Interim Waterfront Park and Interactive Public Art Installation

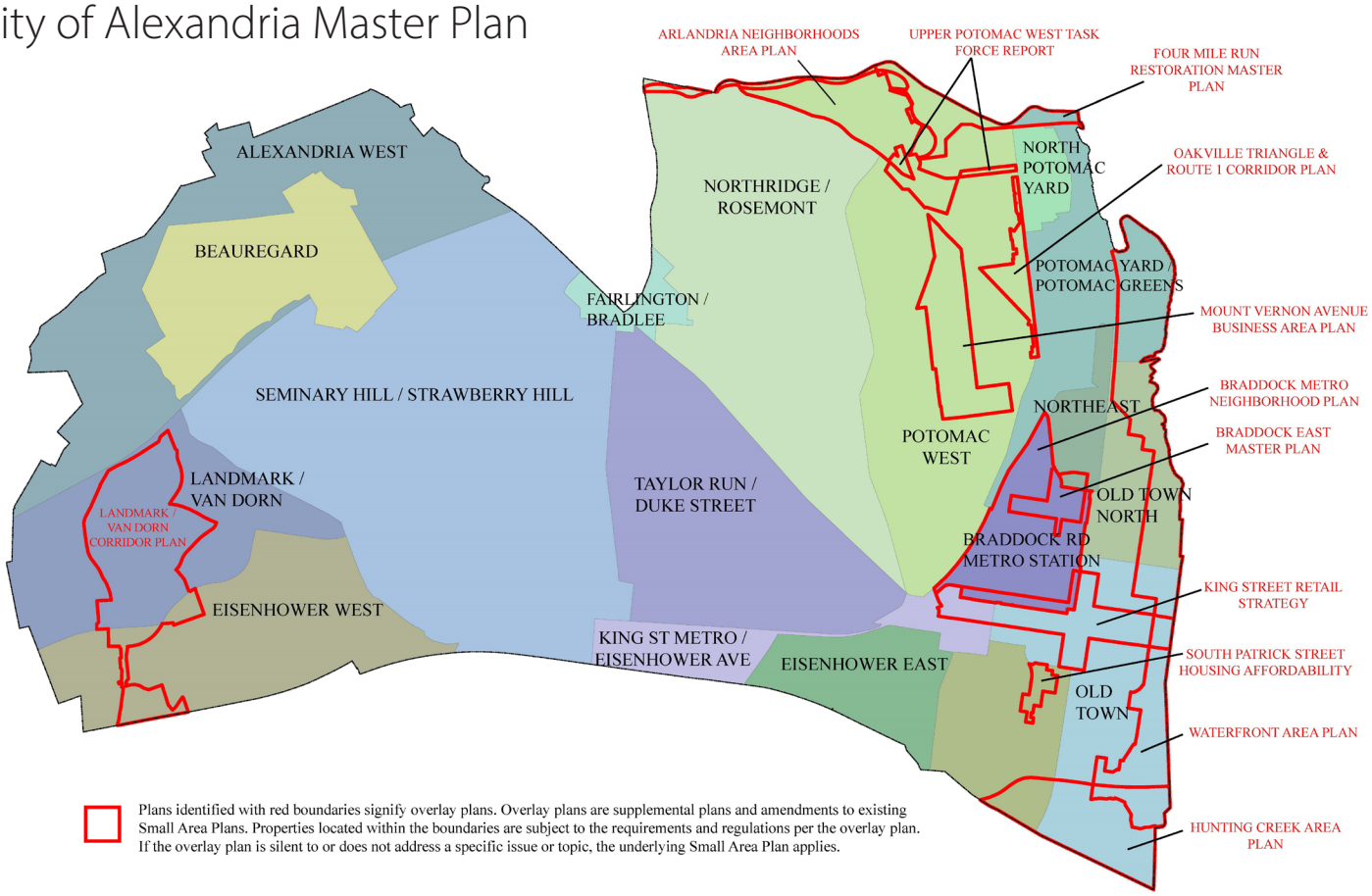
Courtesy Geoff Livingston

Alexandria Master Plan

FY 2019 Status of Implementation Report

October 2019

City of Alexandria Master Plan



OVERVIEW

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

This FY 2019 Status of Implementation Report provides a summary of the year's implementation and development activities relative to the City's more recently approved small area plans, as well as projects associated with the implementation of topical chapters of the Master Plan. The report details efforts from July 2018 – June 2019. Each of the highlighted activities contribute to fulfilling the vision of these Plans.

An integral tool in implementing the City's Master Plan is the programming of capital projects in the City's Capital Improvement Program (CIP). All of the more recent Small Area Plans recommend capital projects in their implementation measures. Fiscal impacts of implementation are related to capital projects approved in the FY 2020-2029 Capital Improvement Program and existing staff resources.

Featured projects/plans include:

Implementation Tracking

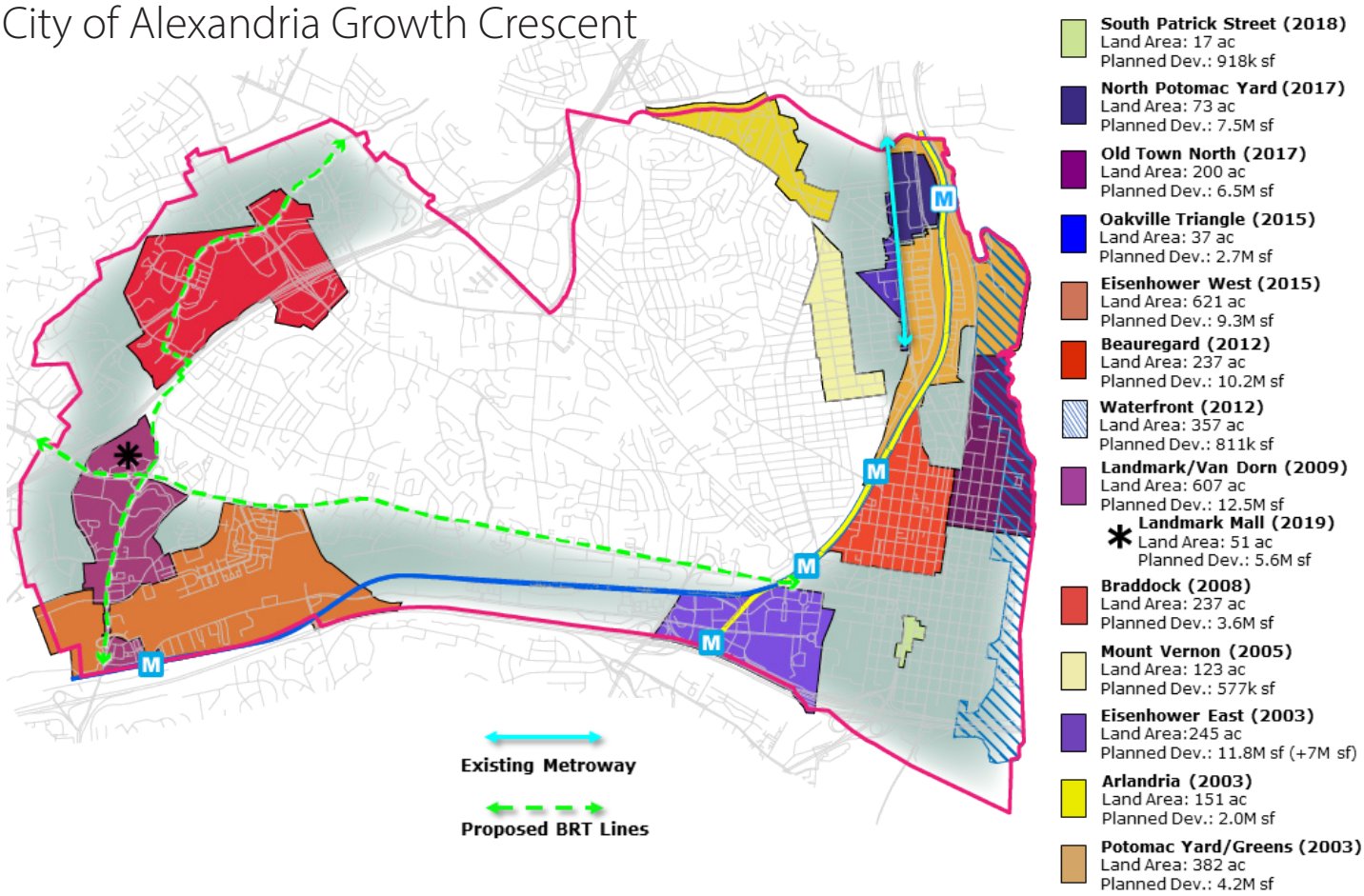
Small Area Plans within the Growth Crescent

