

Figure 2.2: Land Use Strategy

- City Boundary
- AlexWest Boundary
- Focus Area
- Area 2
- Area 3
- Garden and Greenway Neighborhoods

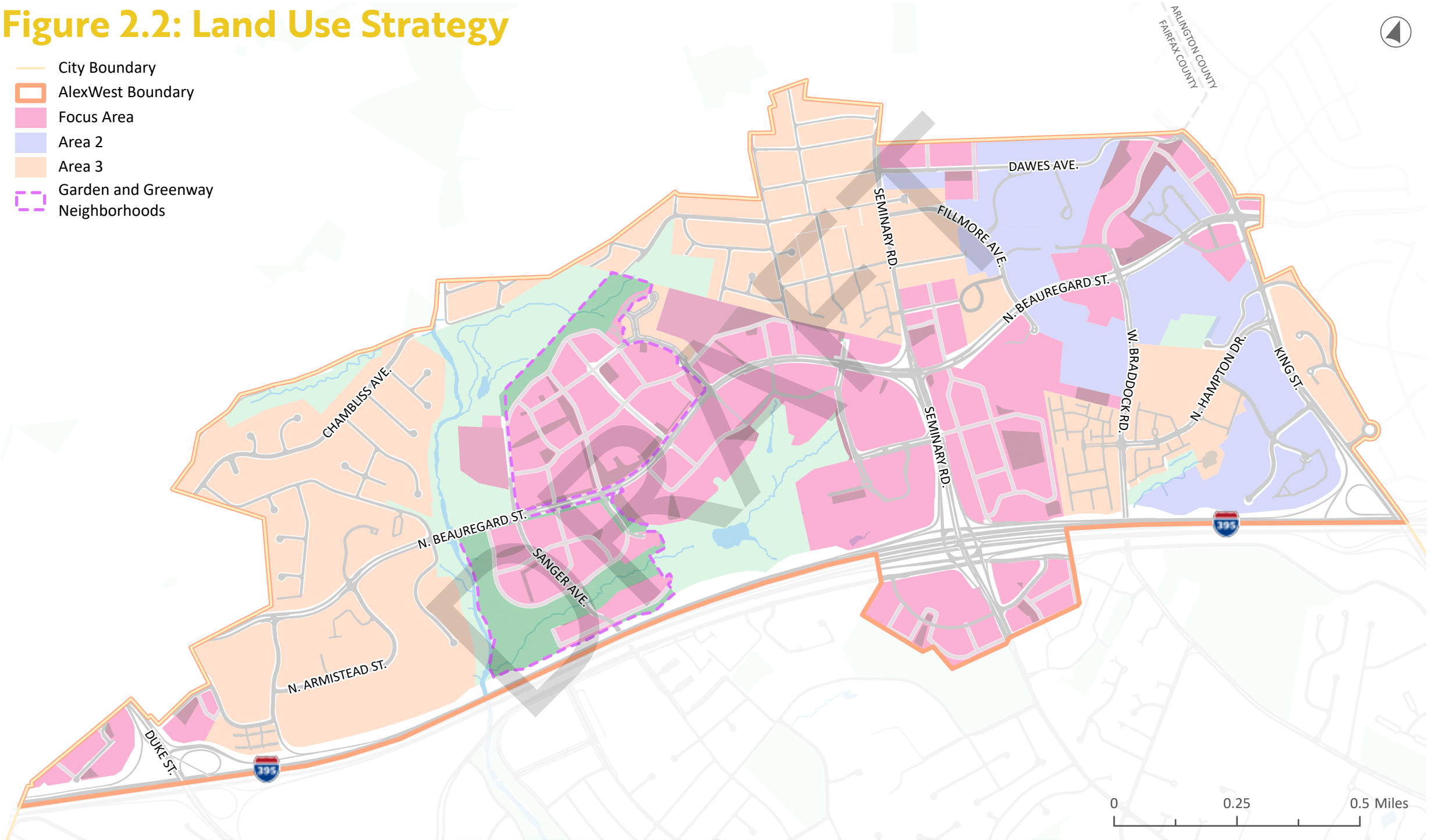







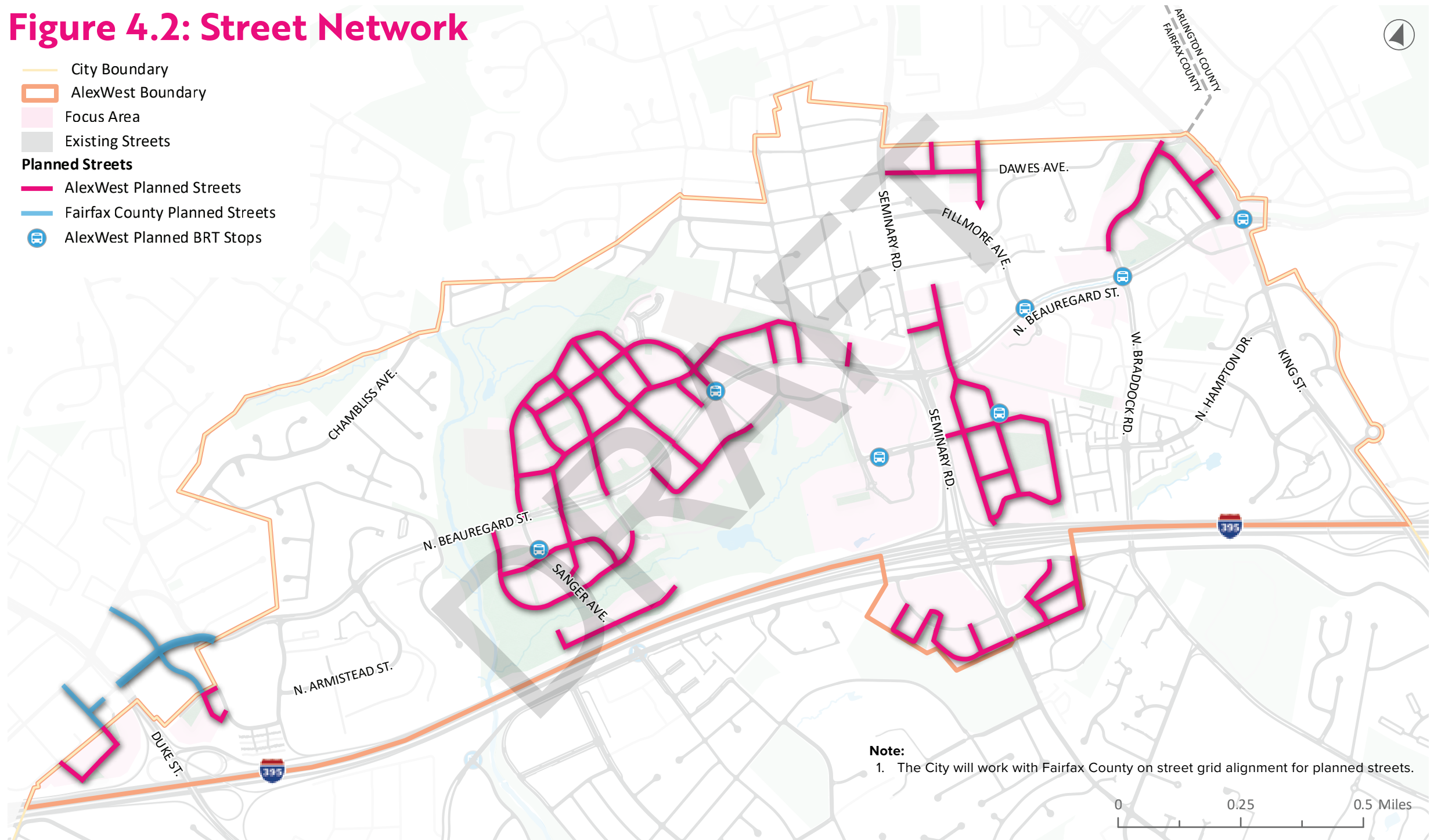


Figure 4.2: Street Network

-  City Boundary
-  AlexWest Boundary
-  Focus Area
-  Existing Streets
- Planned Streets**
-  AlexWest Planned Streets
-  Fairfax County Planned Streets
-  AlexWest Planned BRT Stops



Note:
1. The City will work with Fairfax County on street grid alignment for planned streets.



