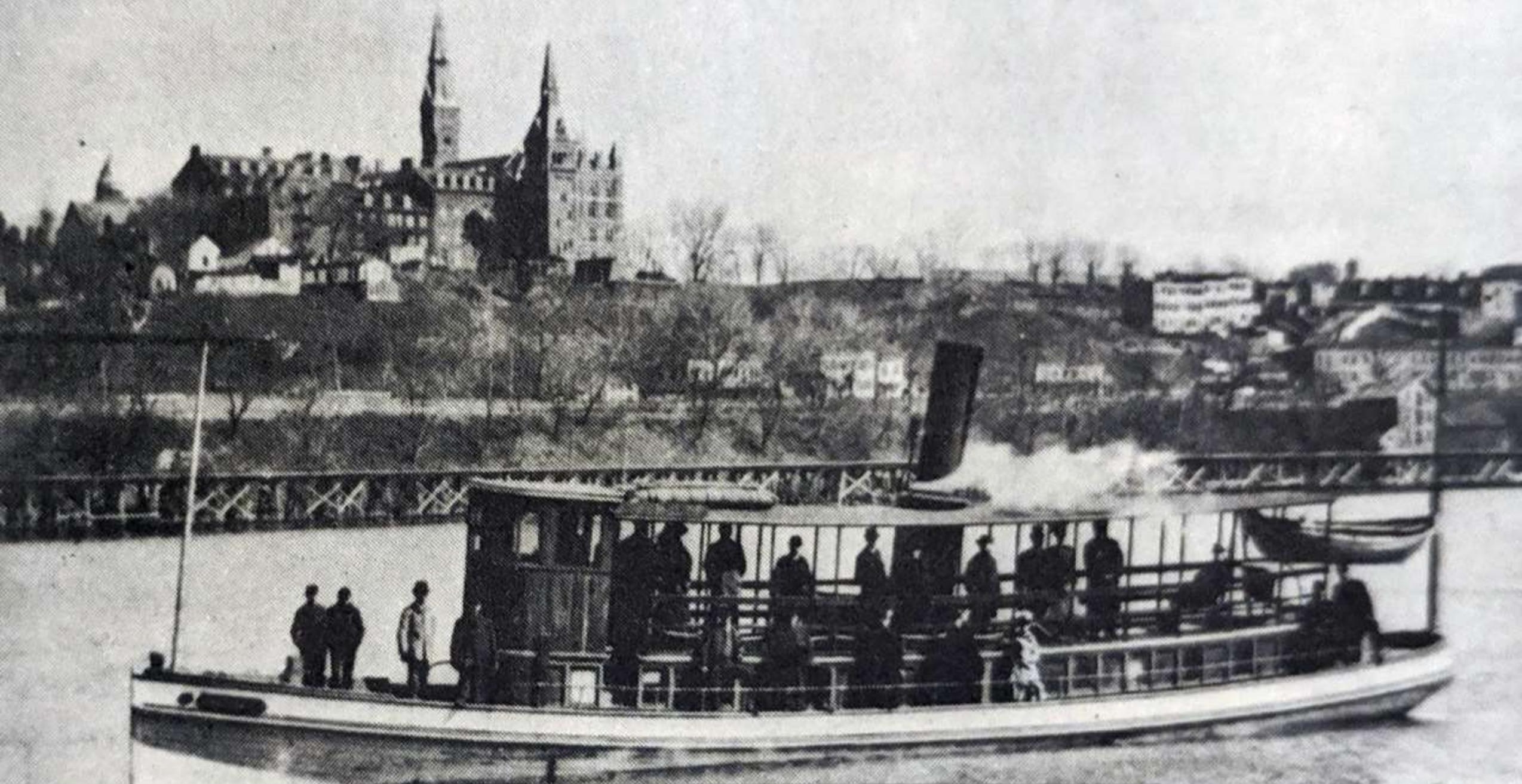
Aerial View of King Street, 1935. The WWI portion of the Torpedo Factory is seen on the right.



In 1946 Alexandria passed legislation officially creating Old Town Alexandria, becoming the 3rd Historic District in the United States. Map of the Original and Proposed boundaries of the Old and Historic District in Alexandria (color added for clarity).



By 1949, the Robinson Terminal Warehouse Corporation property contained two large warehouses, the brick maintenance building, and the small brick maintenance building on the southeast corner between the 1940 warehouse and the river.

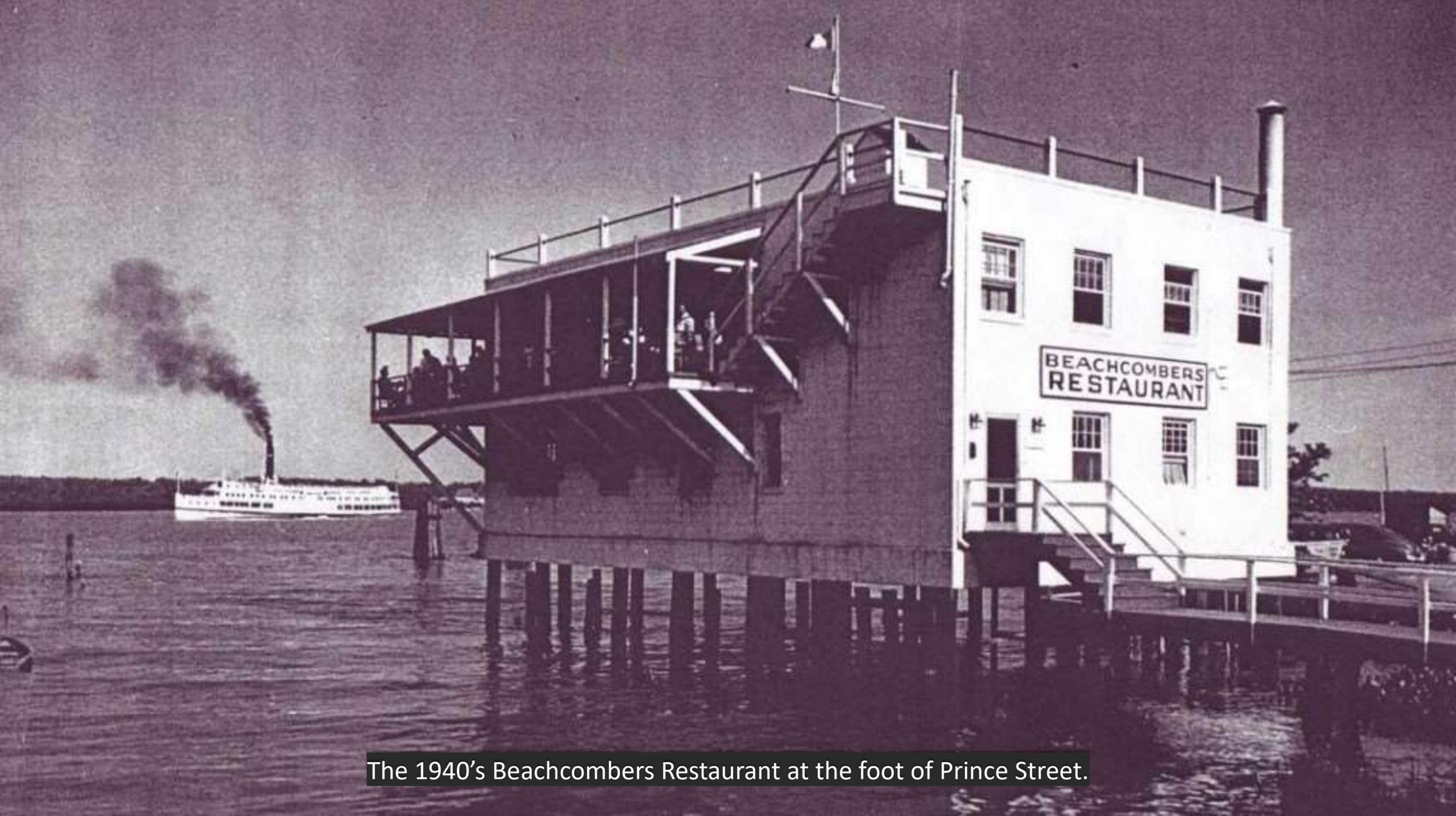


The ferry Bartholdi carried "sports" from Georgetown and Alexandria to the several gambling barges along Virginia's shore for over 30 years.

Alexandria Motor Boat Club House, Alexandria, Va.



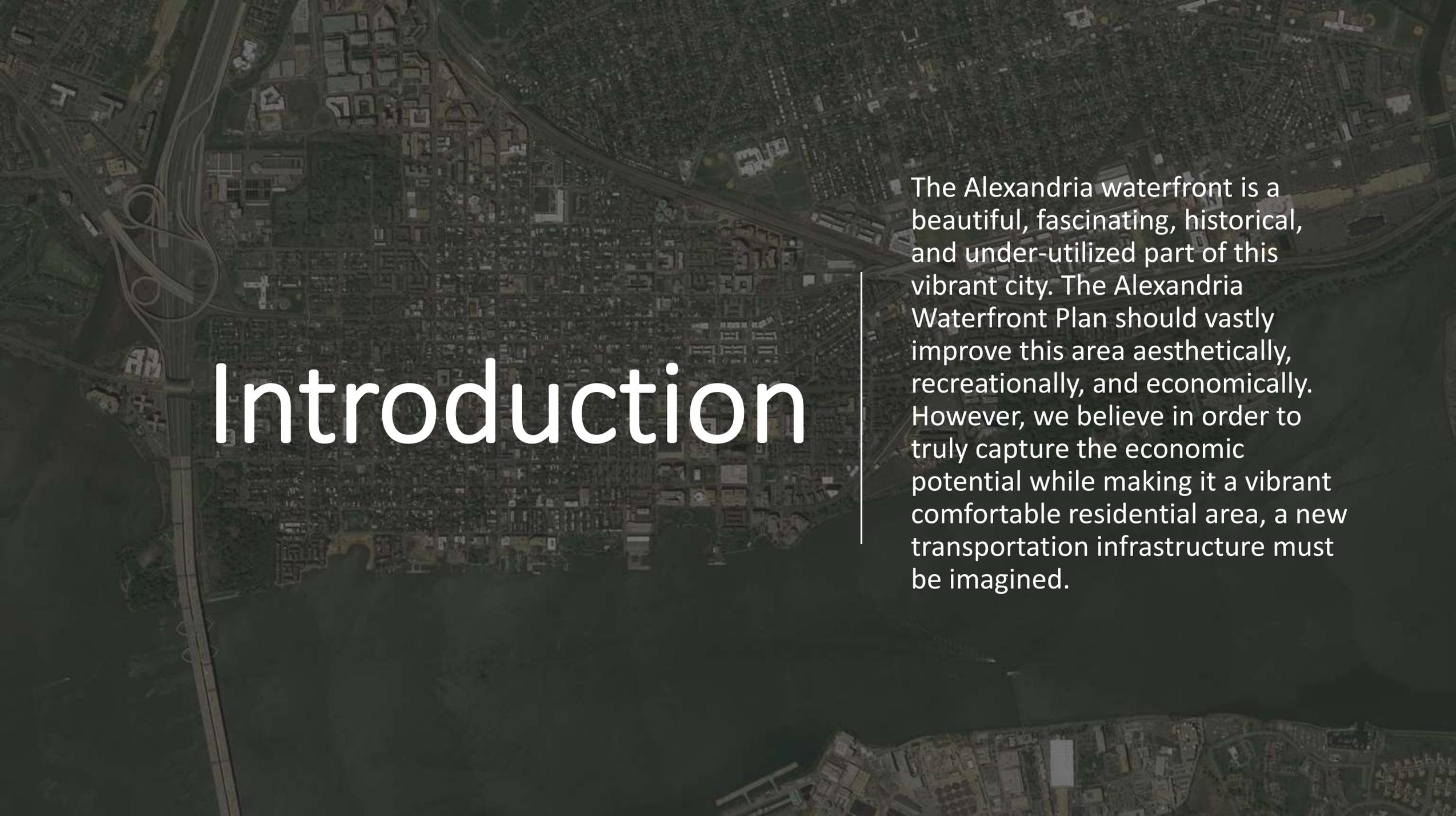
Alexandria Motor Boat Club house at its original site on The Strand, between Duke and Prince Streets.