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

Topical Chapters

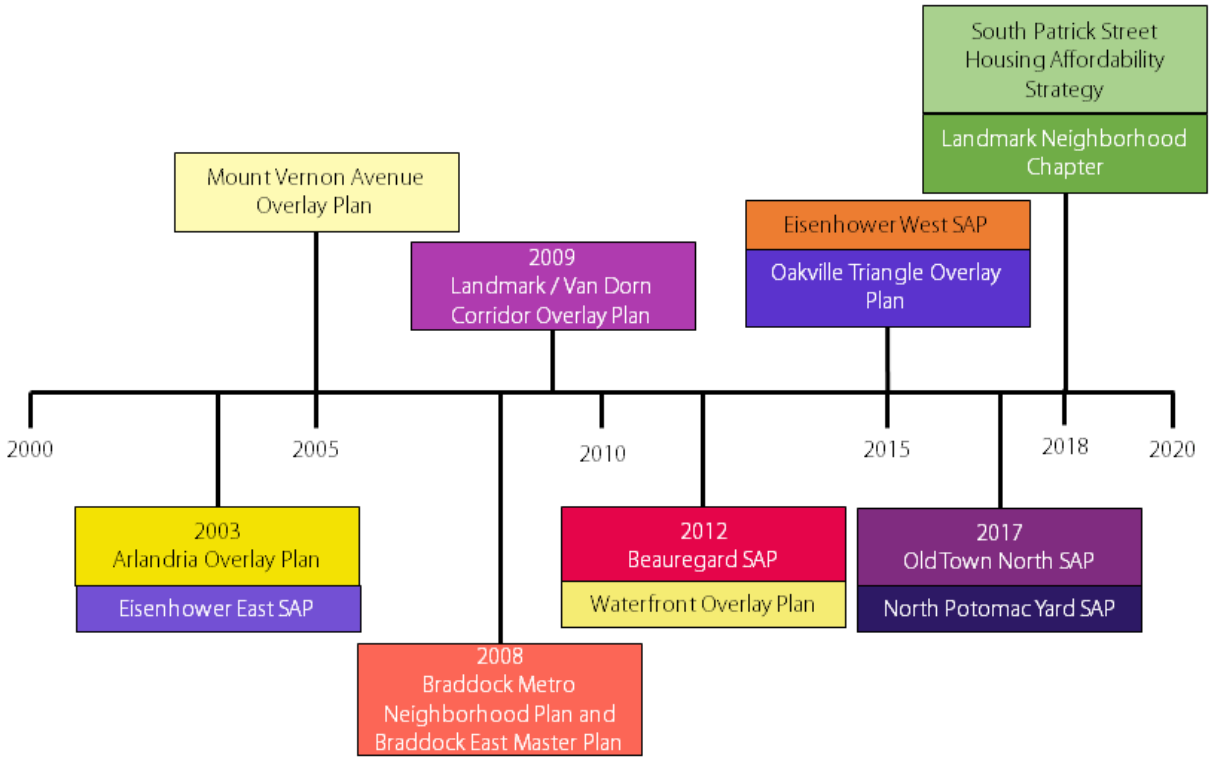
- Housing Master Plan
- Open Space Master Plan
- Sanitary Sewer Master Plan
- Transportation Master Plan
- Wayfinding

City of Alexandria Growth Crescent



PLANNING FOR GROWTH

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



Small Area Plan Implementation Progress Tracking

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

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

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

Tracking Progress in the Growth Crescent

City Council has adopted several new small area plans in recent years within the growth crescent — areas within the city well served by transit where most development is expected to occur. Implementation progress charts for each of these SAPs follow in the succeeding report sections. Each chart indicates progress to date since the Plan's adoption and assumes implementation of each SAP will take 30 years. The charts indicate adoption, current and full buildout years.

For the purposes of this report, implementation tasks are considered *Anticipated*, *In Progress* or *Complete*. Category definitions are listed below. More detail is included in the database and available upon request.

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

Implementation of the City's Master Plan is not a linear process — areas of the city respond differently to market conditions over time.

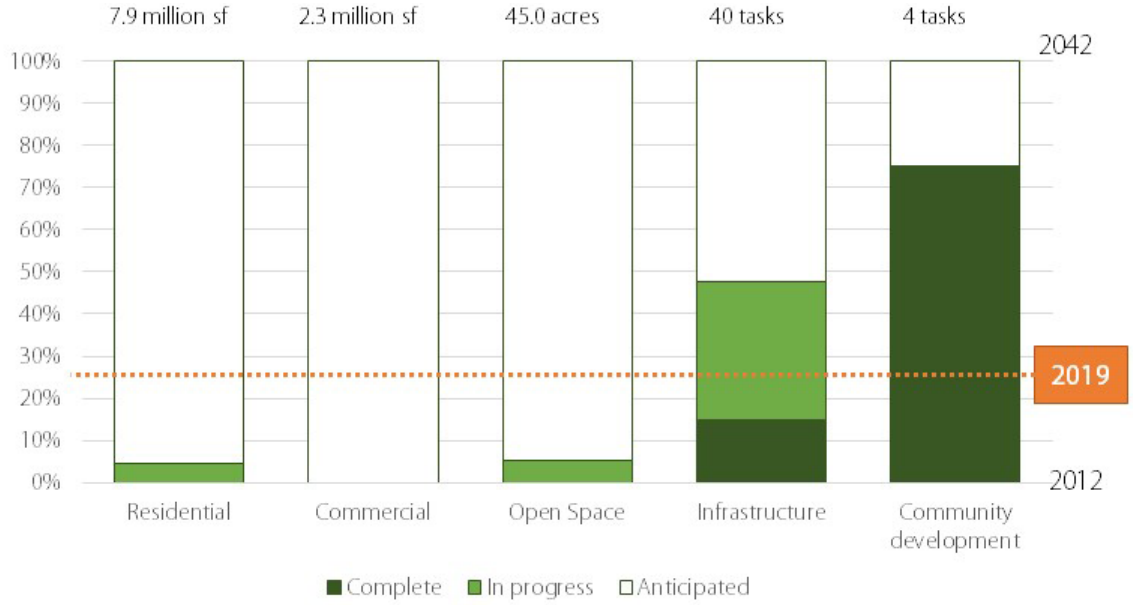
West Alex Project at King & Beauregard nearing completion.

Ferdinand T. Day Elementary School Opening

BEAUREGARD

Implementation Progress Tracking

In the seven years since the Beauregard Plan's adoption in 2012, efforts have been focused on community development and physical infrastructure in the Plan area to attract future real estate investment. The completed infrastructure projects include pedestrian improvements to create a more walkable community and roadway improvements to reduce traffic congestion. Multiple tasks related to the West End Transitway are currently in progress to expand public transit options. Community development projects have focused on rezoning of redevelopment sites and the initiation of the Beauregard Design Advisory Committee.



Note: Residential and commercial goals from CDD #21 and CDD #22.

Planning and Development

Beauregard Design Advisory Committee (BDAC)

This Committee met five times during this implementation period to review development proposals for Monday Properties at 2000 N. Beauregard Street and to discuss the Beauregard Urban Design Standards and Guidelines and their implementation. Background and meeting information can be found on the project website.

Ferdinand T. Day Elementary School

Alexandria City Public Schools (ACPS), with City funding, converted a vacant office building at 1701 N. Beauregard Street into an elementary school, which opened in September 2018 to 640 students in kindergarten through 5th grade. The school, with a Science, Technology, Engineering and Mathematics focus, includes multiple innovative design characteristics, including the conversion of the upper floor of a parking garage into a playground and installation of a bridge to connect the space with the main school building.

ACPS is working with City staff to design and construct a connected, elevated gymnasium addition between the school building and parking garage. Construction is anticipated to begin in summer 2020 following City approvals.

City and ACPS staff gave a joint presentation during the Virginia American Planning Association's conference this summer on the adaptive reuse of this former office building, which included discussion on lessons learned and recommended best practices for others going forward.

Monday Properties

Monday Properties was approved by City Council in May to construct a multifamily residential building at 2000 N. Beauregard Street with approximately 300 units. Project benefits include five on-site dedicated affordable housing units, internally screened parking, an amenity building with a pool, streetscape improvements, the installation of public art, and contributions to the Beauregard Implementation and City's Capital Bikeshare Funds. Construction is anticipated to begin in 2020.

Ferdinand T. Day Dedication Wall

Affordable Housing

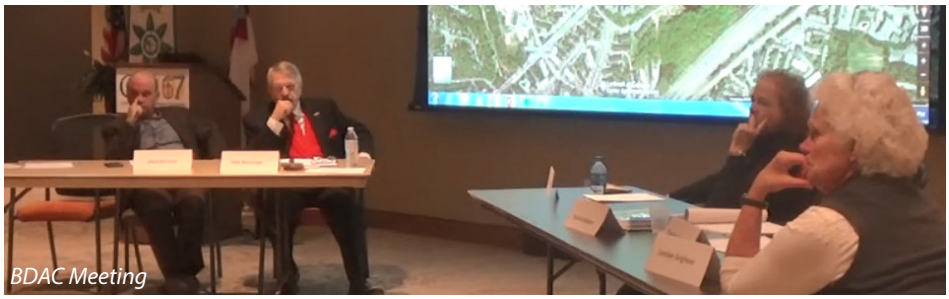
The Spire

The Church of the Resurrection, in partnership with Arlington Housing Corporation (AHC), a nonprofit developer, is redeveloping its church site at 2280 N. Beauregard with a 113-unit building affordable to households at 40%-60% area median income (AMI) and a new church facility. The project celebrated its groundbreaking in June 2019 and is expected to be completed in late 2020. The nearly $50 million project has secured funding from numerous sources, including competitive tax credit equity, commercial financing, a $1.12 million grant from the National and State Housing Trust Fund, and $9.9 million loan and a $350,000 rental assistance grant from the City.