Figure 4.3: Street Dimensions + Types

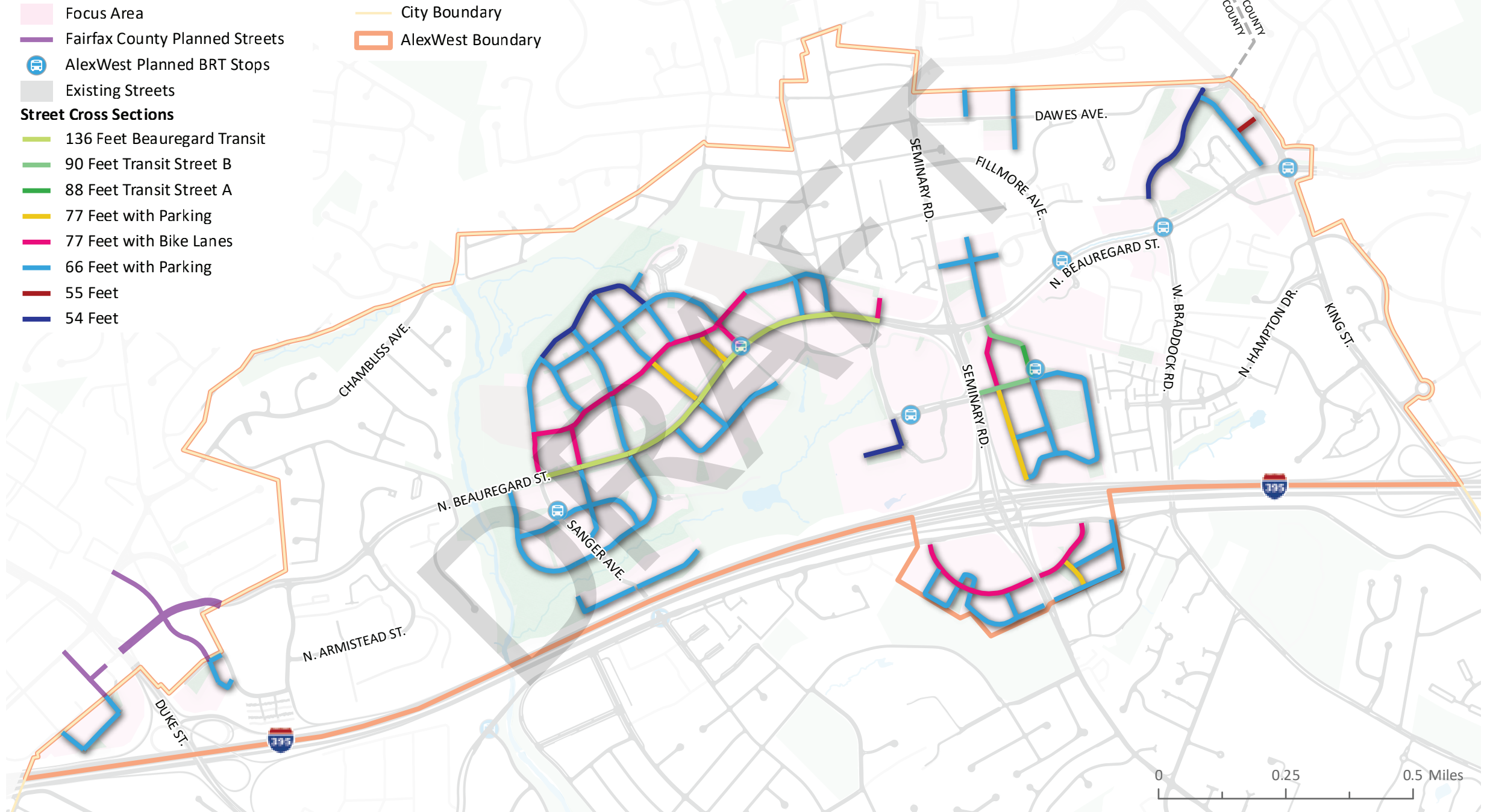
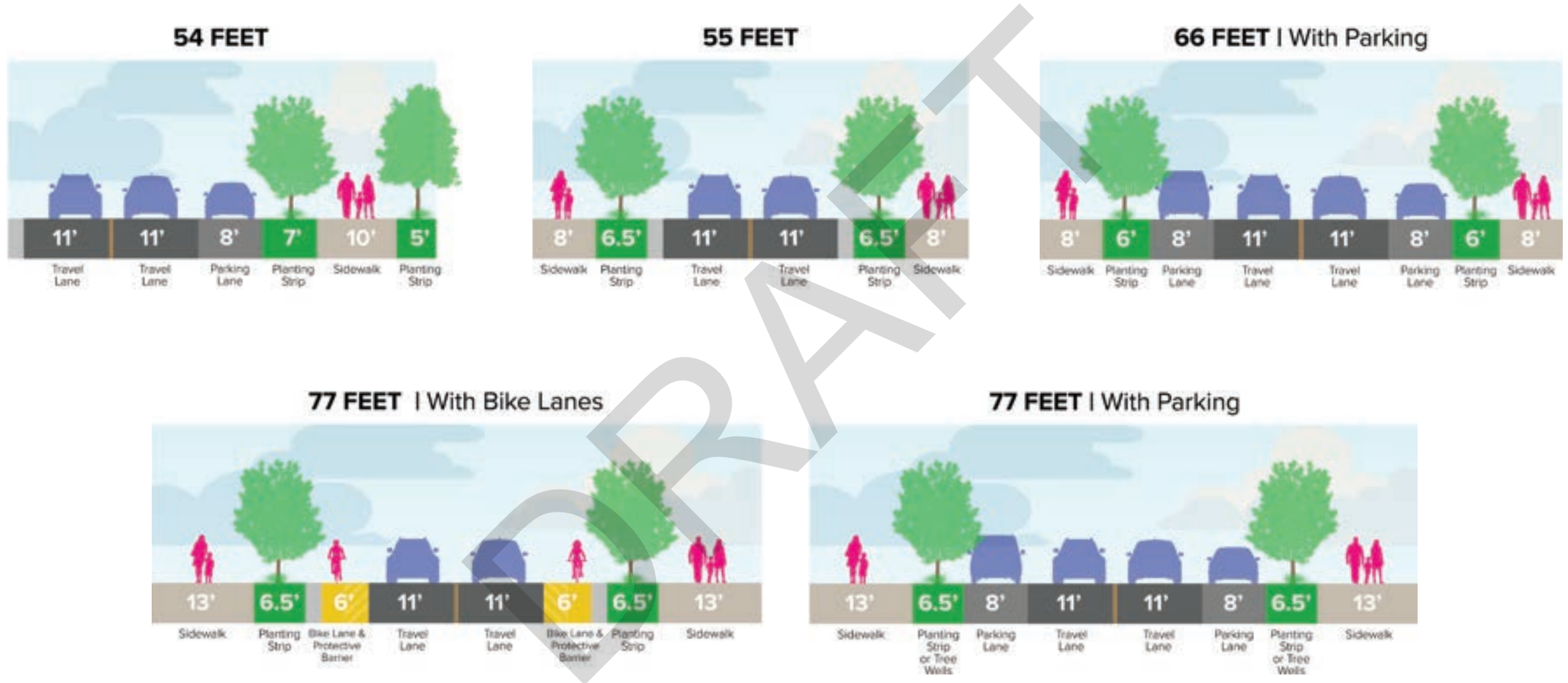