The 1940's Beachcombers Restaurant at the foot of Prince Street.



The 1940's Beachcombers Restaurant at the foot of Prince Street.

An aerial photograph of the Alexandria waterfront, showing a dense urban area with a river and a highway interchange. The image is darkened to serve as a background for text.

Introduction

The Alexandria waterfront is a beautiful, fascinating, historical, and under-utilized part of this vibrant city. The Alexandria Waterfront Plan should vastly improve this area aesthetically, recreationally, and economically. However, we believe in order to truly capture the economic potential while making it a vibrant comfortable residential area, a new transportation infrastructure must be imagined.





The Groundwork

In 2014, the Alexandria City Council approved a new master plan for the City's waterfront. The Alexandria Waterfront Plan is a 20-year vision for the approximate 1 mile stretch of waterfront that has, in the past, been disconnected and compromised by industrial use. The final plan is brimming with park amenity spaces also serves as a flood mitigation buffer. The multiphase project is designed meet the recreational and communal needs of a diverse population, restore native flora and fauna to a natural habitat, and proposes a vision that is aesthetically appealing.



- 1 ROBINSON TERMINAL REDEVELOPMENT
- 2 WATERFRONT PROMENADE AND IMPROVED BULKHEAD
- 3 DUKE STREET GARDENS
- 4 POINT LUMLEY PIER WITH MOVEABLE SEATING
- 5 SEAPORT FOUNDATION FLOATING MUSEUM
- 6 CIVIC BUILDING
- 7 EXHIBITION AREA & FLEXIBLE EVENT SPACE

- 8 CARR HOTEL REDEVELOPMENT
- 9 REALIGNED STRAND WITH IMPROVED PEDESTRIAN EXPERIENCE
- 10 CUMMINGS TURNER REDEVELOPMENT
- 11 CHILDREN'S PLAY GARDEN
- 12 LAWN
- 13 LOWER PROMENADE
- 14 ALLEY WALK

- 15 PROPOSED ODBC PARKING LOT
- 16 PROPOSED ODBC BUILDING
- 17 PROPOSED ODBC DOCKS
- 18 CHADWICKS RESTAURANT
- 19 PRINCE STREET GARDENS
- 20 CAPITOL BIKE SHARE
- 21 PRESERVATION OF EXISTING TREES WITH UNDERSTORY

- 22 FACILITY FOR PUMPHOUSE, RESTROOMS & STORAGE
- 23 SHADE STRUCTURE
- 24 WATERFRONT PARK LAWN
- 25 STEPS TO THE WATER
- 26 WALES ALLEY
- 27 KING STREET PIER WITH SEATING AND SHADE STRUCTURE
- 28 WATER TAXI DOCK
- 29 HISTORIC SHIP
- 30 PEDESTRIANIZED STRAND WITH LIMITED VEHICLE ACCESS
- 31 BIKE PARKING HUB
- 32 MAI THAI RESTAURANT

- 33 WATERFRONT MARKET
- 34 FITZGERALD SQUARE WITH WATER FEATURE AND ICE SKATING
- 35 SEASONAL SHADE STRUCTURE
- 36 CONCESSIONS WITH OVERLOOK
- 37 STEPS TO THE WATER
- 38 PIERS
- 39 PATH REALIGNMENT
- 40 TORPEDO FACTORY
- 41 EXISTING PAVILION WITH WATER FEATURE
- 42 BLACKWALL HITCH RESTAURANT
- 43 CHARHOUSE RESTAURANT

- 44 MOVABLE TABLES & CHAIRS
- 45 DOCKMASTER BUILDING
- 46 IMPROVED BULKHEAD & COMMERCIAL PIER
- 47 CONTINUOUS WATERFRONT PROMENADE
- 48 PRESERVE SPECIMEN ASH TREE
- 49 IMPROVED THOMPSONS ALLEY SERVICE COURT
- 50 PEDESTRIAN BRIDGE & CHARHOUSE TERRACE
- 51 PUMP HOUSE AND RESTROOMS
- 52 COMMERCIAL PIER
- 53 FIRE BOAT PIER
- 54 QUEEN STREET GARDENS
- 55 PIER

The New Waterfront Plan

The approved Alexandria Waterfront Plan intends to improve this area of the city in many ways; one of which is adding great deal of communal and recreational green spaces to the landscape. There are plans for flood mitigation, design, and redesign of the landscape and parks interspersed with commercial and residential areas creating a walkable waterfront neighborhood without sacrificing the historical charm.

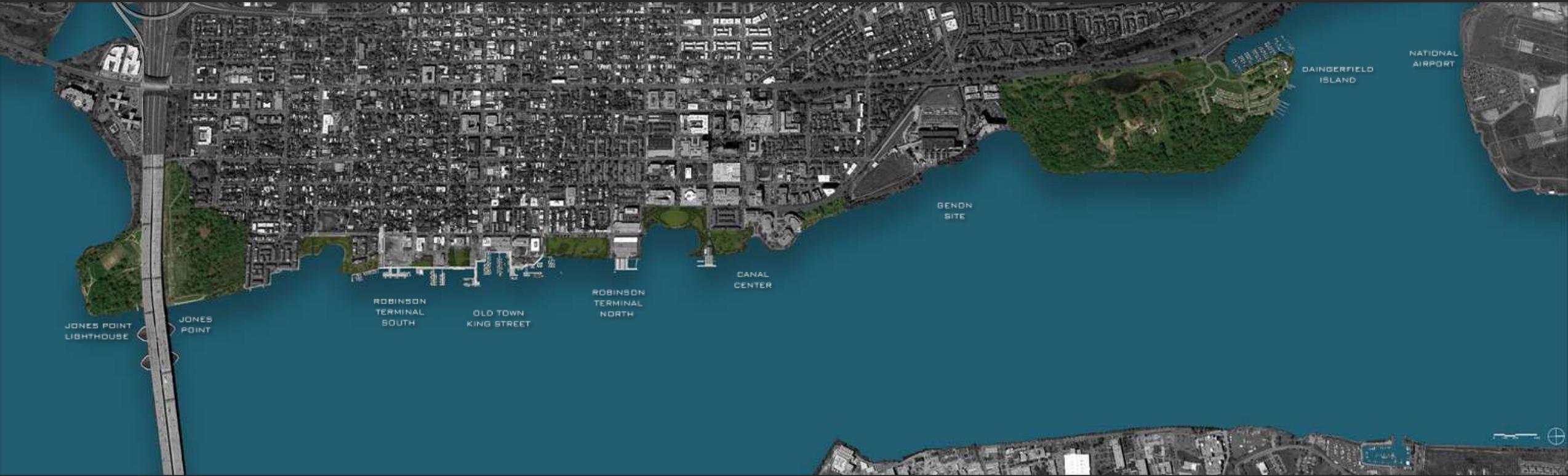
-
- 1 CARR HOTEL REDEVELOPMENT
 - 2 REALIGNED STRAND WITH IMPROVED PEDESTRIAN EXPERIENCE
 - 3 CUMMINGS-TURNER REDEVELOPMENT
 - 4 CHILDREN'S PLAY GARDEN
 - 5 LAWN
 - 6 LOWER PROMENADE
 - 7 ALLEY WALK
 - 8 PROPOSED ODBC PARKING LOT
 - 9 PROPOSED ODBC BUILDING
 - 10 PROPOSED ODBC DOCKS
 - 11 CHADWICKS RESTAURANT
 - 12 PRINCE STREET GARDENS
 - 13 CAPITOL BIKE SHARE
 - 14 PRESERVATION OF EXISTING TREES WITH UNDERSTORY
 - 15 FACILITY FOR PUMPHOUSE, RESTROOMS & STORAGE
 - 16 SHADE STRUCTURE
 - 17 WATERFRONT PARK LAWN
 - 18 STEPS TO THE WATER
 - 19 WALES ALLEY
 - 20 KING STREET PIER WITH SEATING AND SHADE STRUCTURE
 - 21 WATER TAXI DOCK
 - 22 HISTORIC SHIP
 - 23 PEDESTRIANIZED STRAND WITH LIMITED VEHICLE ACCESS
 - 24 BIKE PARKING HUB
 - 25 MAI THAI RESTAURANT
 - 26 WATERFRONT MARKET
 - 27 FITZGERALD SQUARE WITH WATER FEATURE AND ICE SKATING
 - 28 SEASONAL SHADE STRUCTURE
 - 29 CONCESSIONS WITH OVERLOOK
 - 30 STEPS TO THE WATER
 - 31 PIERS
 - 32 PATH REALIGNMENT
 - 33 TORPEDO FACTORY
 - 34 EXISTING PAVILION WITH WATER FEATURE
 - 35 BLACKWALL HITCH RESTAURANT
 - 36 CHARTHOUSE RESTAURANT





2 miles

4 miles



A dark green sign for Founders Park with a circular seal in the top right corner. The text on the sign includes the park name and address.

Founders Park

357 N. Union Street

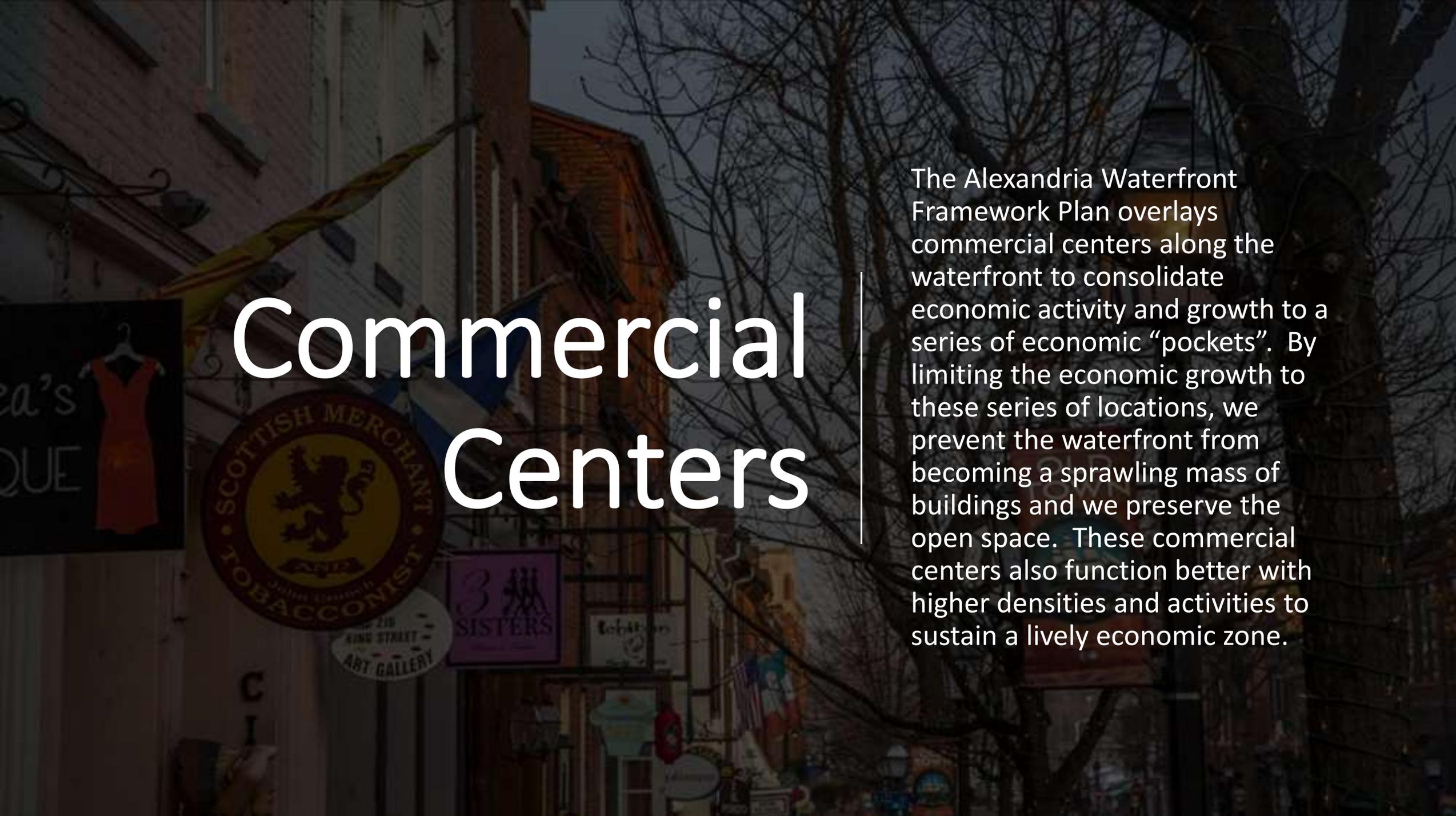
CITY OF ALEXANDRIA 1776

Going Green

The approved Waterfront Plan intends to improve the City in many ways; one of which is adding substantial communal and recreational green space to the waterfront. Our plan looks at the Waterfront from Jones Point to Dangerfield Island. We have mapped the open spaces between these two points and find an abundance of naturalist open space at the two ends with more manicured and smaller open spaces in between.