Transportation

As part of Vision Zero, the Department of Transportation and Environmental Services (TES) improved crosswalks and implemented additional pedestrian improvements at several intersections. These include several Safe Routes to School projects on N. Beauregard Street, including intersections and flashing school zone signs for Ferdinand T. Day Elementary and John Adams Elementary.

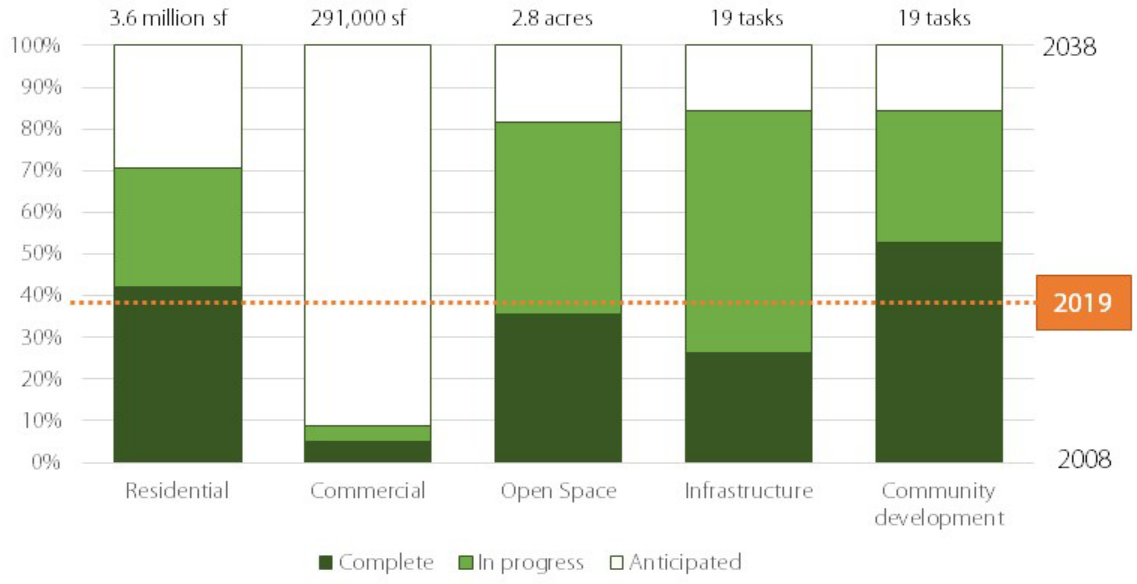
TES is in the process of initiating the design phase of the Beauregard Trail project, which will provide for a shared-use path on N. Beauregard Street between King Street and Seminary Road. Once complete, the path will provide an important connection for people walking and biking to Northern Virginia Community College, the Four Mile Run Trail and the Washington & Old Dominion Trail.


BDAC Meeting

BRADDOCK

Implementation Progress Tracking

Since the 2008 adoptions of the Braddock Metro Neighborhood and Braddock East Master Plans, the City has surpassed expectations in terms of open space, residential and community development task accomplishments. Anticipated commercial square footage is primarily located on the WMATA Braddock Metro site. While there are no current development plans, this site is listed as a WMATA joint development initiative. Based on current and pending applications, the pace of residential development is expected to continue.



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

Planning, Development and Affordable Housing

Braddock Implementation Advisory Group

This year, the Advisory Group was updated by email on Fayette Streetscape improvements progress, and active development projects including Andrew Adkins, Braddock Gateway, and the 1200 N. Henry redevelopment projects. Background and meeting information can be found on the project webpage.

Fayette Streetscape Improvements

The Department of Project Implementation (DPI) continued implementation of the streetscape project during FY 2019. Dominion Virginia Power and Verizon have completed relocation of their facilities and restoration work on the sidewalk as well as tree planting will be completed this fall.

Braddock Road Metrorail Station Pedestrian Tunnel/Bridge Feasibility Study

The Washington Metropolitan Area Transit Authority, in coordination with the City, conducted a feasibility study for a pedestrian connection between the east and west sides of the Metrorail rail corridor at the Braddock Road Metrorail station. The study determined the challenges associated with designing, permitting and constructing an ADA-compliant pedestrian connection, in the form of either a pedestrian tunnel or bridge, to provide additional access to communities north and west of the station.

The study provides analysis and order-of-magnitude costs on three alternatives — a tunnel beneath the tracks with direct connection into the station mezzanine; a single span, prefabricated truss bridge spanning perpendicular across the tracks and Metrorail Station; and a signature span bridge along a similar alignment, but more complex in structure than one that is prefabricated.

Construction of the joint AHDC-Carpenter Shelter project is slated for completion in 2020. The project will provide a modern shelter facility and 97 rental units affordable at 40-60% area median income (AMI), including ten units with deeply affordable rents and case management services to help shelter residents transition into permanent housing.

Staff is assessing the findings to determine next steps.

Consolidated Board of Architectural Review

On February 12, City Council appointed a new Board of Architectural Review (BAR) to oversee both the Parker-Gray and Old & Historic Alexandria Districts, as well as designated 100 year old buildings. The creation of the consolidated BAR is to allow for both districts to operate under a common administrative framework and makes no changes to the respective boundaries and design guidelines.

The Board is charged with approving a Certificate of Appropriateness for all new construction and exterior alterations for structures designated as visible from a public way. In addition, the Board must approve a Permit to Demolish for any proposed demolition of more than 25 square feet of material on a structure, regardless of the visibility from a public way.

1200 N. Henry Street

In September 2018, City Council approved a proposal to redevelop this site into a seven story, mixed-use building with115 residential units, 11 of which will be committed affordable units. The site will also include 17,000 square feet of retail and 10,000 square feet of day care space, two levels of underground parking, publicly accessible ground level open space, and high quality architectural design with a signature gateway element that marks the north entrance to the plan area.

Ramsey Homes

Construction is underway with completion anticipated in late 2020. The project is financed with tax credit equity, a City loan, ARHA investment and seller's note, and includes 15 public housing replacement units and 37 units affordable at 50-60% AMI.

Braddock Gateway

Phase 1 of Braddock Gateway, The Dalton at First and Fayette Streets, is complete and occupied. Phase 2 plans include a mixed-use building with 258 residential units, four of which will be committed affordable rental units, and 8,000 square feet of ground floor retail, and a 2/3-acre community park. Plans for the third and final phase of Braddock Gateway have been submitted and include two buildings comprising 330,000 square feet, 370 residential units (including four committed affordable units), and 2,400 square feet of ground floor retail.

A preconstruction meeting for Phases 2 and 3 of Braddock Gateway was held in July for community members interested in the upcoming development. Information was shared regarding location of construction worker parking, the plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction related to the project.

Transportation

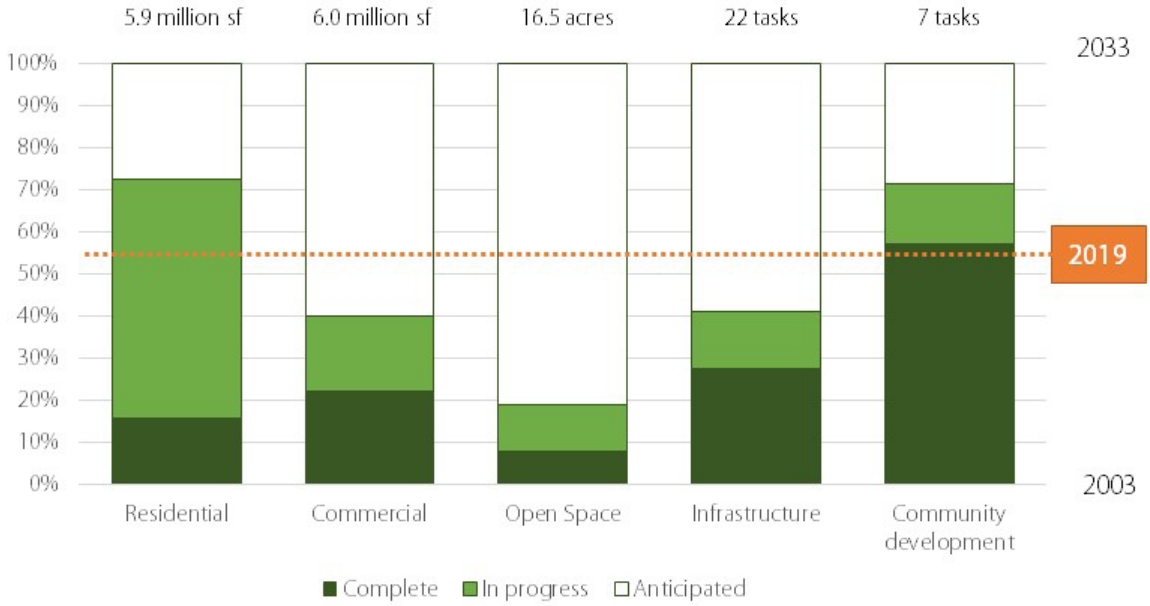
Departments of Project Implementation and Transportation and Environmental Services completed a new transit stop and shelter at the intersection of First and N. Fayette Streets, serving local transit and the Route 1 Metroway.