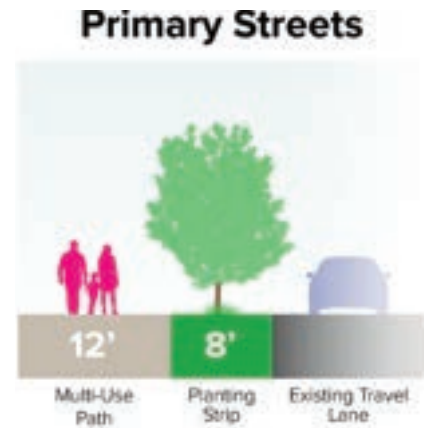
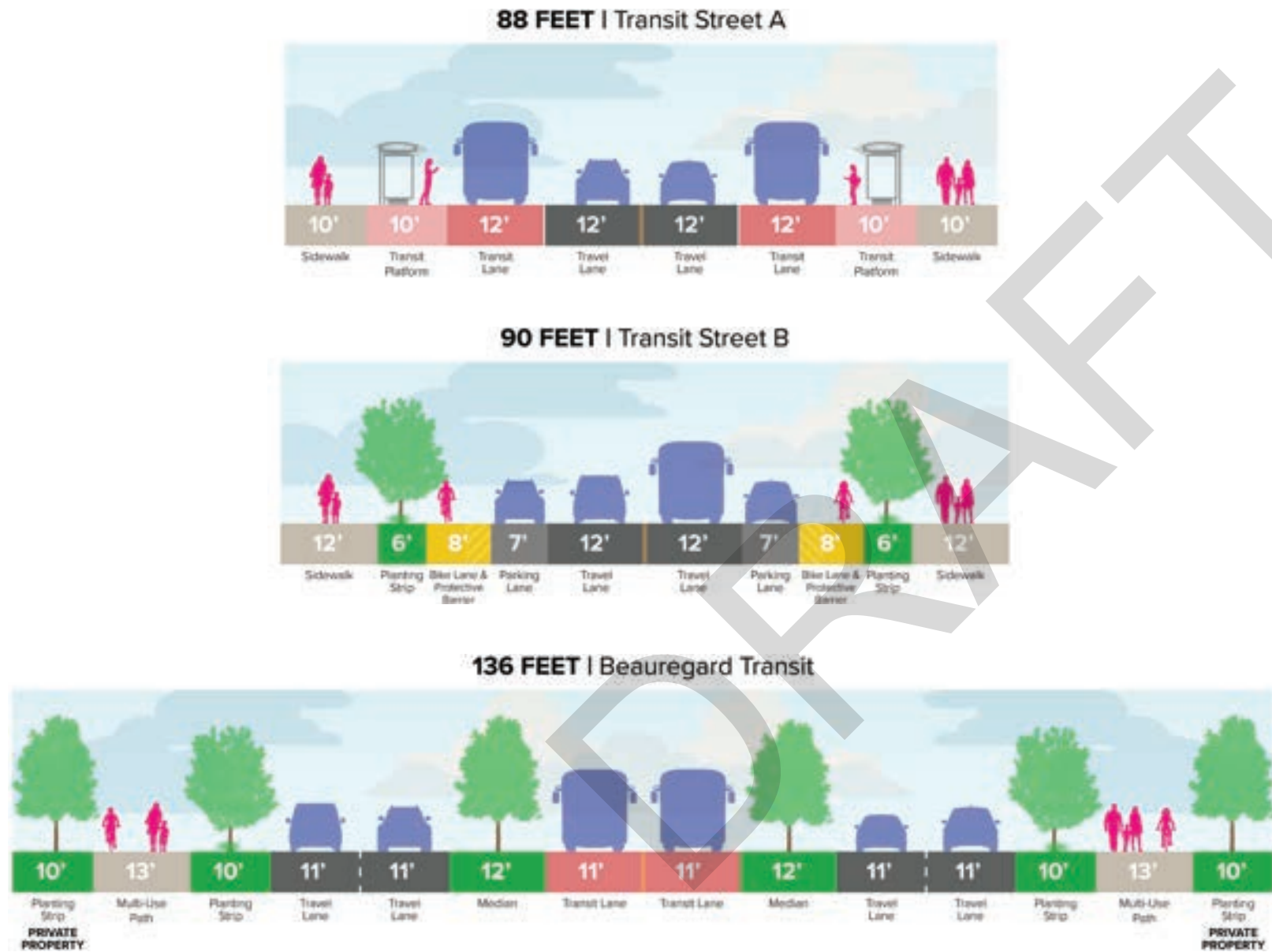
Figure 4.4: Street Dimensions + Types



The final design and configuration of the street cross sections in **Figure 4.4** will be subject to compliance with the intent of the AlexWest Plan.