OPEN
SPACE



Commercial Centers

The Alexandria Waterfront Framework Plan overlays commercial centers along the waterfront to consolidate economic activity and growth to a series of economic “pockets”. By limiting the economic growth to these series of locations, we prevent the waterfront from becoming a sprawling mass of buildings and we preserve the open space. These commercial centers also function better with higher densities and activities to sustain a lively economic zone.



OPEN
SPACE

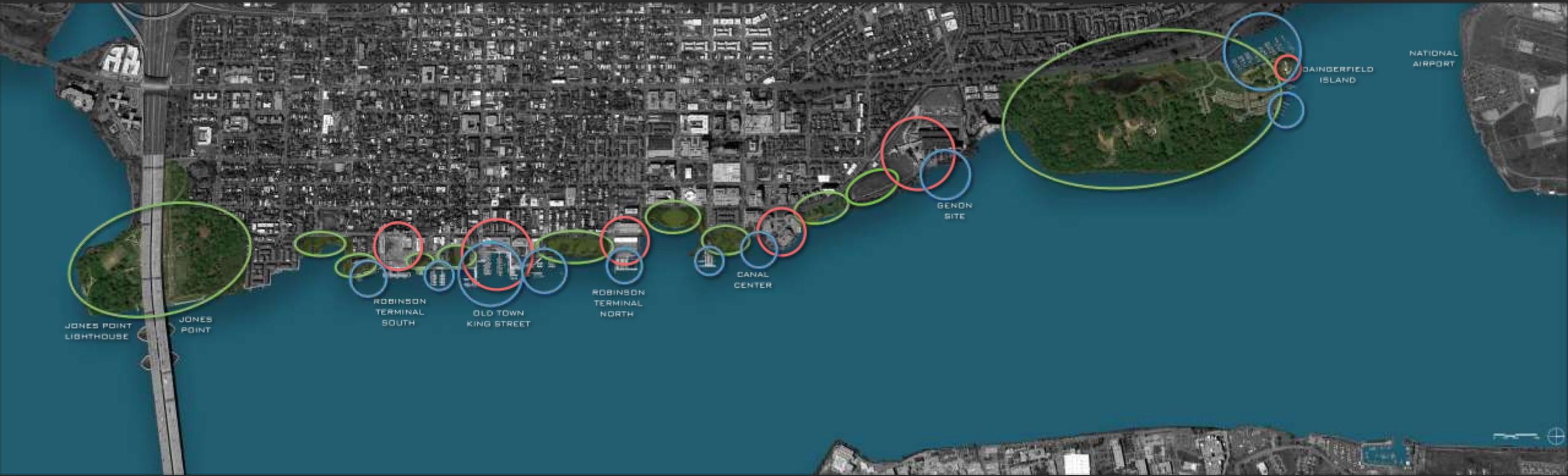


COMMERCIAL
CENTERS

An aerial photograph of Alexandria, Virginia, showing a dense urban area with numerous buildings and a waterfront area with several marinas and boats. The water is dark blue, and the sky is a pale, hazy blue. The text 'Marina Medley' is overlaid in large white font on the left side of the image.

Marina Medley

Alexandria's waterfront already has its fair share of marinas, but with the increase of communal recreational green spaces and strategically placed commercial pockets it opens the waterfront to more marina opportunities. Additionally, increasing the marina availability will lend itself to expanding the potential for better utilization of the Potomac River for both local and commuter use.



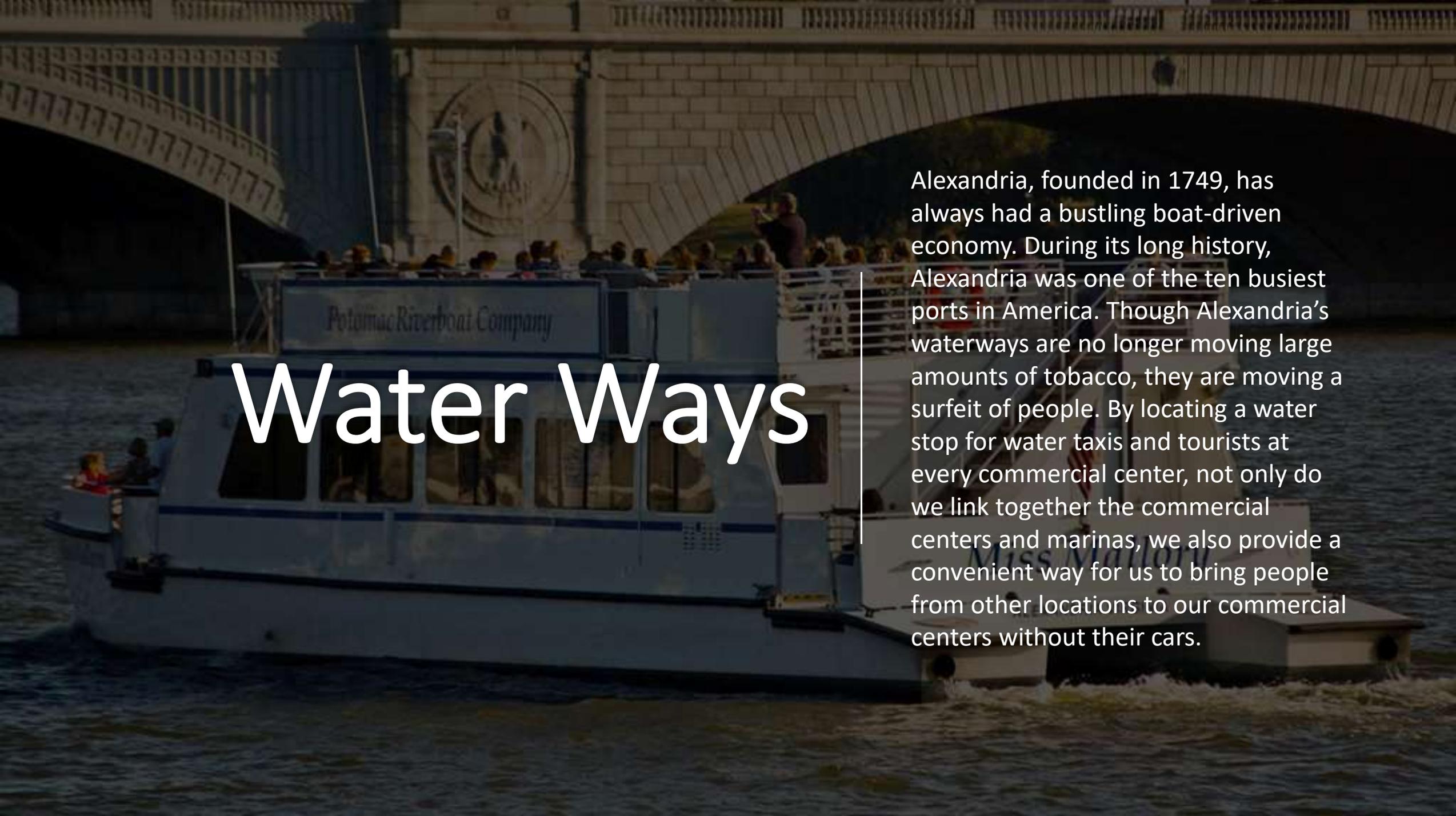
OPEN
SPACE



COMMERCIAL
CENTERS



MARINA
DEVELOPMENT



Water Ways

Alexandria, founded in 1749, has always had a bustling boat-driven economy. During its long history, Alexandria was one of the ten busiest ports in America. Though Alexandria's waterways are no longer moving large amounts of tobacco, they are moving a surfeit of people. By locating a water stop for water taxis and tourists at every commercial center, not only do we link together the commercial centers and marinas, we also provide a convenient way for us to bring people from other locations to our commercial centers without their cars.