Rendering of pedestrian plaza under Eisenhower East Metrorail Station looking north

EISENHOWER EAST / CARLYLE

Implementation Progress Tracking — Eisenhower East

Since plan adoption in 2003, residential and community development within Eisenhower East (not including Carlyle) are roughly on track to meet their goals by 2033. A planning effort to update the 2003 Plan is currently underway anticipated for City Council consideration at the end of 2019. To date, the City has focused on infrastructure tasks making it easier to access Eisenhower East from the metro station and the beltway to make the area more attractive to commercial property investors.



Note: Square footage estimates are taken from CDD#2.

Planning and Development

Carlyle Design Review Board

The Design Review Board (DRB) met four times during this implementation period. Projects reviewed and discussed include Blocks 4 and 5, 6C, 11, 15A and Carlyle Plaza II (see figure on next page). Background and meeting information as well as the Design Review Board schedule can be found on the DRB webpage.

Eisenhower East Small Area Plan Update

In recent years, market conditions nationwide have significantly changed, particularly for retail and offices uses. In light of this as well as the findings of the City's 2017 Fiscal Impact Analysis Study and Office Conversion and Competitiveness Study, the City embarked on a planning process in the winter of 2018 to update the Eisenhower East Small Area Plan.

The goal of the Plan update is to ensure the area's competitiveness in the coming years through determining an appropriate balance of office and residential uses and incorporating flexible land use strategies to accommodate both the existing and long-term needs of this growing community. Additionally, the Plan update recommends enhancements to Eisenhower East that work toward building a complete community including enhanced housing affordability, a more human-oriented streetscape connecting neighborhoods and open spaces, planning for sustainable infrastructure and improvements to mobility and safety. The Plan is anticipated for Public Hearings in late 2019.

Block 6A

Conversion of the existing office building to residential and retail uses is underway at 200 Stovall Street (Block 6A) in the Eisenhower East planning area. The project includes five affordable/workforce units. Interior demolition of the building began in the fall of 2017, and in March 2018 the Eisenhower East Design Review Board approved the design. Construction is anticipated for completion in spring 2020.

Eisenhower East SAP Update

WMATA Office Building (Block 15A)

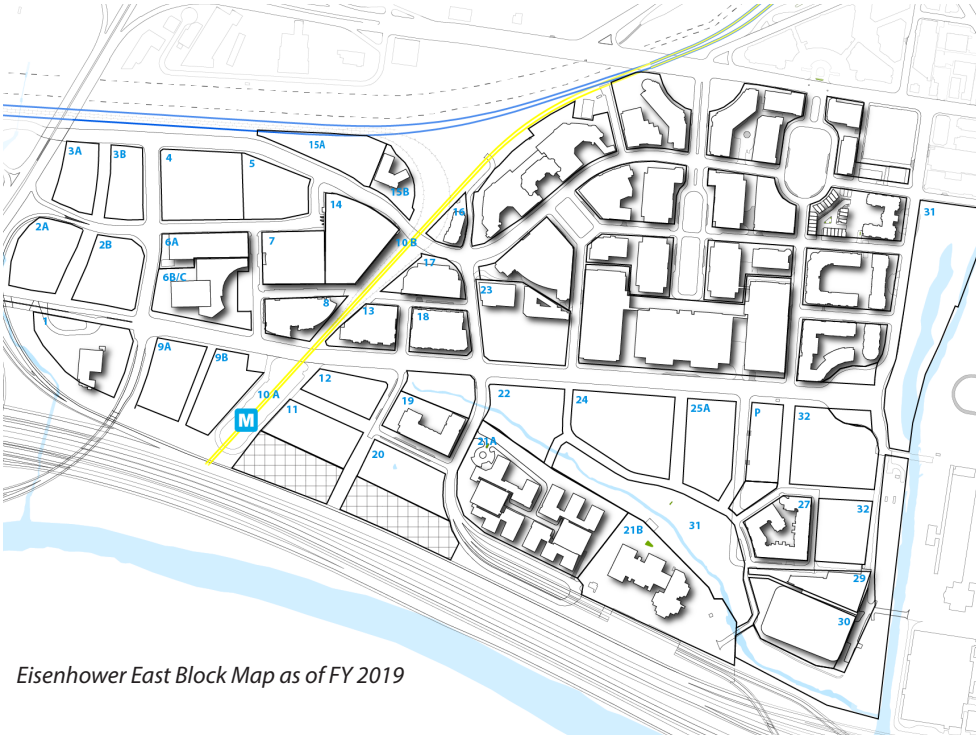
The Washington Metropolitan Area Transit Authority (WMATA) received Council approval to begin construction on its new Virginia headquarters on a currently vacant and underutilized site. The new 14-story building will be designed to achieve LEED Platinum certification to benefit the environment and reduced long-term operating costs. It will contain four levels of above-grade parking with similar facade appearance and materials as the office levels and will be designed for the possible future conversion of the parking levels to additional office space.

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

The proposal for the building and provision of the public access easement is consistent with the direction of the Small Area Plan update planned for consideration by the Planning Commission and City Council in late 2019.

Carlyle Crossing (Blocks 4 and 5)

Carlyle Crossing, a mixed-use residential development on Blocks 4 and 5, broke ground in July. This 1.7 million square-foot development will be anchored by Wegmans Food Market and includes 129,000 square feet of additional retail uses. Construction is anticipated for completion in late 2021.



Eisenhower East Block Map as of FY 2019

The Carlyle Vitality Initiative is an effort to enhance neighborhood vitality and quality of life for Carlyle residents, employees, and visitors as well as to improve Carlyle's competitiveness in the regional office market.

Carlyle Vitality Initiative

The Carlyle Vitality Initiative, led by an interdepartmental/interagency team created by the City Manager, is an effort to enhance neighborhood vitality and quality of life for Carlyle residents, employees, and visitors, as well as to improve Carlyle's competitiveness in the regional office market. The effort focuses on implementing physical and programming enhancements to the Carlyle neighborhood in order to activate the public realm.

Implementation efforts grew this past year with several free community events including the first annual Carlyle Block Party, which was attended by more than 2,000 patrons. The event included participation by Carlyle restaurants and live music provided by local and regional bands.

Other events sponsored by the initiative included happy hour and networking events with participation from Carlyle restaurants, a health and wellness expo, ongoing fitness classes taught by instructors from Carlyle fitness studios and a Saturday movie series in John Carlyle Park.

This initiative also brought banners to the Carlyle area raising awareness and welcoming people into the area, as well as offering some visual interest to the public realm. Partnering with the Office of the Arts, the initiative worked to bring updated artwork to the Duke Street tunnel connecting Carlyle to the King Street metro.

Transportation

- The Department of Project Implementation (DPI) completed the design on the Eisenhower Avenue widening project, which will include sidewalk and streetscape improvements, conversion of the traffic circle at Eisenhower and Holland Lane to a "T" intersection, and intersection improvements at Mill Road. The project is anticipated to begin construction in early 2020.

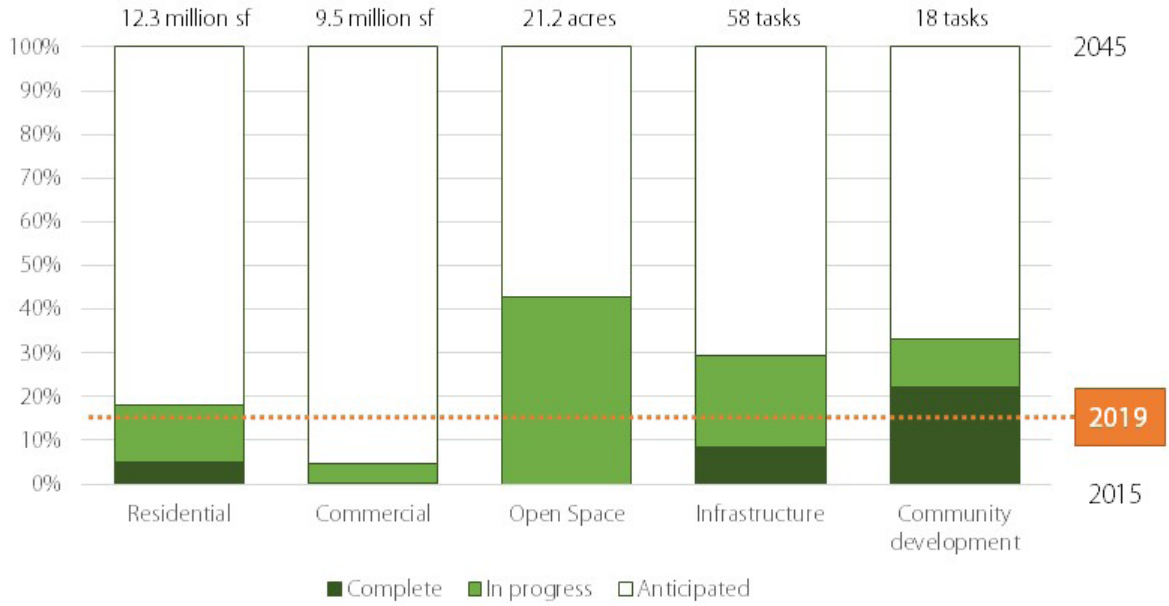
- Transportation and Environmental Services and DPI continued design on the Old Cameron Run Trail project which will provide connectivity between Eisenhower East and the Southwest Quadrant. This project will be constructed after the AlexRenew Combined Sewerage Overflow project is completed.