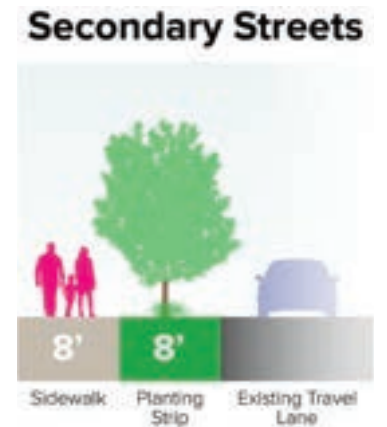
Figure 4.5: Street Dimensions + Types



Primary: Applies when a cross section is not specified for a street or portion of a street.

Primary Streets in the Plan Area:

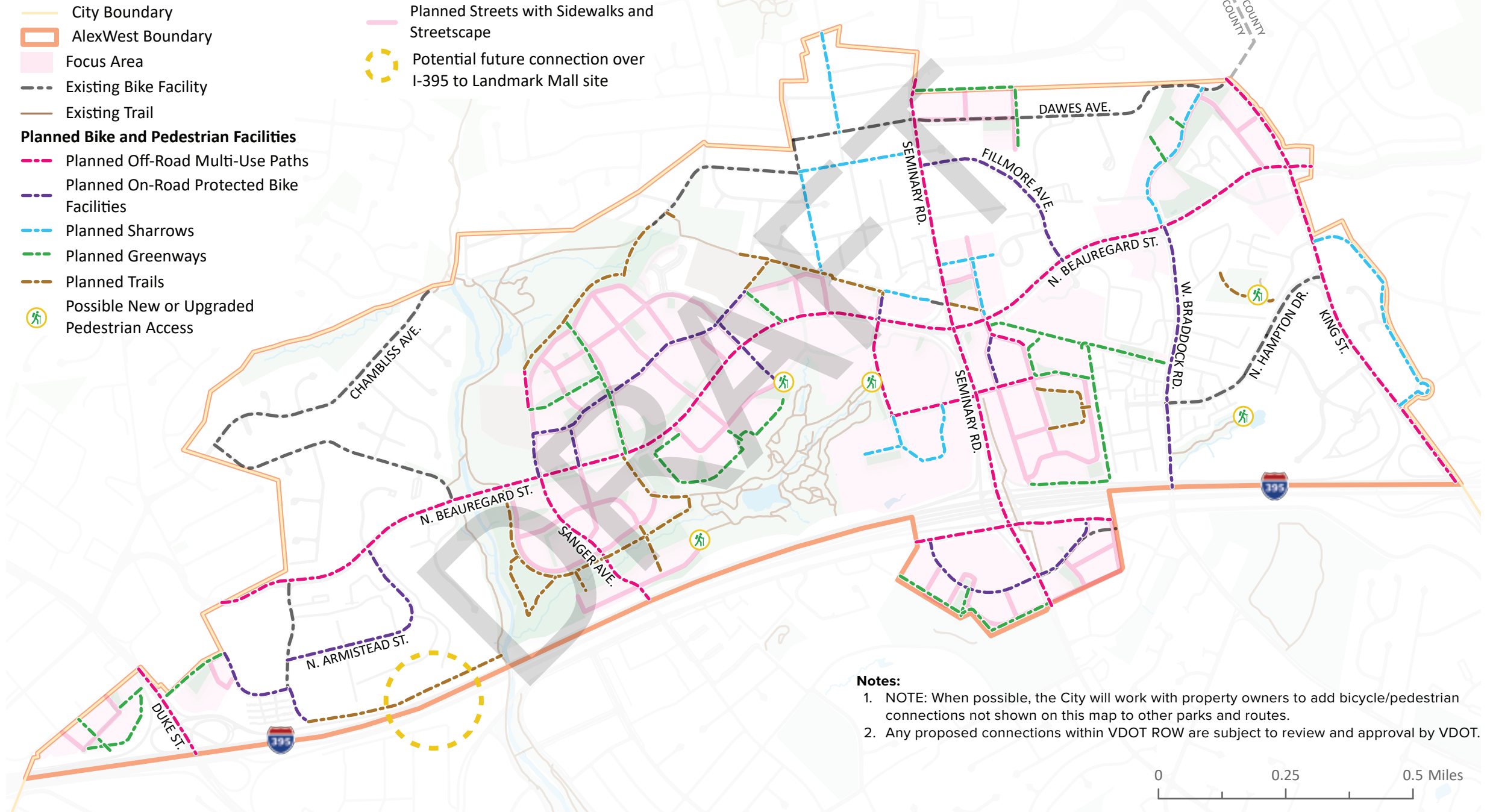
- Duke Street
- King Street
- N. Beauregard Street
- Sanger Avenue
- Seminary Road



Secondary: Applies when a cross section is not specified for a street or portion of a street and is not designated as a primary street.