OPEN SPACE



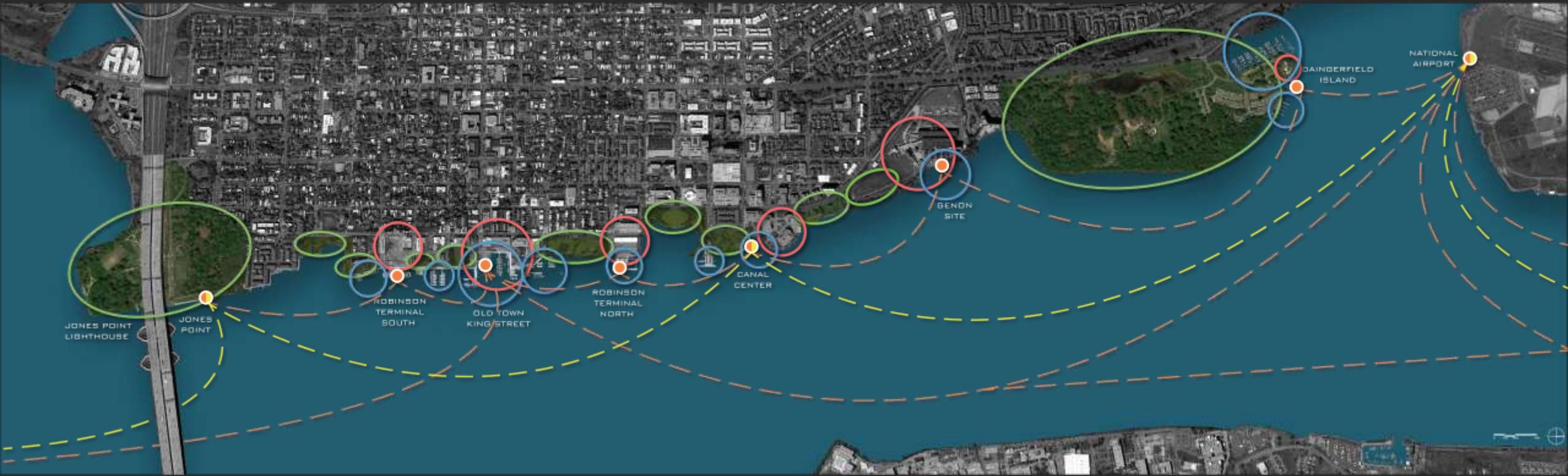
COMMERCIAL CENTERS



MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



OPEN SPACE



COMMERCIAL CENTERS



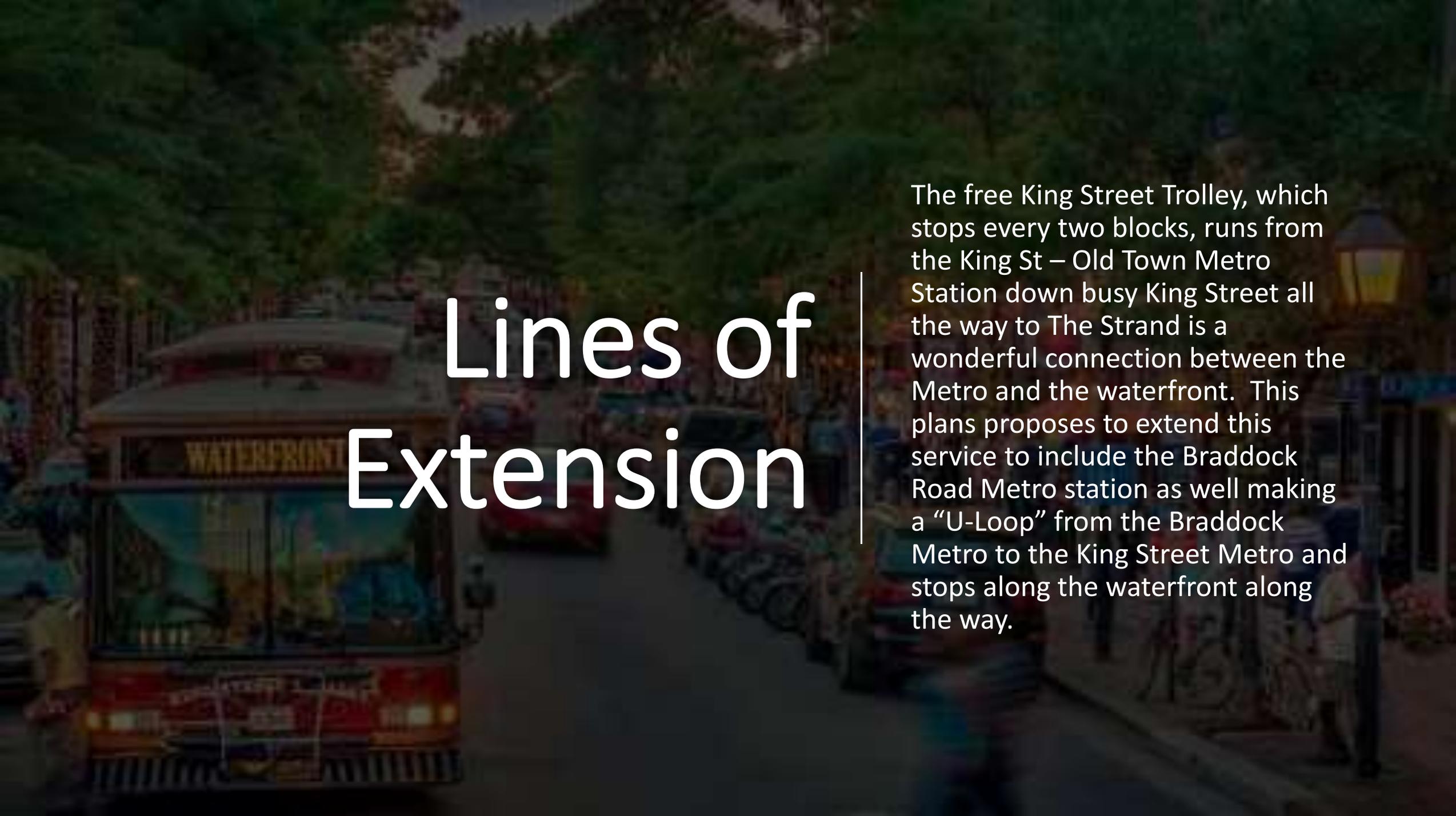
MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION

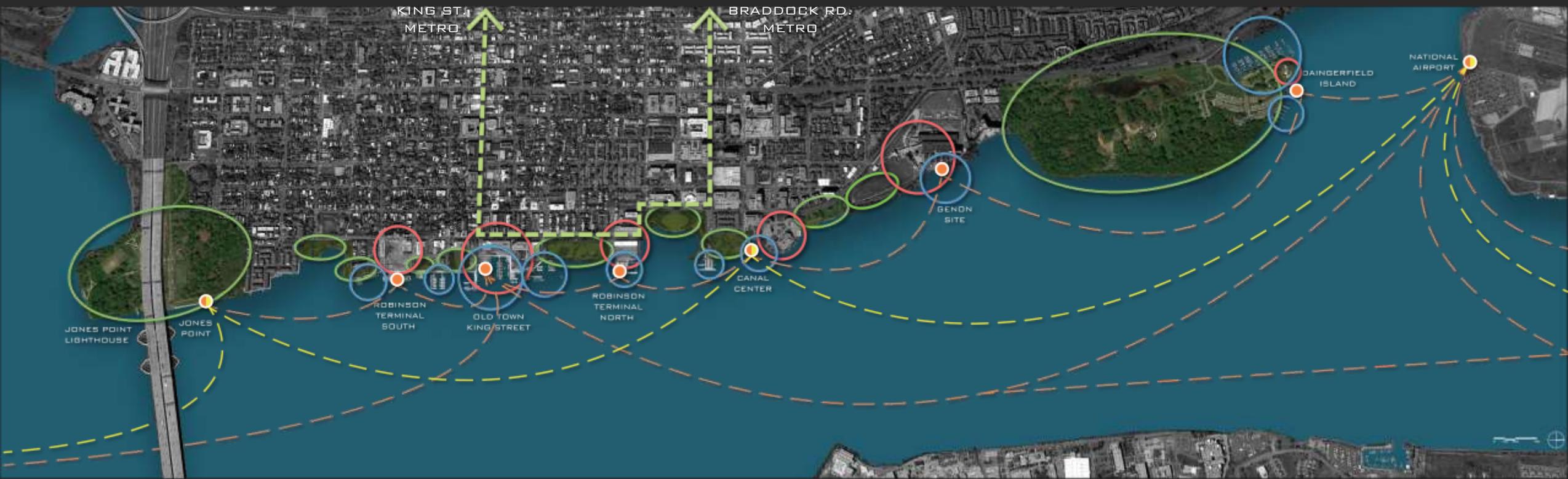


COMMUTER WATER TRANSPORTATION

A photograph of a King Street Trolley, a vintage-style tram, on a city street at dusk. The trolley is white with a red and blue stripe and has "WATERFRONT" written on its side. The background shows trees and a street lamp. The text "Lines of Extension" is overlaid in large white font on the left side of the image.

Lines of Extension

The free King Street Trolley, which stops every two blocks, runs from the King St – Old Town Metro Station down busy King Street all the way to The Strand is a wonderful connection between the Metro and the waterfront. This plans proposes to extend this service to include the Braddock Road Metro station as well making a “U-Loop” from the Braddock Metro to the King Street Metro and stops along the waterfront along the way.



OPEN SPACE



COMMERCIAL CENTERS



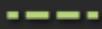
MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



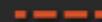
LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



WATERFRONT TROLLEY

But Don't Stop There...

The Metro trolleys that connects public transportation to the waterfront is a critically important piece of infrastructure for Alexandria. However, that trolley line does not service the entire waterfront. With parking lots at each end of the waterfront, it seems logical to establish a dedicated waterfront trolley from Jones Point to Canal Center and stops all along the waterfront.



OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



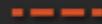
LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



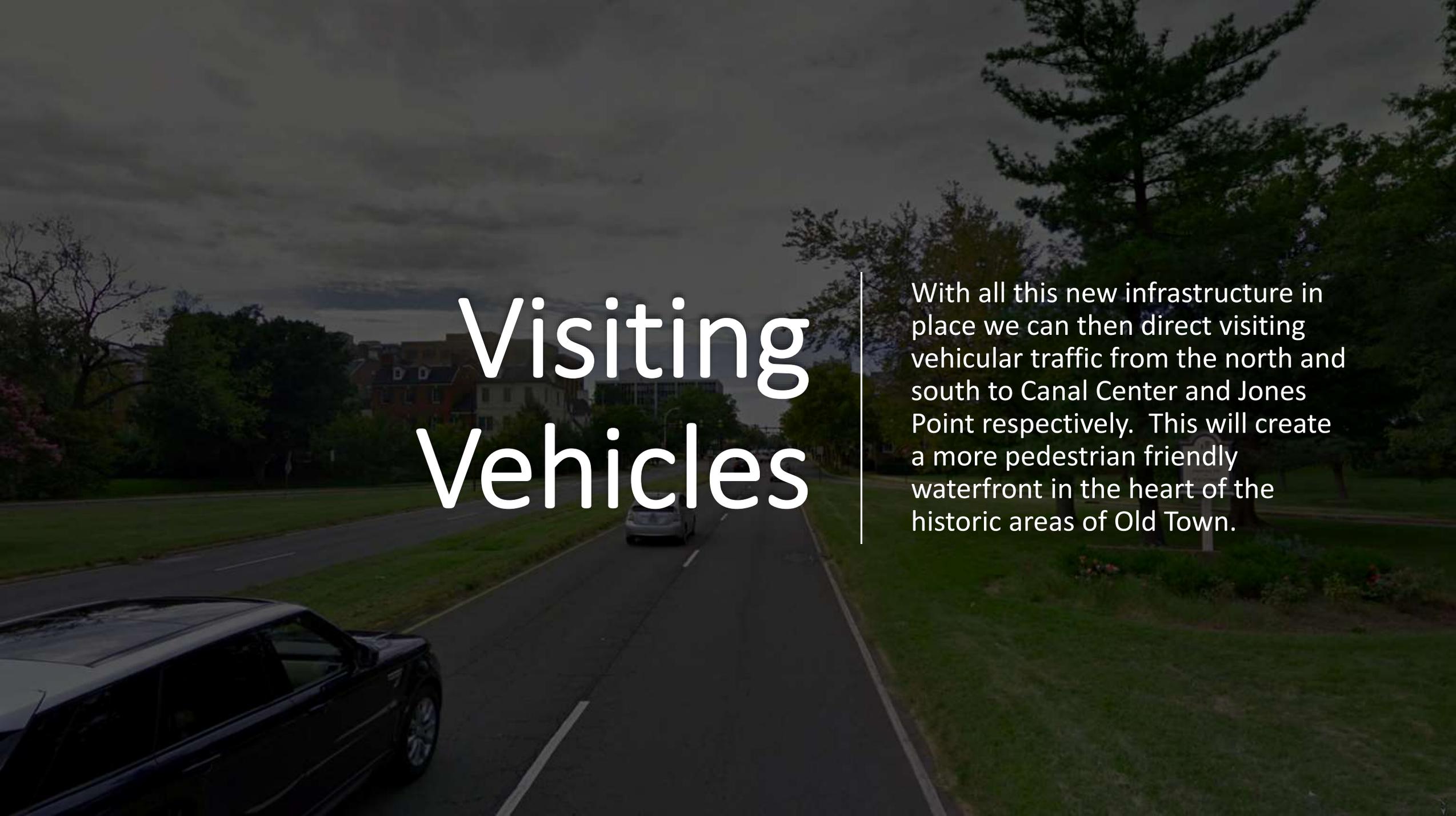
METRO TROLLEY



WATERFRONT TROLLEY



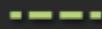
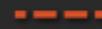
PUBLIC PARKING

A dark, atmospheric photograph of a street in Old Town. In the foreground, the rear of a dark car is visible on the left. The street is paved and has a white line down the center. In the distance, a white car is driving away. The background shows buildings and trees under a cloudy sky. The overall tone is moody and historical.

Visiting Vehicles

With all this new infrastructure in place we can then direct visiting vehicular traffic from the north and south to Canal Center and Jones Point respectively. This will create a more pedestrian friendly waterfront in the heart of the historic areas of Old Town.