Rendering of Landmark Plaza

EISENHOWER WEST/LANDMARK VAN DORN

Implementation Progress Tracking

Since the adoption of the Landmark/Van Dorn Corridor Overlay in 2009 and Eisenhower West in 2015, the City has prioritized improvements to streets and bridges, access to the area via public transit and the beltway, and improvements to the sewer system. Ongoing community development tasks such as the Implementation Advisory Group, developer contribution analysis, and identification of future community facility sites will provide developers with additional incentives to invest in this area.



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

Advisory Group

Eisenhower West / Landmark Van Dorn Implementation Advisory Group

City Council established an Ad Hoc Eisenhower West/Landmark Van Dorn Implementation Advisory Group in March of 2016. Since the two plan areas overlap and share dependency on planned infrastructure, looking at the phasing and funding of both plans in concert provides important coordination and efficient use of resources.

The Advisory Group met seven times during this implementation period to review and discuss infrastructure updates and implementation studies, as well as area development including the upcoming Landmark Mall redevelopment. More information can be found on the project website.

Planning and Development

Implementation Studies

The following implementation studies were completed in this reporting period:

- **Infrastructure Plan**
  This study, completed in fall 2018, provided 10% design and planning level costs for key framework streets in the Eisenhower West planning area, including Eisenhower Avenue, Metro Road, the multi-modal bridge and the Farrington connector.

- **Sanitary Sewer Analysis**
  The Sanitary Sewer Analysis, completed in Fall 2018 and revised in early 2019, studied future flow projections to determine potential impacts and identify additional infrastructure alternatives for mitigating impacts. The report concludes with recommendations to rehabilitate the Upper Holmes Run Trunk Sewer and to enlarge the Fairfax Holmes Run Sewer. Next steps are to coordinate cost sharing with Fairfax County for the improvements.

Landmark Mall Planning Community Workshop

- **Air Quality Modeling Analysis**
  This study, completed in fall 2018, tested emissions from Covanta and Virginia Paving. The study concluded that both operations do not cause air quality issues for existing surrounding land uses and buildings, but may cause air quality issues for future buildings in some circumstances. Covanta Plant emissions may cause air quality issues for six future buildings immediately surrounding the Plant if built to maximum heights as recommended in the Eisenhower West Small Area Plan. Virginia Paving may cause air quality issues for future buildings in the surrounding area if the plant were to increase from its typical production in the last five years up to the maximum limits of its state air quality operating permit.

- **Funding of infrastructure**
  In November 2018, Council approved the Eisenhower West/ Landmark Van Dorn Implementation Developer Contribution Policy which outlines the estimated costs and priority of infrastructure projects called for by the two small area plans, the two-phased developer contributions approach toward funding portions of such infrastructure, other potential funding sources, and triggers in terms of development square footage for policy development.

Landmark Mall Redevelopment

In May of this year, City Council adopted a new chapter to the 2009 Landmark/ Van Dorn Corridor Plan for the Landmark Mall site. Building on the vision and recommendations established in 2009, the chapter provides updated recommendations to encourage a unique and connected mixed-use neighborhood by providing an urban street grid and transit hub, urban building forms, a complimentary mix of uses, community amenities, connected open spaces and a range of housing opportunities.

Given that the anticipated build-out of the site is 20-25 years, the chapter includes flexible strategies related to land use and housing affordability, including co-location with community facilities. The chapter also incorporates recommendations for public and private open space, institutional uses, and increased mobility, connectivity and traffic safety.

Transportation

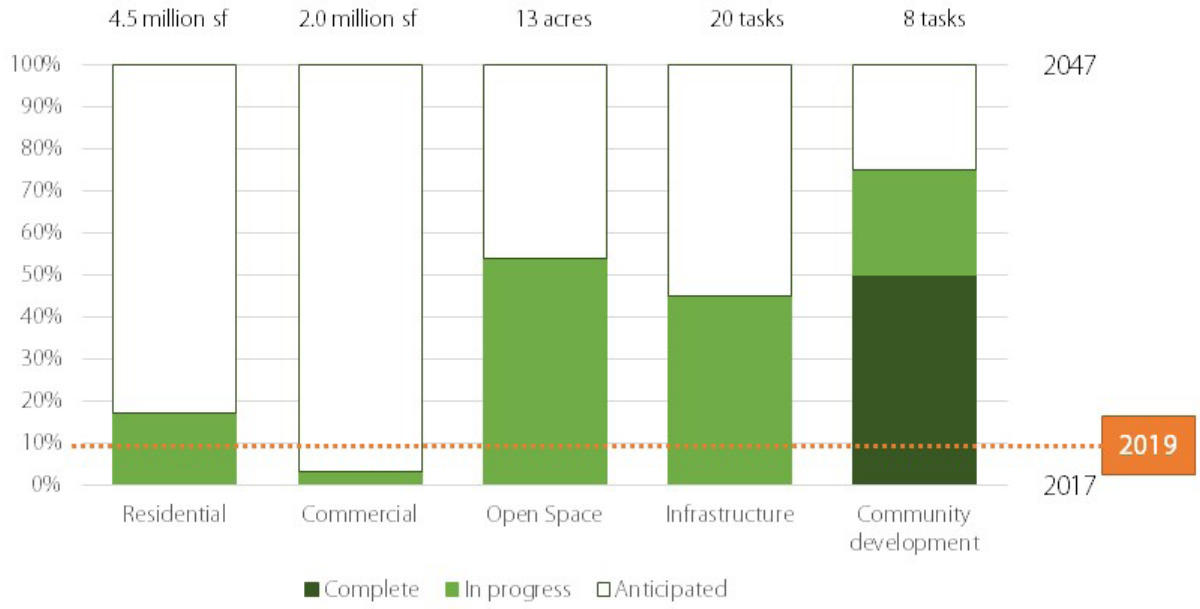
The City received $63.5 million in SmartScale funds from the Commonwealth of Virginia to implement two projects in the Landmark/Van Dorn area. These include $57.2 million for the construction of the West End Transitway that will provide frequent and reliable Bus Rapid Transit service between the Van Dorn Metrorail Station and the Pentagon, and $6.3 million to design and construct pedestrian and bicycle access and safety improvements to connect to the future Landmark Transit hub being implemented as part of the mall site redevelopment. Also, as part of Vision Zero, pedestrian improvements were made to area intersections and the north side of Eisenhower Avenue trail was resurfaced.

600 N. Royal Redevelopment Rendering

OLD TOWN NORTH

Implementation Progress Tracking

Since its adoption in 2017, Old Town North (OTN) has exceeded expectations in most implementation tracking categories. The progress demonstrates that the residential real estate market in this area is already attractive to investors. The City is encouraging continued market interest with the establishment of the OTN Arts and Cultural District, and by prioritizing open space development, pedestrian and bike improvements and community resources.



Note: Recommended land uses in the Old Town North Small Area Plan include some degree of flexibility. Allocation of square footage between residential and commercial in the chart above is based on one anticipated mix consistent with the Plan recommendations.

Planning and Development

Urban Design Advisory Committee Serving Old Town North

The Urban Design Advisory Committee (UDAC) met four times during this implementation period to review and discuss the redevelopment of 1201 N. Royal Street and 600 N. Royal Street (former WMATA Bus Barn site). More information can be found on the UDAC webpage.

Old Town North Linear Park

In FY 2019, the City continued working with Norfolk Southern and Rails-to-Trails to inform the implementation of the linear park to be located along the existing rail spur between E. Abingdon Drive and Madison Street, running along the existing Mount Vernon Trail.

In addition to improving approximately three acres of the rail/trail section between Madison and Third streets, the conversion of the rail corridor will add approximately four acres of new open space between Third Street and E. Abingdon Drive. The Linear Park will be designed to incorporate a variety of passive and active recreational uses, provide enhanced landscaping, and improve the trail connection between the George Washington Memorial Parkway and the Mount Vernon Trail.

600 N. Royal Street (former WMATA Bus Garage)

In February, City Council approved the proposal for this site, which includes a 287-unit multifamily building, 12 of which are committed affordable, two levels of below-grade parking, green building certification consistent with the City's Green Building Policy, streetscape improvements and monetary contributions to the City's Housing Trust fund, Old Town North Streetscape and Open Space Fund and the City's Capital Bikeshare fund. Construction is anticipated for completion in 2022.