The final design and configuration of the street cross sections in **Figure 4.5** will be subject to compliance with the intent of the AlexWest Plan.

Figure 4.6: Pedestrian + Bike Network



Notes:

- NOTE: When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes.
- Any proposed connections within VDOT ROW are subject to review and approval by VDOT.



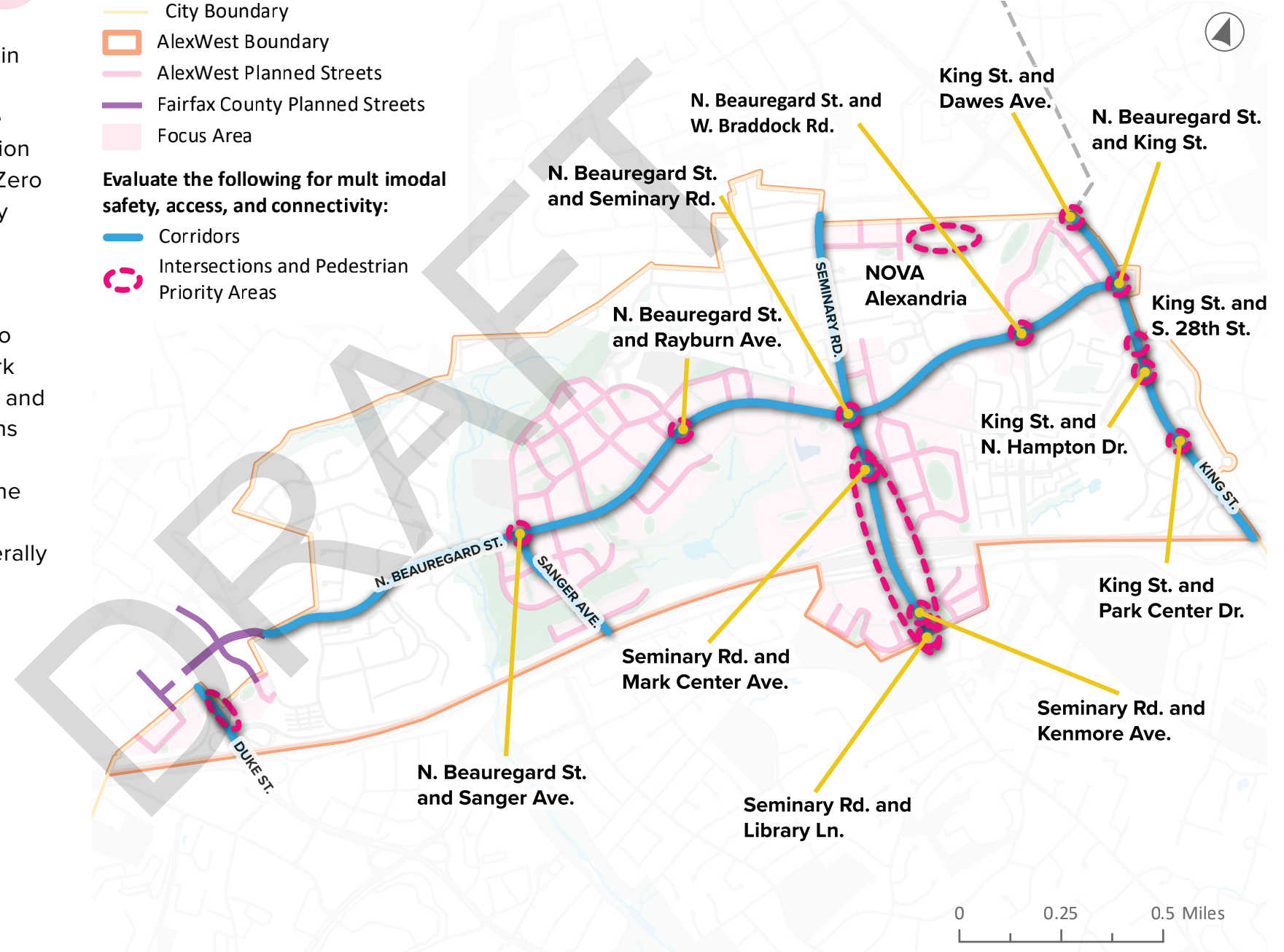


Enhanced Safety for All Users

Several corridors in the Plan area, including certain intersections along King Street, Seminary Road, and Sanger Avenue, among other locations, have been identified for improvements based on collision frequency data, consistent with the City's Vision Zero goal to eliminate fatalities from traffic collisions by 2028.