- 
 OPEN SPACE
- 
 COMMERCIAL CENTERS
- 
 MARINA DEVELOPMENT
- 
 LOCAL WATER TRANSPORTATION
- 
 COMMUTER WATER TRANSPORTATION
- 
 METRO TROLLEY
- 
 WATERFRONT TROLLEY
- 
 PUBLIC PARKING
- 
 VISITORS BY VEHICLE



OPEN SPACE



COMMERCIAL CENTERS



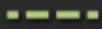
MARINA DEVELOPMENT



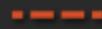
LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



WATERFRONT TROLLEY



PUBLIC PARKING



VISITORS BY VEHICLE



ROBINSON
TERMINAL
SOUTH



ROBINSON
TERMINAL
SOUTH











Duke & Union



OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



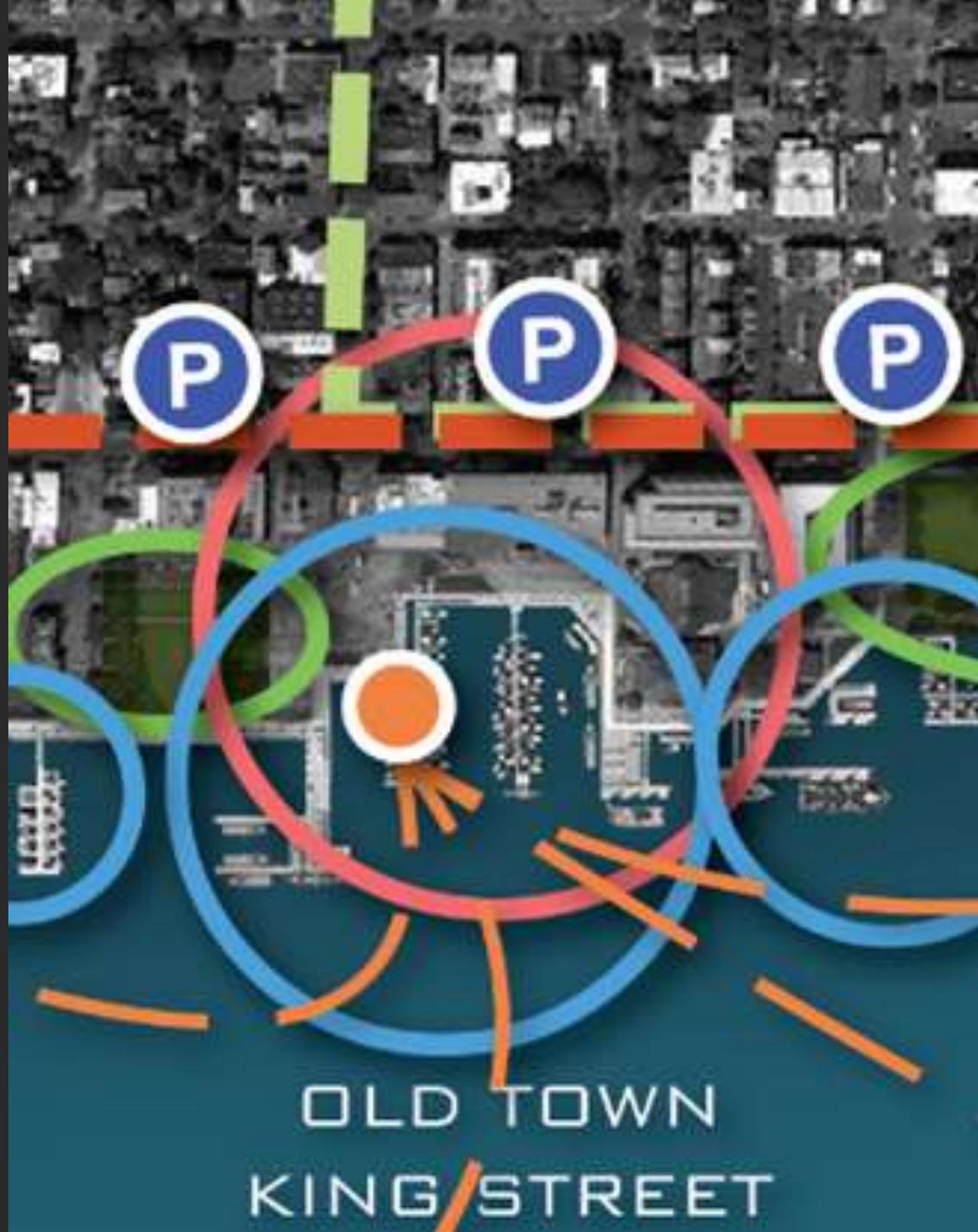
WATERFRONT TROLLEY



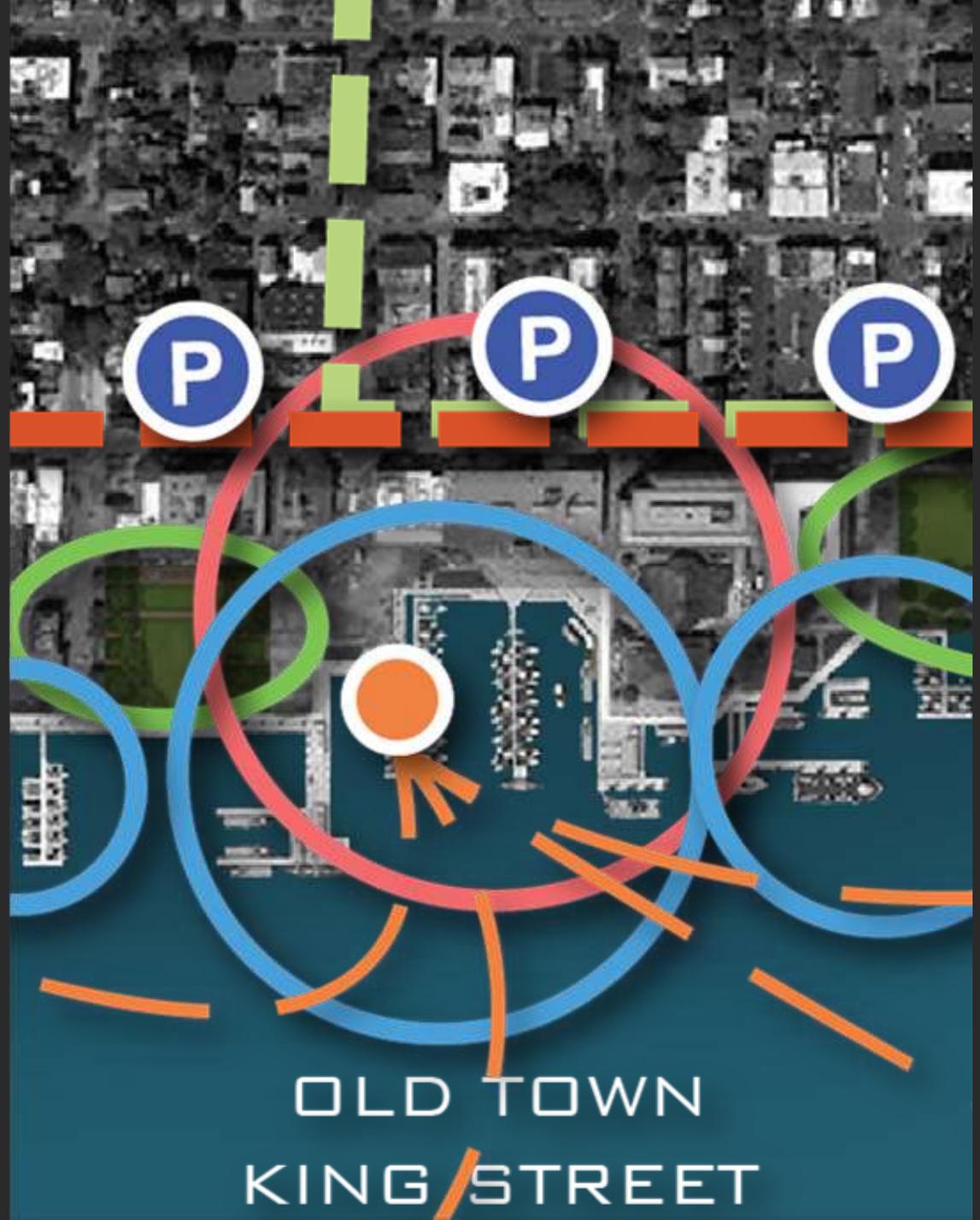
PUBLIC PARKING



VISITORS BY VEHICLE



OLD TOWN
KING STREET



OLD TOWN
KING STREET



PROGRAMMED
STREET
CLOSURES

DEVELOP
GROUND FLOOR

REDEVELOP
GATEWAY BUILDING

TORPEDO
FACTORY

WATER STOP

INCREASE
DENSITY

PROGRAMMED
STREET
CLOSURES



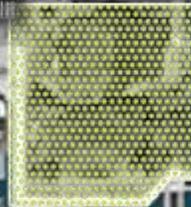
DEVELOP
GROUND FLOOR



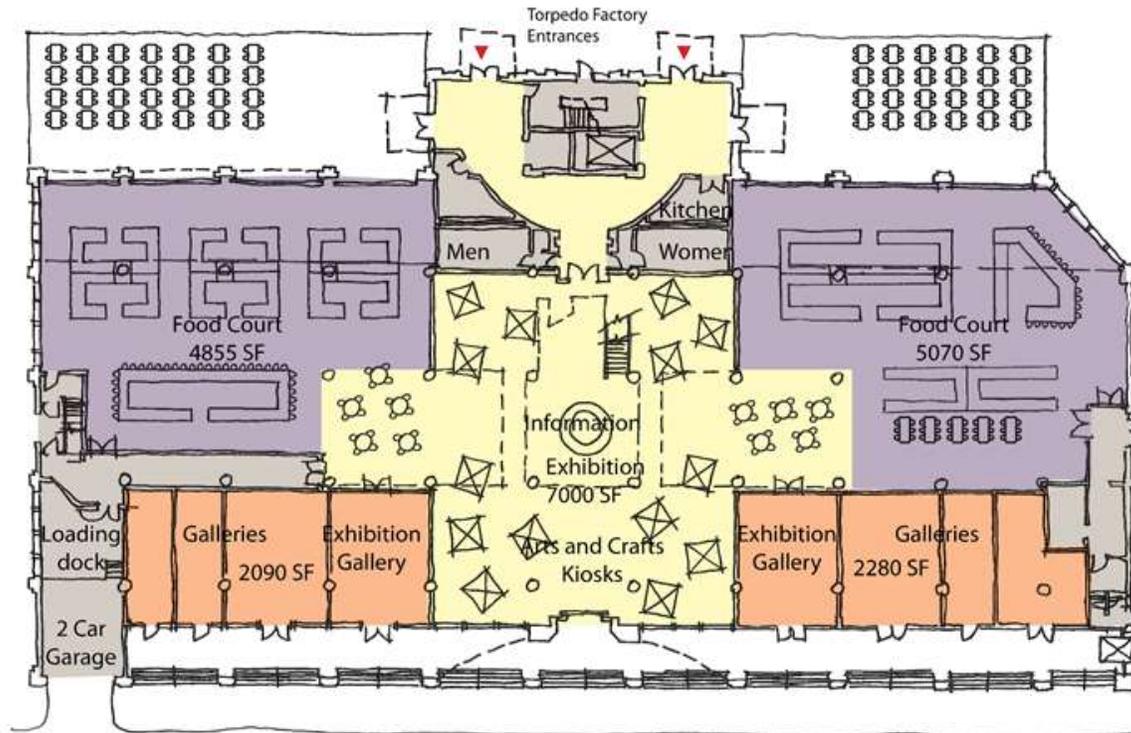
REDEVELOP
GATEWAY BUILDING



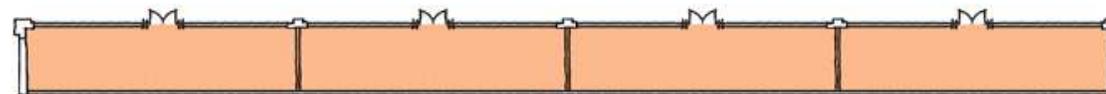
WATER STOP



INCREASE
DENSITY



Union Street

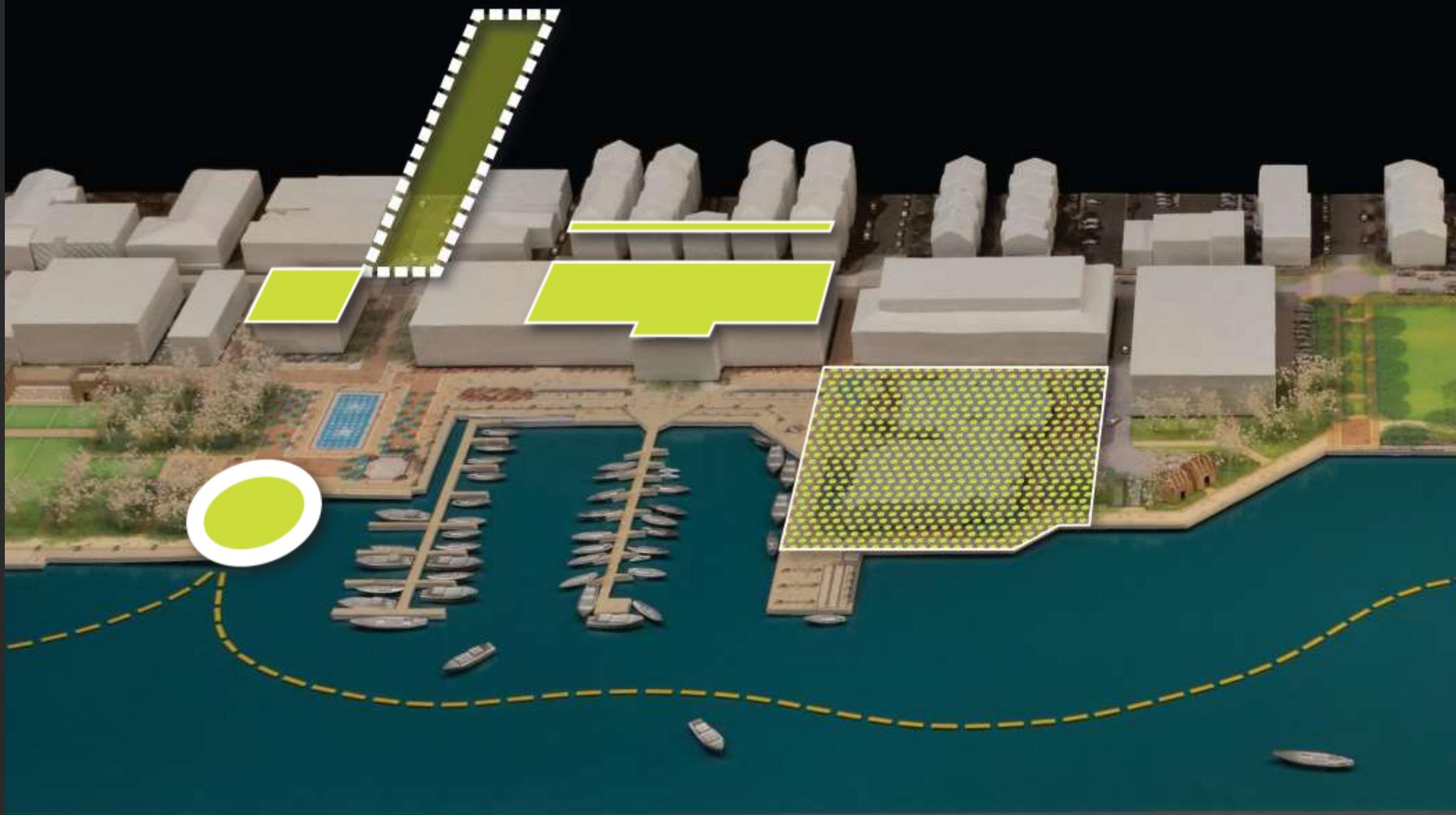


PROPOSED PLAN

	Galleries		Exhibition		Restaurant	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Ground	11690	6690	6770	7000	0	9925
Second	11614	14335	0	0	0	636
Third	20270	20270	0	0	0	0
Total	43574	38975	6770	7000	0	10561