1201 N. Royal Redevelopment Rendering

1201 N. Royal Street

City Council approved this mixed-use development in January, which includes 90 multifamily units and a 5,700 square foot arts and cultural anchor, which supports the Old Town North Arts and Cultural District. The project includes streetscape, pedestrian and Mount Vernon Trail improvements, green building and site design, and contributions to the City's Old Town North Streetscape and Open Space Fund, Housing Trust Fund, Capital Bikeshare program and the Living Landscape Fund. Construction is anticipated for completion in 2022.

Second Street - Green Infrastructure Demonstration Project

The City is planning to construct a green infrastructure demonstration project along Second Street between N. Pitt and N. Royal streets. In line with the City's Eco-City initiatives, 'Green infrastructure' is an approach to managing stormwater by infiltrating it into the ground to recharge the groundwater rather than conveying it to the sewer system. The project will reduce the existing paved area and will create green space for trees and a series of bioretention facilities. The overall design was finalized and the solicitation for construction bids was advertised in August. Construction is anticipated to begin in fall 2019.

500 First Street, Edens/Gables Old Town North

This project redeveloped the site of the former ABC and Giant stores in Old Town North into a mixed-use development with approximately 51,272 square feet of retail, 232 residential units and nine dedicated affordable rental units (seven studios and two 1-bedroom units). Residents began moving into portions of the site in April and a grand opening celebration was held in September.

Transportation

- Departments of Project Implementation (DPI) and Transportation and Environmental Services (TES) completed design for sidewalk improvements on Second Street near the Holiday Inn. Construction anticipated in FY 2020.

- DPI and TES continued design for improvements to the Mt. Vernon Trail along E. Abingdon Drive, south of Slaters Lane. This project will fill a missing gap along the trail and improve pedestrian and bicycle safety.

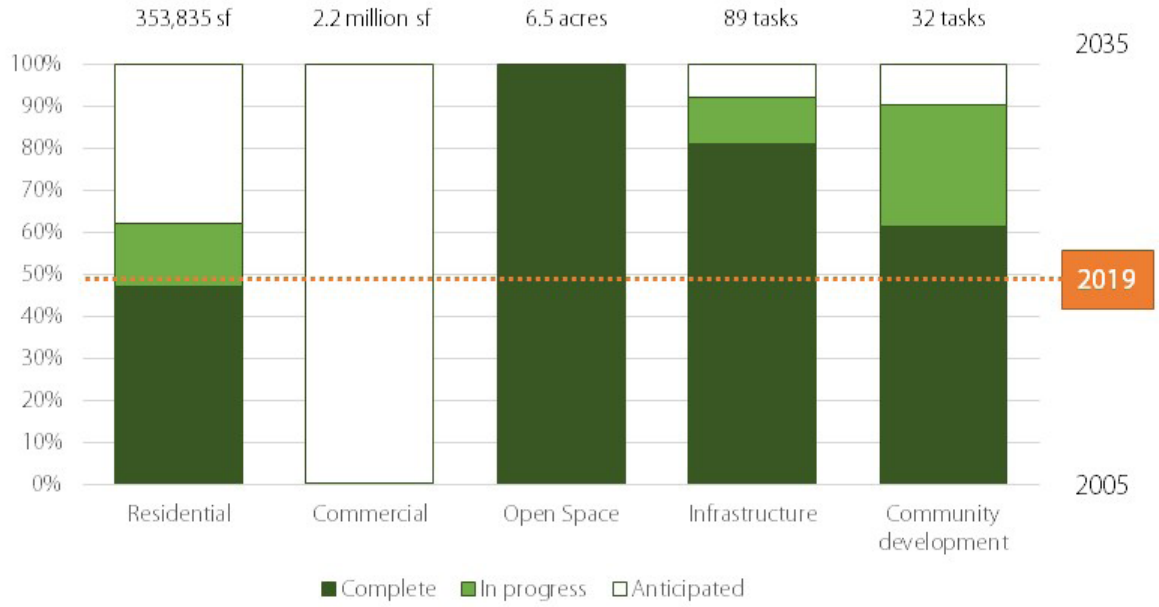
Four Mile Run Park Playground Ribbon Cutting

POTOMAC WEST

Implementation Progress Tracking

Combination of Arlandria and Mount Vernon Avenue Overlays

The majority of progress in the Potomac West area has taken place in the Arlandria and Mount Vernon Avenue overlay areas. Arlandria and Mount Vernon have exceeded expectations in terms of open space development, infrastructure implementation, and community development implementation. Infrastructure projects have improved roads, pedestrian and bicycle safety, and streetscaping.

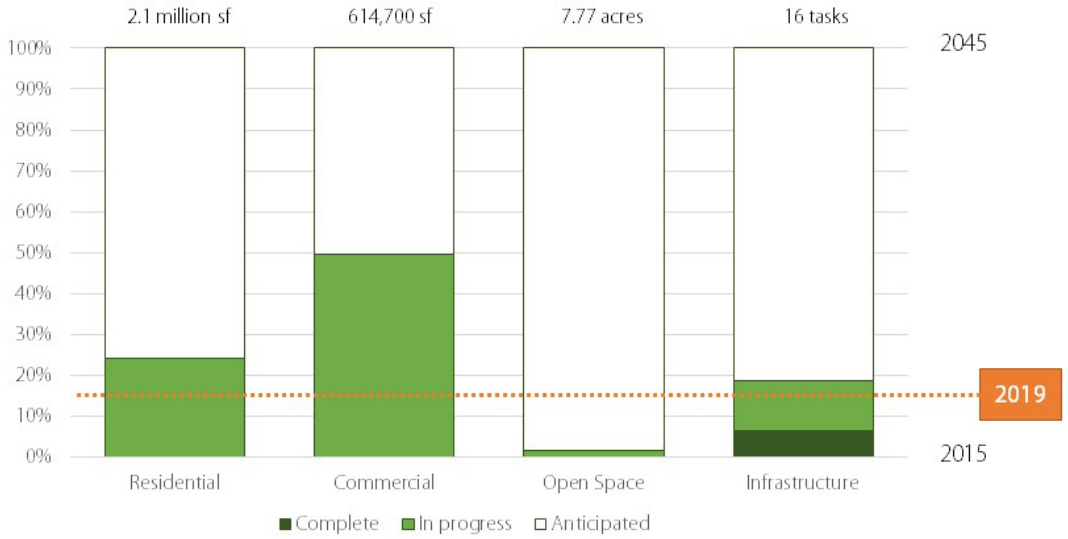


Note: Progress is based on the Mount Vernon Avenue 2005 adoption year. The chart also includes Arlandria tasks which occurred 2003-2005.

Implementation Progress Tracking

Oakville Triangle Overlay

In the four years since the adoption of the Oakville Triangle/Route 1 Corridor Plan, implementation has focused on bike and pedestrian improvements to the future Potomac Yard Metrorail Station. Development applications for the plan area have been approved, although construction has not yet commenced. The Plan for the Mount Jefferson Park Improvements was approved in 2016 and will be implemented with redevelopment of the Oakville Triangle site.



Planning and Development

Lacy Court Apartments

Lacy Court, a 44-unit rental community in Del Ray, provides affordable housing opportunities to households earning 40-60% of the area median income. Constructed in the 1950s and owned by the Alexandria Housing Development Corporation (AHDC) since 2011, the property is undergoing substantial modernization over two phases. Improvements include sidewalk and landscape improvements; structural repair; electrical and water system modifications, including energy-efficiency upgrades; and essential interior renovations. Five units were made accessible for persons with disabilities. Phase 1 was completed in March 2019 and is fully occupied. Phase 2 is underway and will be completed by the end of 2019.

Five of the units at Lacy Court will be part of the City's Rental Subsidy Program which will further deepen the level of affordability of the participating units for five years.

Arlandria Quality of Life Walk

Every year community members and City staff collectively survey the Arlandria neighborhood to determine any needed improvements to the streetscape, signage, open spaces, and matters related to public health, safety and welfare. Following the walk this past May, staff has worked to address community concerns including documenting all nonworking or broken light fixtures along Four Mile Run path and working with Dominion VA Power to repair or replace them, overgrown vegetation, installation of additional bike parking along Mt. Vernon Avenue and ongoing concerns with pedestrian safety.

Arlandria and Del Ray Plans Update

This fall the City is hosting community conversations for communities and organizations located adjacent and near to Mount Vernon Avenue in Arlandria and Del Ray as the first phase in the planning process to update the 2005 Mount Vernon Avenue Business Plan and the 2003 Arlandria Action Plan. Information gathered during these community conversations will identify issues of importance to community members and help staff develop the framework for the overall planning process to ensure that it is responsive to their needs and concerns. Updating the objectives and strategies for achieving a long-term vision is particularly important with the planned phased arrival of Amazon in Crystal City, the Virginia Tech Innovation Campus in North Potomac Yard, and the North Potomac Yard Metrorail Station.

Arlandria Quality of Life Walk

The Office of Housing (OH) and Department of Planning and Zoning have begun outreach to stakeholders in these communities, which will continue through the fall with a series of community pop-ups and roundtable discussions, followed by the planning process which will start in early 2020.