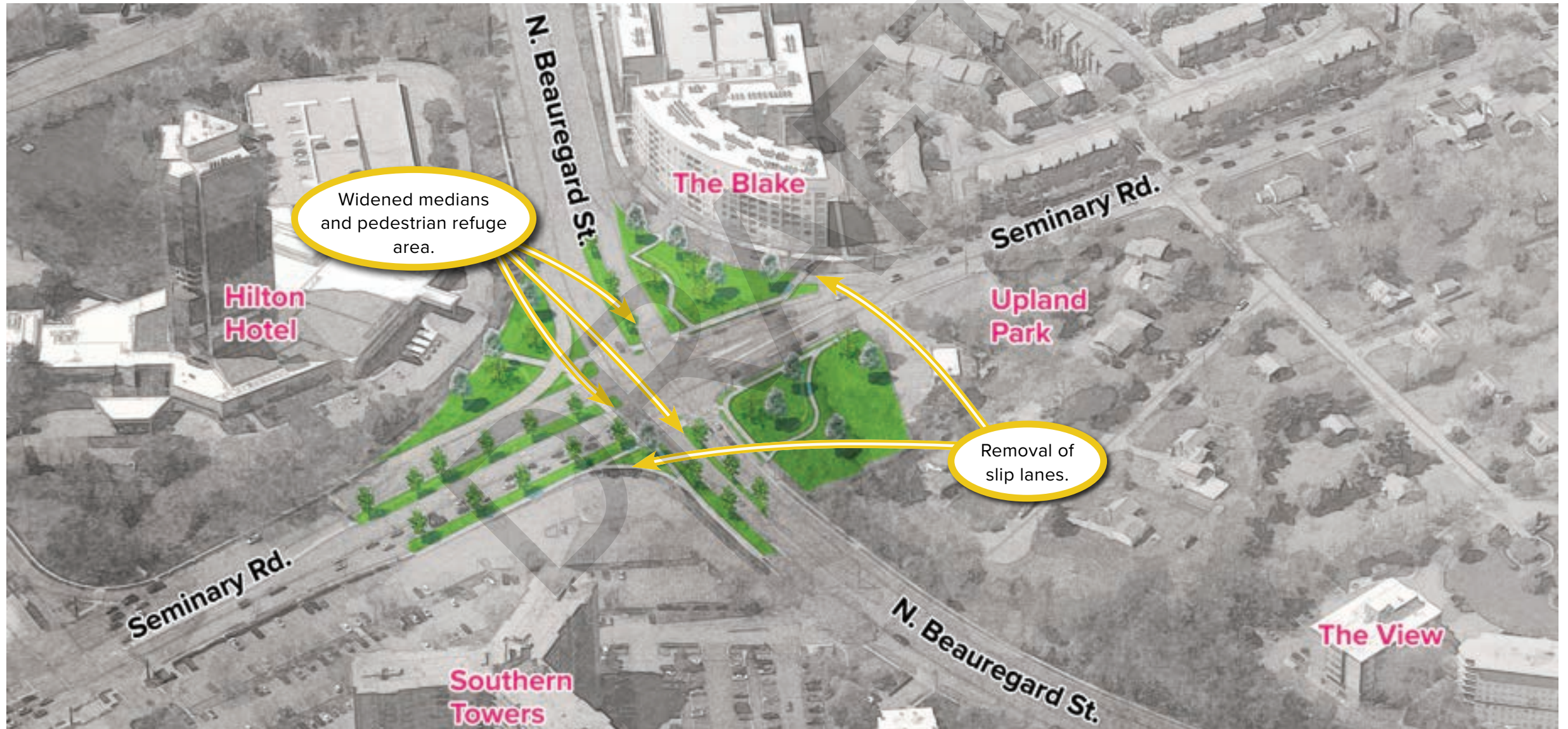
The locations identified are at high-volume intersections along wide roadways, which are also known as "high crash corridors." The City will work with property owners and other partners to study and address mobility-related issues at the intersections and along the corridors identified in **Figure 4.9: Safety Enhancements Study Areas**. In addition, the City will explore options for improving safety and accessibility for all users on Seminary Road, generally from Mark Center Drive to Library Lane.

Figure 4.9: Safety Enhancements Study Areas



The Plan recommends a redesign of the intersection of N. Beauregard Street and Seminary Road to address the intent of the Plan to better accommodate all users, provide safety measures that increase the comfort and visibility of pedestrians and bicyclists, enhance the streetscape, and maintain ease of access for public transit and vehicles to pass through. Elements of these intersection improvements can be seen in **Figure 4.10: Seminary Road + North Beauregard Street**. The area on the northeast corner of the intersection may be configured differently as discussed within **Chapter 8: Neighborhoods**.