DRAWING KEY

- GALLERY
- RESTAURANT
- OUTDOOR AMENITY
- CIRCULATION
- SERVICE





OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



WATERFRONT TROLLEY



PUBLIC PARKING



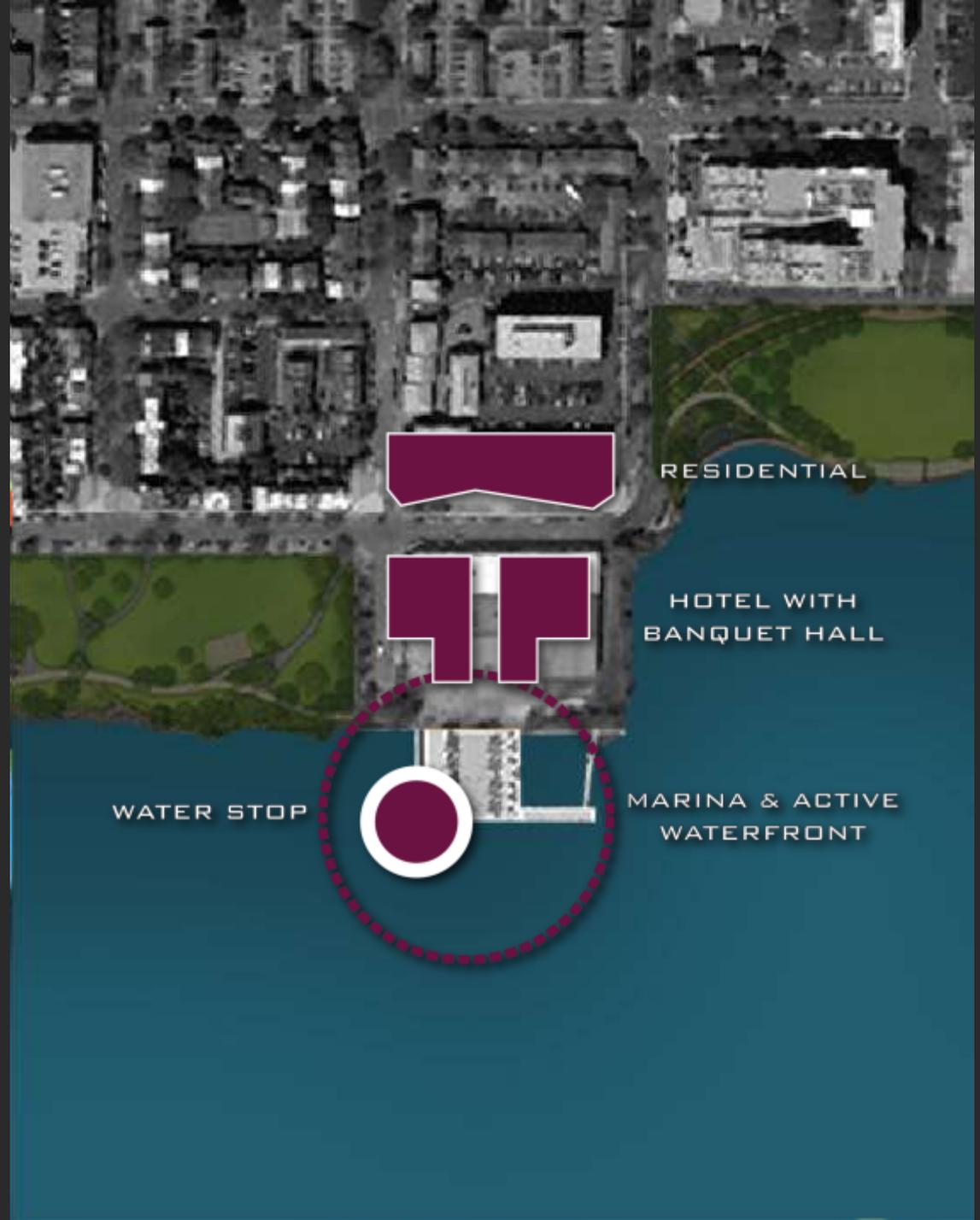
VISITORS BY VEHICLE



ROBINSON
TERMINAL
NORTH



ROBINSON
TERMINAL
NORTH

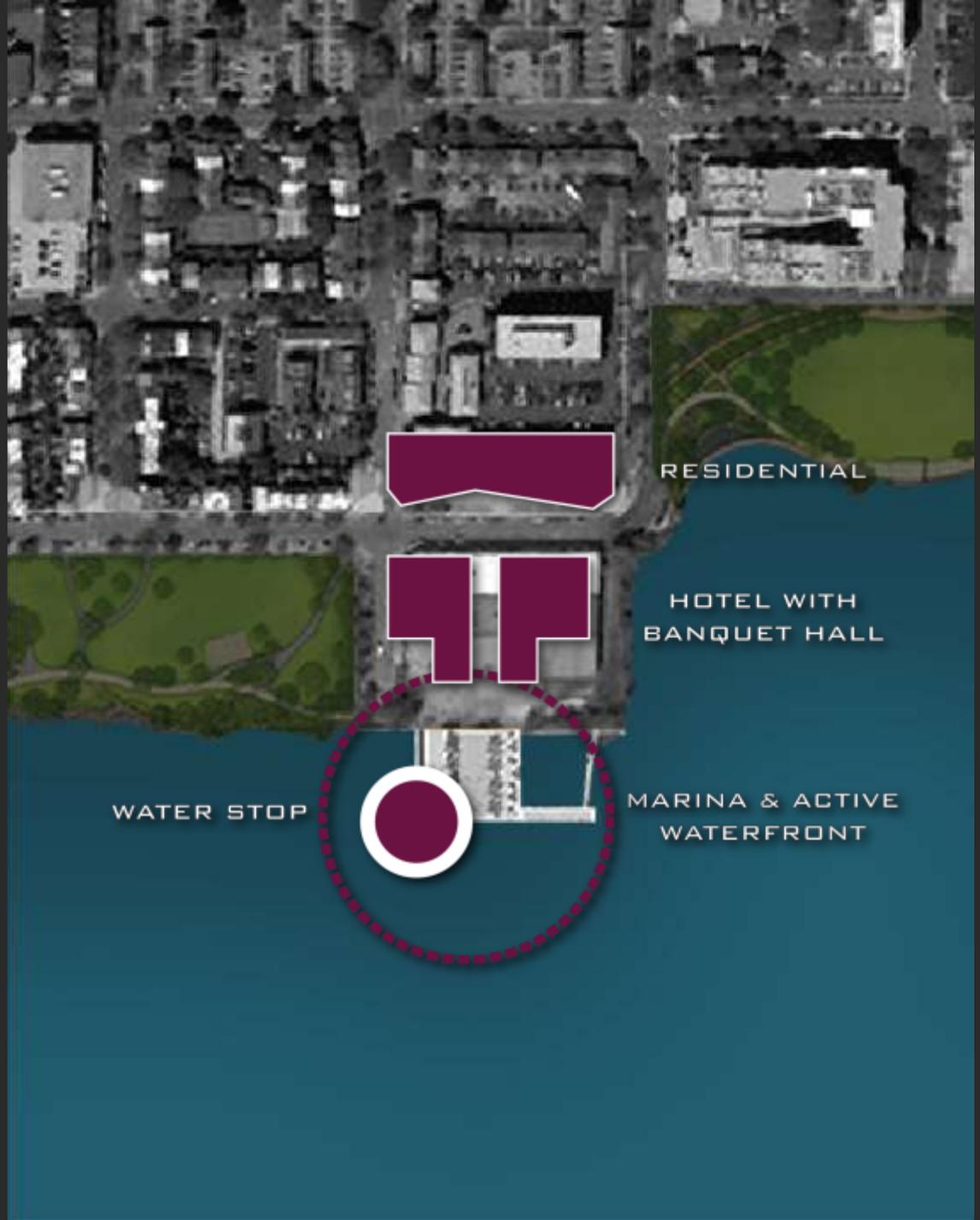


RESIDENTIAL

HOTEL WITH
BANQUET HALL

WATER STOP

MARINA & ACTIVE
WATERFRONT



RESIDENTIAL

HOTEL WITH
BANQUET HALL

WATER STOP

MARINA & ACTIVE
WATERFRONT









OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



WATERFRONT TROLLEY



PUBLIC PARKING



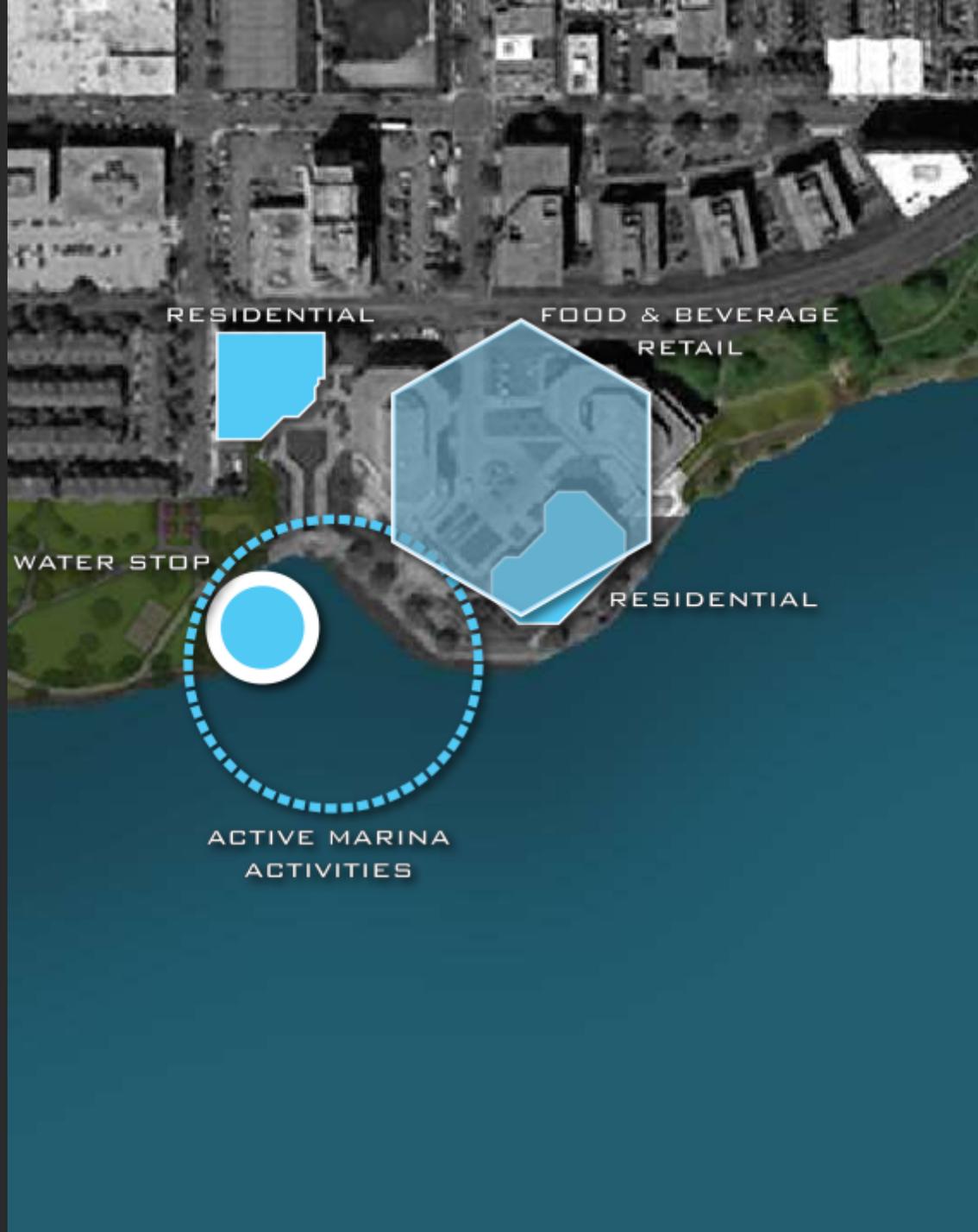
VISITORS BY VEHICLE



CANAL
CENTER



CANAL
CENTER



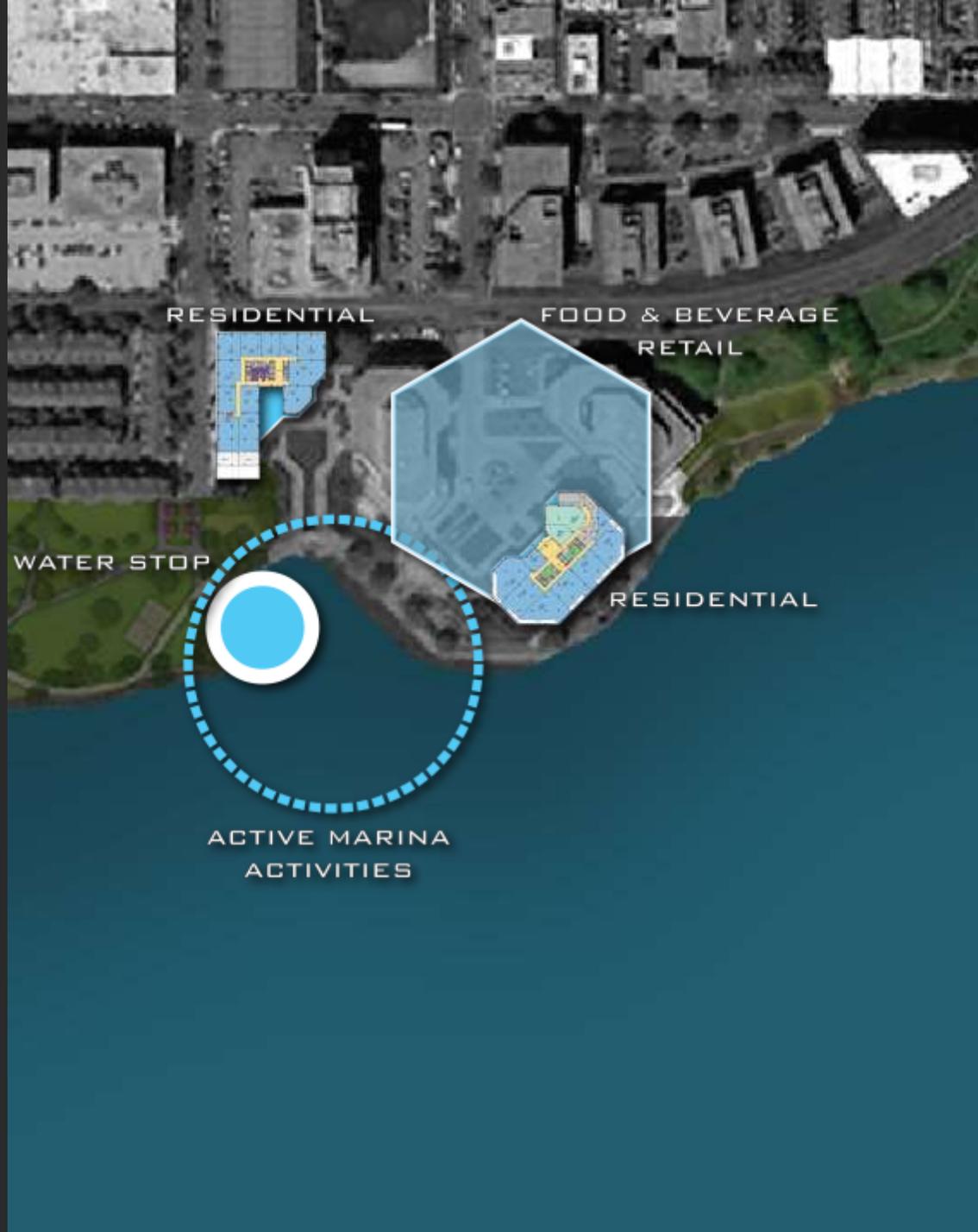
RESIDENTIAL

FOOD & BEVERAGE
RETAIL

WATER STOP

RESIDENTIAL

ACTIVE MARINA
ACTIVITIES



RESIDENTIAL

FOOD & BEVERAGE
RETAIL

WATER STOP

RESIDENTIAL

ACTIVE MARINA
ACTIVITIES



CANAL 66

CANAL 44

CANAL 99

CANAL 11

RETAIL A
3042 SF

RETAIL B
6226 SF

RETAIL C
4633 SF

RETAIL D
5966 SF

PHASE 2
RETAIL

RETAIL E
6196 SF

PHASE 2
RETAIL

RETAIL F
5069 SF

PHASE 2
RETAIL

**CANAL CENTER RETAIL
PLAZA LEVEL**

RETAIL A	3,042 SF
RETAIL B	6,226 SF
RETAIL C	4,633 SF
RETAIL D	5,966 SF
RETAIL E	6,196 SF
RETAIL F	5,069 SF

**TOTAL PLAZA
RETAIL** 31,132 SF

GARAGE LEVEL 1
RETAIL G 6,633 SF

**TOTAL SITE
RETAIL** 37,765 SF



OPEN SPACE



COMMERCIAL CENTERS



MARINA DEVELOPMENT



LOCAL WATER TRANSPORTATION