Parks and Recreation

See the Open Space Master Plan section for an update on the Four Mile Run Park Playground.

Transportation

Departments of Project Implementation and Transportation and Environmental Services completed design on bus bulb improvements along Mt. Vernon Avenue, between Braddock Road and Four Mile Run. These improvements will include some consolidated bus stops, improved crosswalks, new curb ramps and bus bulbs to improve transit accessibility. The project is under construction, and will be followed by road resurfacing between Braddock Road and Hume Avenue.

Design and implementation of a traffic garden was completed in FY 2019 at the Mount Jefferson Playground on Hume Street. The garden is an educational space for kids to ride tricycles or bikes and practice safety skills.

Mount Jefferson Park Traffic Garden

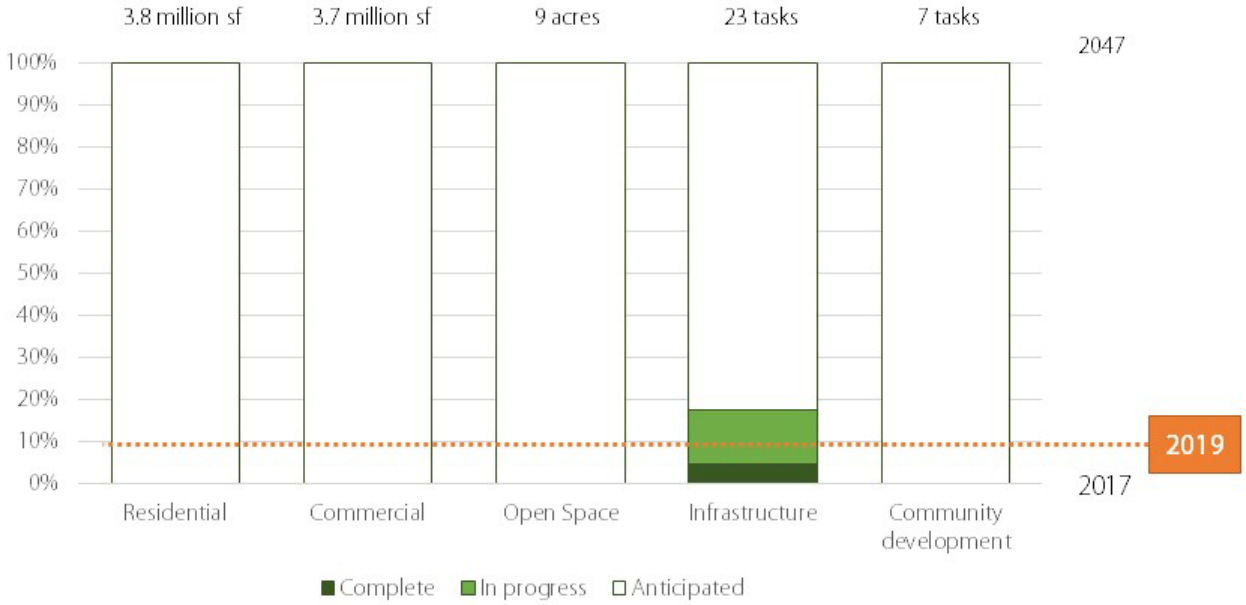
Illlustrative Virgnia Tech Innovation Campus

POTOMAC YARD

Implementation Progress Tracking

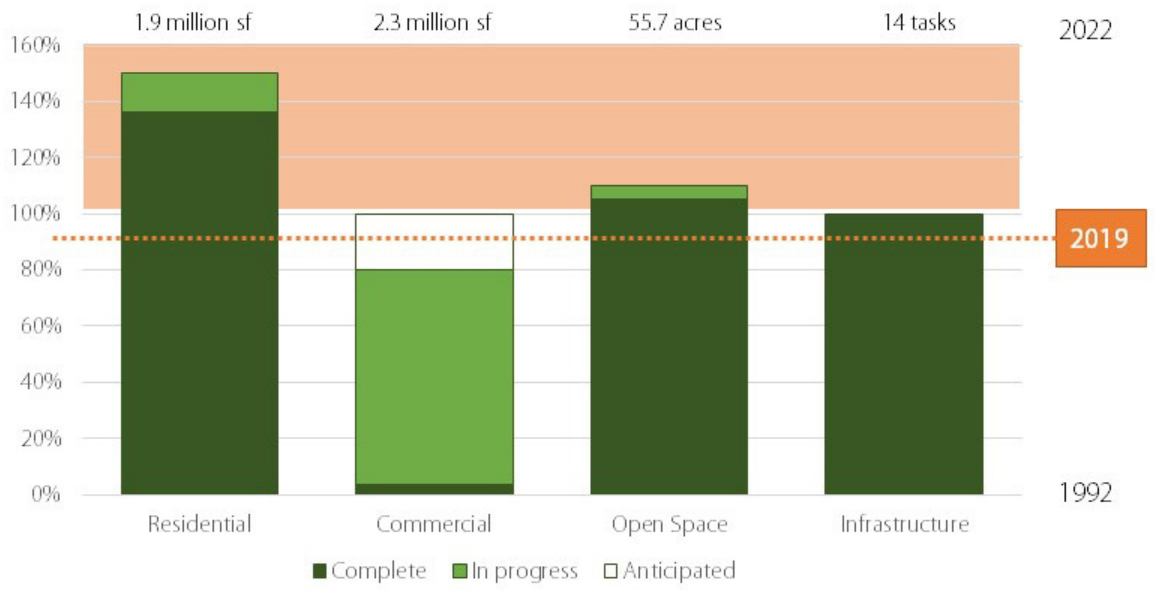
North Potomac Yard

Since its adoption in 2017, the City has prioritized infrastructure tasks in North Potomac Yard with a focus on enhancing public transit and pedestrian facilities including the forthcoming Potomac Yard Metrorail Station and the existing Metroway bus rapid transit system. In FY 2019, Virginia Tech selected North Potomac Yard to develop an Innovation campus, capitalizing on the proximity to the Metrorail station and Potomac Yard's mixed-use community.



South Potomac Yard

Since the Potomac Yard Small Area Plan was adopted in 1992, it has been amended by CDD #10. Residential and open space development have exceeded the goals set in those two documents, and all planned infrastructure tasks have been completed. Anticipated commercial development is on track to be completed by 2022.



Planning and Development

Potomac Yard Design Advisory Committee (PYDAC)

PYDAC met once during this implementation period to review and discuss the Silverstone Senior Living project at 2606 Main Line Boulevard. More information can be found on the PYDAC webpage.

Silverstone Senior Living

Silverstone Alexandria LP is approved to construct two residential buildings for seniors in Potomac Yard that include 186 assisted living/memory care units, seven deeply affordable assisted living units and 146 independent living units. The project also includes ground floor retail, below-grade parking and increased open space within Potomac Yard.

New Amazon Headquarters at National Landing

Following a 14-month unprecedented regional partnership, in November 2018 Amazon.com, Inc. chose National Landing as the site for its new headquarters — a newly branded neighborhood encompassing parts of Pentagon City, Crystal City and Potomac Yard. This new regional approach to economic development allowed the localities to present multiple sites under the Northern Virginia brand, highlighting many shared regional assets like workforce, business climate and the innovation economy. This process was led by the Virginia Economic Development Partnership (VEDP) and its commitment to deliver a world-class proposal to Amazon.

Specifically, for the National Landing proposal, Arlington and Alexandria partnered with property owner and developer JBG SMITH to present Amazon with a compelling 150-acre site – a mixture of existing vacant buildings and developable land already approved for significant density – seamlessly connected by a robust transportation network, including three Metrorail stations and a commuter rail station, walking and biking paths. The National Landing proposal offered Amazon the opportunity to establish a major headquarters in a thriving, urban environment. The proposal to Amazon that was crafted by Arlington, Alexandria, JBG SMITH, VEDP, and others can be found online.

Virginia Tech Innovation Campus

In conjunction with the Amazon announcement in November, Virginia Tech and the Commonwealth of Virginia announced funding for an Innovation Campus in Alexandria targeted at developing tech talent that will benefit all companies in the Commonwealth. The campus will offer master's and doctoral level programs that dovetail with the industry's most pressing demands. Degree programs and research opportunities will focus on computer sciences and software engineering, while offering specializations in high-demand areas, including data sciences; analytics and collective decisions; security; and technology and policy.

The campus will build on the growing innovation economy in Alexandria and Arlington, anchored by the United States Patent and Trademark Office,

the National Science Foundation, the Defense Advanced Research Projects Agency, as well as private sector companies like Amazon.

In spring 2019, Virginia Tech selected North Potomac Yard to develop its campus because of the proximity to the planned Metrorail station, new Amazon headquarters and to take advantage and contribute to Potomac Yard's mixed-use community.

Potomac Yard Metrorail Station

The City received $50 million from the Commonwealth of Virginia, as part of the Amazon Incentive Package, to enhance access to the Metrorail station from the southwest. The Potomac Yard Metrorail Implementation Work Group held regular meetings on the project design.