Figure 4.10: Seminary Road + North Beauregard Street

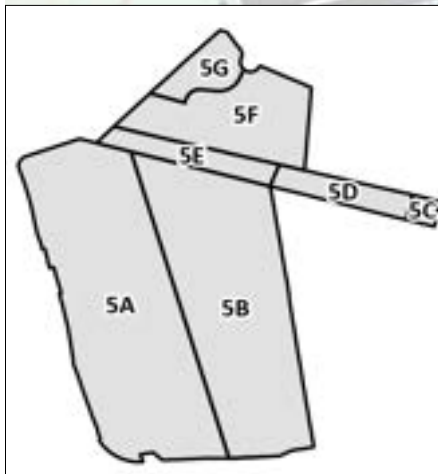
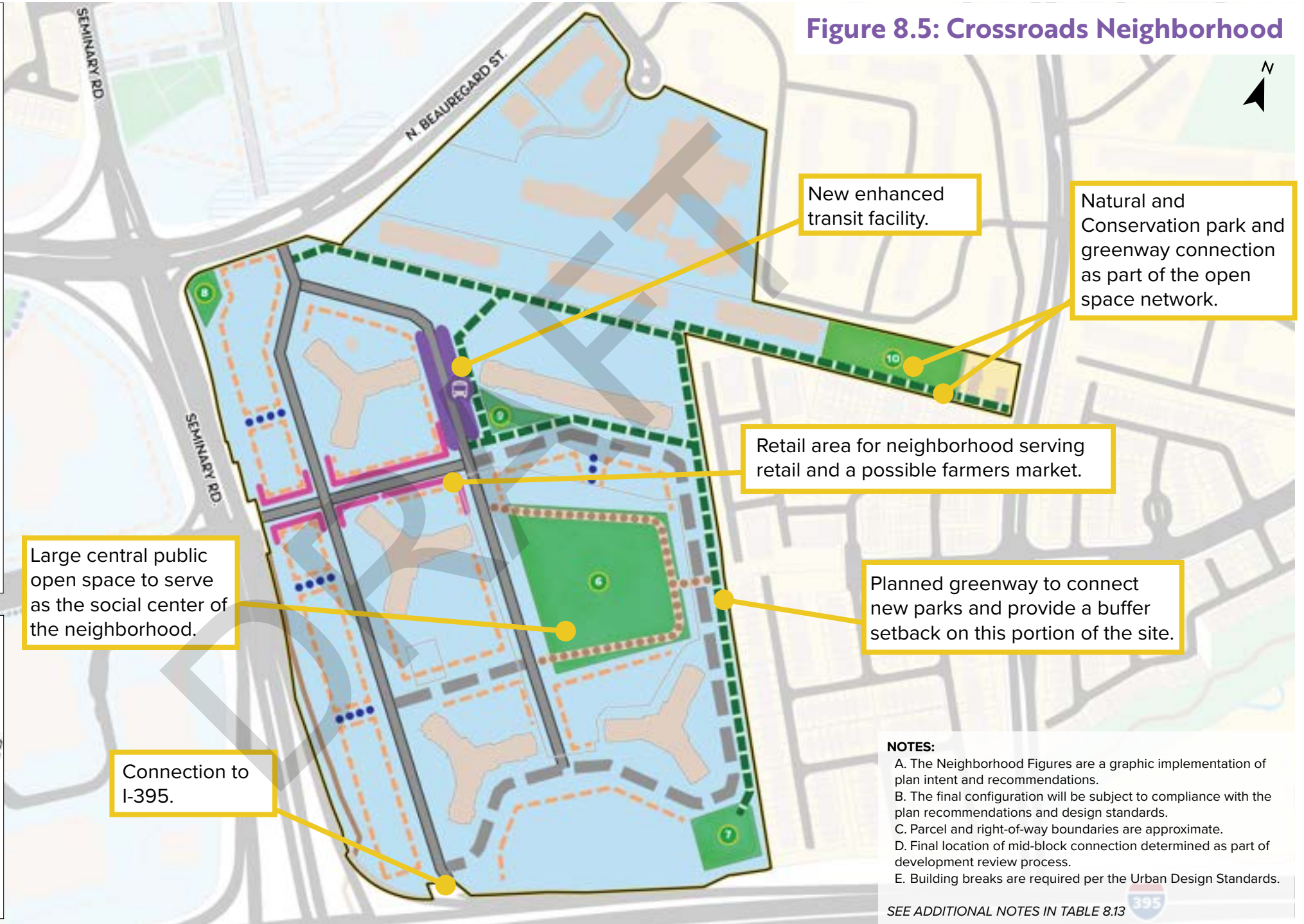


Rendering is for illustrative purposes only.

Figure 8.5: Crossroads Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Streetwall
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Planned BRT Stop



NOTES:

- A. The Neighborhood Figures are a graphic implementation of plan intent and recommendations.
- B. The final configuration will be subject to compliance with the plan recommendations and design standards.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.
- E. Building breaks are required per the Urban Design Standards.

SEE ADDITIONAL NOTES IN TABLE 8.13