COMMUTER WATER TRANSPORTATION



METRO TROLLEY



WATERFRONT TROLLEY



PUBLIC PARKING



VISITORS BY VEHICLE



JONES POINT
LIGHTHOUSE

JONES
POINT

ROBINSON
TERMINAL
SOUTH

OLD TOWN
KING STREET

ROBINSON
TERMINAL
NORTH

CANAL
CENTER





P

JONES POINT
LIGHTHOUSE

JONES
POINT

P

ROBINSON
TERMINAL
SOUTH

P

OLD TOWN
KING STREET

P

P

ROBINSON
TERMINAL
NORTH

P

CANAL
CENTER

P





GATEWAY SOUTH
GATEWAY

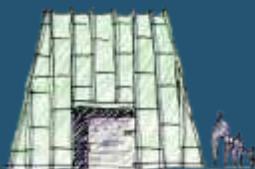
THE STRAND
WORKING SEAPORT

TORPEDO FACTORY
WITNESS TO WAR

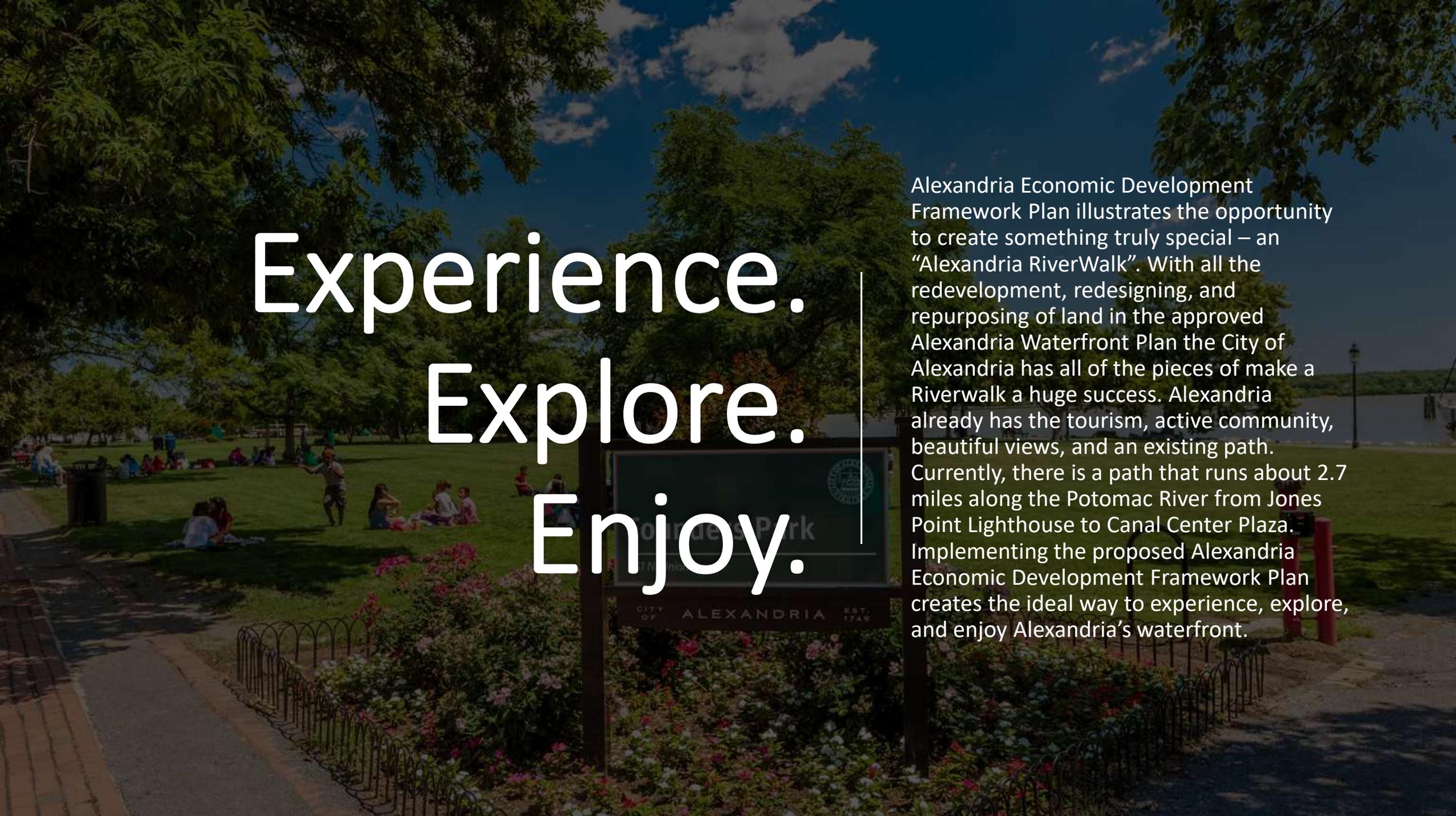
FOUNDERS PARK
FOUNDATIONS

ORONOCO BAY
TRANSFORMATIONS

GATEWAY NORTH
AMBITION & ILLUMINATION



P O T O M A C R I V E R



Experience. Explore. Enjoy.

Alexandria Economic Development Framework Plan illustrates the opportunity to create something truly special – an “Alexandria RiverWalk”. With all the redevelopment, redesigning, and repurposing of land in the approved Alexandria Waterfront Plan the City of Alexandria has all of the pieces of make a Riverwalk a huge success. Alexandria already has the tourism, active community, beautiful views, and an existing path. Currently, there is a path that runs about 2.7 miles along the Potomac River from Jones Point Lighthouse to Canal Center Plaza. Implementing the proposed Alexandria Economic Development Framework Plan creates the ideal way to experience, explore, and enjoy Alexandria’s waterfront.



Scale bar and north arrow.



ALEXANDRIA RIVERWALK

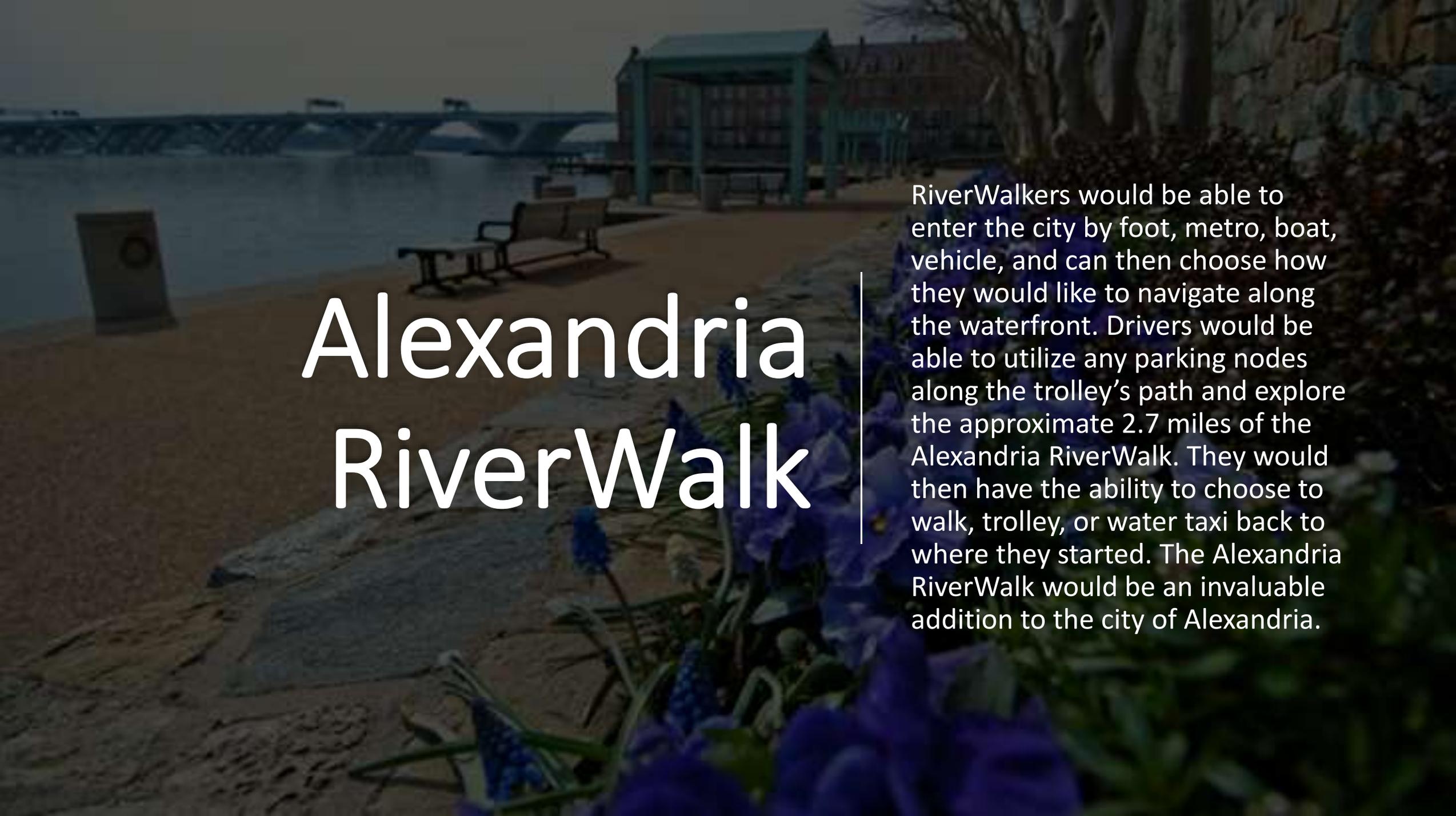
- TOURISM ROUTES
- COMMUTER ROUTES
- RIVERWALK
- TROLLEY LINES
- FUTURE RIVERWALK
- FERRY STOPS
- COMMUTER STOPS
- PUBLIC TOILETS
- P PUBLIC PARKING
- ↙ TRAFFIC PATTERNS





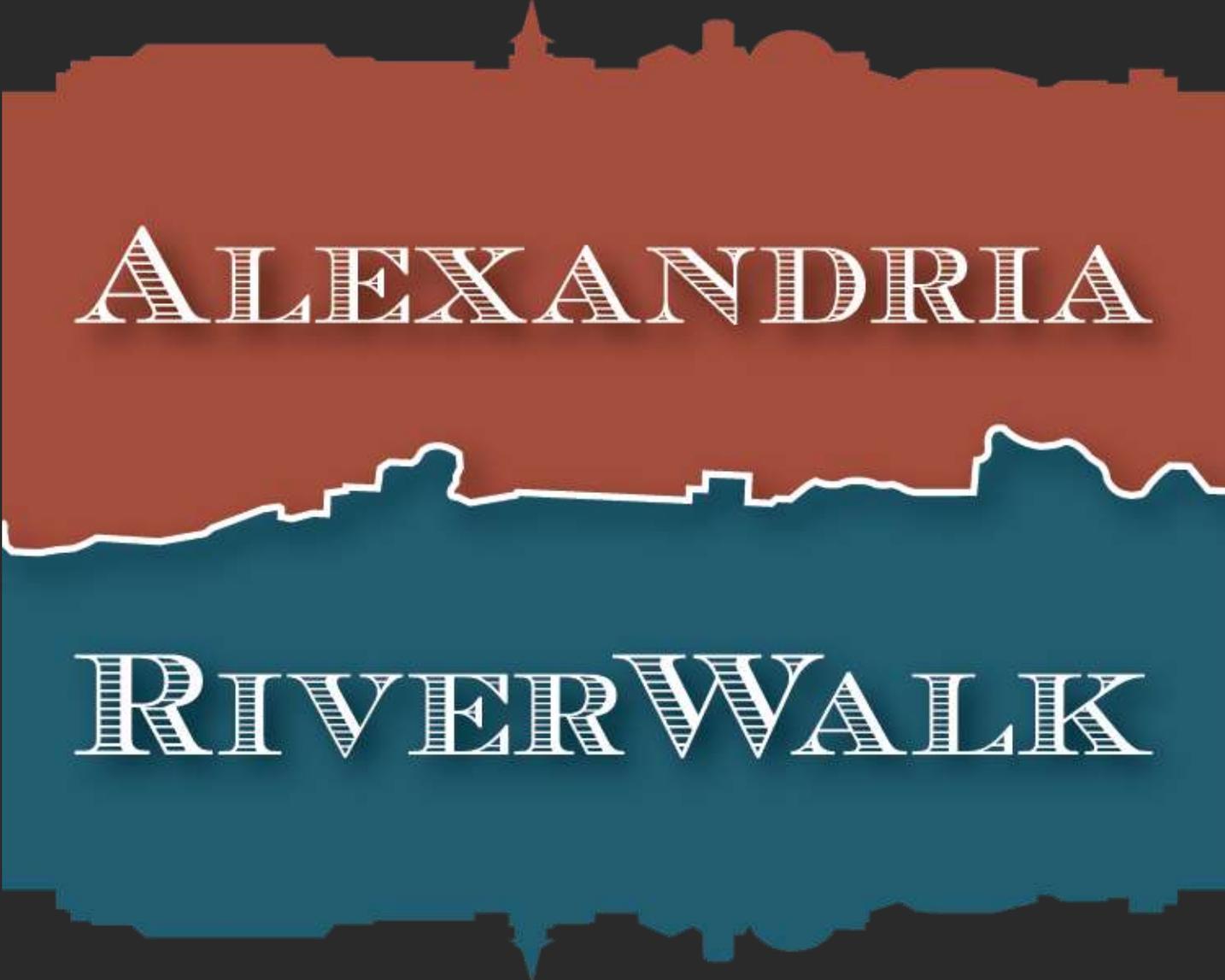
ALEXANDRIA RIVERWALK

- TOURISM ROUTES
- COMMUTER ROUTES
- RIVERWALK
- FUTURE RIVERWALK
- TROLLEY LINES
- ← TRAFFIC PATTERNS
- FERRY STOPS
- COMMUTER STOPS
- PUBLIC TOILETS
- FUTURE PUBLIC TOILETS
- P PUBLIC PARKING
- M METRO



Alexandria RiverWalk

RiverWalkers would be able to enter the city by foot, metro, boat, vehicle, and can then choose how they would like to navigate along the waterfront. Drivers would be able to utilize any parking nodes along the trolley's path and explore the approximate 2.7 miles of the Alexandria RiverWalk. They would then have the ability to choose to walk, trolley, or water taxi back to where they started. The Alexandria RiverWalk would be an invaluable addition to the city of Alexandria.

A stylized skyline silhouette is centered at the top of the image. The top portion of the skyline is filled with a solid red color, while the bottom portion is filled with a solid teal color. The silhouette itself is white, creating a layered effect. The text 'ALEXANDRIA' is positioned within the red section, and 'RIVERWALK' is positioned within the teal section.

ALEXANDRIA

RIVERWALK

Visit us at AlexandriaRiverWalk.com