During FY 2019, the City continued to receive the necessary approvals to commence construction, which began in August. The construction of the Metrorail station is the culmination of more than 10 years of planning and design and will be an important catalyst for the implementation of the North Potomac Yard Plan and Virginia Tech's Innovation Campus. The Metrorail station is anticipated to be complete by spring 2022.

Silverstone Conceptual Rendering

Transportation

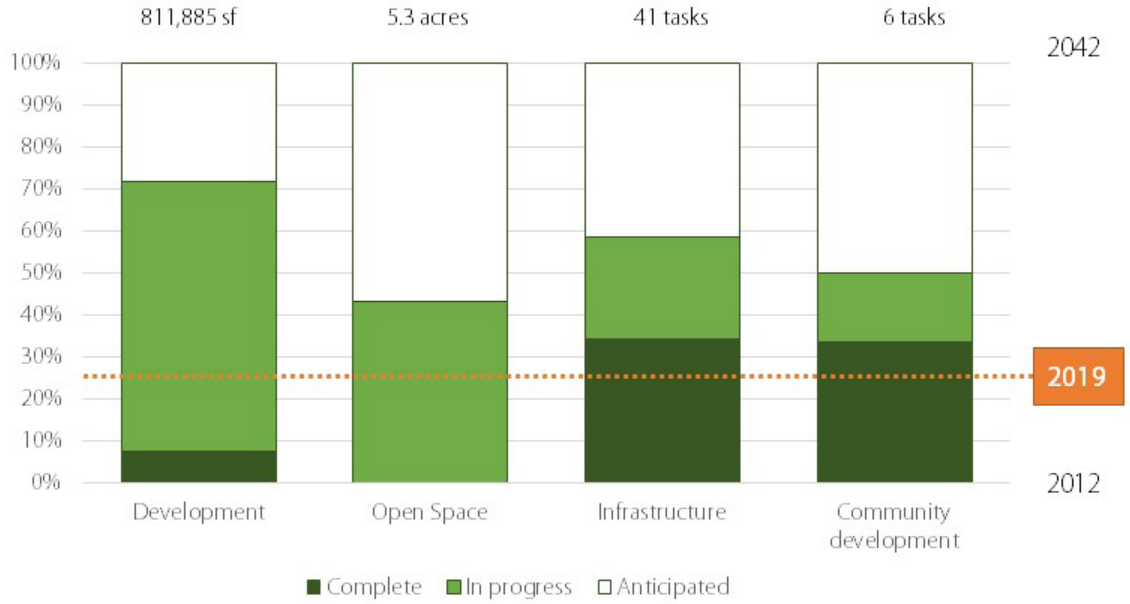
Departments of Project Implementation and Transportation and Environmental Services completed new transit shelters along the Route 1 Metroway, including a shelter at Route 1 / E. Glebe Road, and on both sides of Potomac Avenue near the Regal Theater. Additionally, the City received $5 million from the Virginia Department of Rail and Public Transportation for design and construction to extend Metroway two blocks to the north on Route 1.

Portside in Old Town Summer Festival *Courtesy Chris Cruz*

WATERFRONT PLAN

Implementation Progress Tracking

Since its adoption in 2012, the City is on track toward meeting its goals in the Waterfront Overlay Plan area. The City has prioritized flood mitigation tasks, pedestrian and bike facilities, and open space rehabilitation along with completing community development goals such as working with the Waterfront Commission and negotiating the relocation of the Old Dominion Boat Club to allow for contiguous public access to the waterfront.



Planning and Development

Waterfront Commission and Ad Hoc Monitoring Group on Waterfront Construction

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

Opening of Interim Waterfront Park and Interactive Public Art Installation

In March 2019, City Council held a public ribbon-cutting ceremony for the opening of the interim Waterfront Park, which includes the installation of Mirror Mirror, a new sound-responsive, interactive public art installation.

The new Waterfront Park combines the original King Street Park and Waterfront Park sites with the sites of the former Old Dominion Boat Club building and parking lot to create a seamless transition between Old Town's historic retail corridor and the water. The interim park features an open plaza, a waterfront promenade, shade structures, and a modular space that can adapt to different purposes throughout the year. In several years, the interim park will close so that flood mitigation infrastructure can be constructed and additional amenities added before the permanent park reopens.

To help activate the space, the City commissioned an original work of public art. Mirror Mirror, created by SOFTlab, a New York-based design studio led by artist and architect Michael Szivos, was inspired by the historic Fresnel lens of Alexandria's Jones Point Lighthouse. The art responds to sound with illuminated color, bathing visitors in rainbow-hued light as they talk, sing, and play within the installation. The installation is the first for *Site/See: New Views* in Old Town, a new annual series of temporary public art installations in Waterfront Park. Throughout the summer, Recreation, Parks and Cultural Activities (RPCA) commissioned a series of original site-specific performances for the sound-responsive, interactive installation, including music and movement performances. Mirror Mirror will be on display through November 2019.

Windmill Hill Park

King Street Corridor Initiative

Visit Alexandria introduced the King Street Corridor Initiative—a public-private partnership whose goal is increasing vibrancy and maintaining the competitiveness of Alexandria's historic downtown retail corridor and waterfront. The pilot program's three pillars are beautification, marketing and programing, with Visit Alexandria leading marketing and larger scale programming in Waterfront Park. New programming, branded under the name Portside in Old Town, activates the expanded new Waterfront Park area at the foot of King Street. Visitors and residents are invited to enjoy events and throughout the year including new Portside Fall and Summer Festivals, fall and summer beer gardens, and the expanded Holiday Boat Parade of Lights in December along with other City and community programming.

Windmill Hill Park

The Windmill Hill Park Shoreline Project, approved by City Council in 2015, replaced a failed bulkhead and eroding shoreline along the Potomac River with approximately 1,200 linear feet of living shoreline. Additional park improvements east of Union Street include new natural and pollinator-friendly habitat areas; a connecting waterfront trail from Ford's Landing City Park to Shipyard Park; improvements to existing water access points; seating walls and picnic areas; renovation of the Gibbon Street outfall; and a renovated dog park with a seating area and water fountain for every member of the family (including four-legged ones). In addition, improvements were made to the Union Street sidewalk adjacent to the park and a mid-block crosswalk at the Wilkes Street Tunnel was added, consistent with the Union Street Corridor Study.

The renovated park opened in November 2018. The next project in the park will be a playground renovation.

Robinson Landing

Upon completion, this redevelopment will include 26 townhouses, 70 multifamily units, 15,000 square feet of commercial space, and over one acre of ground level open space. Townhouse construction is nearing completion with construction of the multifamily building well underway. The existing pier will be fully rehabilitated with added amenities such as outdoor dining, seating areas and dock spaces for recreational boaters. Completion is anticipated for the fall of 2020.

Transportation

Transportation and Environmental Services installed a bike fix-it station in the Interim Waterfront Park in FY 2019. Cyclists can mount their bikes on the rack to make any necessary repairs. The station includes complimentary tools and an air pump.

Groundbreak at the Spire

HOUSING MASTER PLAN

The City continues to implement the Housing Master Plan goal of preserving or developing 2,000 units with new affordability through enhanced planning and housing policies, public/private and nonprofit partnerships, increased leverage of City financial investment, and incentives to secure additional affordable housing through the development process. The following accomplishments were made in FY 2019:

- 377 committed affordable rental units under construction / renovation and 239 units in the pipeline, including affordable and workforce units secured through the development process, and seven deeply affordable assisted living units at the future Silverstone Senior Living community in Potomac Yard.
- 29 committed affordable rental units constructed/renovated, including new set-asides at the Gables at Old Town and the substantial renovation of the first phase of Lacy Court.
- Three first-time homebuyers received loans for down payment and closing cost assistance.
- Four loans were issued through the Home Rehabilitation Loan Program.
- One grant was issued through the Rental Accessibility Modification Program.
- Private developers provided $1.4 million and pledged approximately $3 million to the Housing Trust Fund.

Resolution 830 Process

The City's Office of Housing (OH) and the Alexandria Redevelopment and Housing Authority (ARHA) concluded their community consultation process to review and update Resolution 830, an agreement between the City and ARHA to replace public housing units lost as a result of demolition and/or redevelopment. In April 2019, the City Council and ARHA Board of Commissioners adopted Resolution 2876, which supersedes Resolution 830. The resolution reflects the continued joint commitment of the City and ARHA to replace 1,150 units of public and publicly assisted housing and provide tenant protections to any tenant displaced during any future redevelopment activities. Resolution 2876 also describes the approach to determining the future affordability mix of future redevelopment projects, as well as, a mechanism for the City to provide financial resources to achieve deeper levels of affordability.

Outreach and Education

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

- Three part-educational series to common interest communities (condominium and homeowners

associations), in partnership with MercerTrigiani. Topics include condominium association basics, governing documents and legal responsibilities, and fair housing requirements.

- Landlord and property-manager trainings.
- Annual fair housing testing.
- The City co-sponsored the 9th Annual Northern Virginia Housing Expo. The forum featured workshops and exhibits on rental housing resources, homeownership programs, aging-in-place options, home energy efficiency, common interest associations, improving credit scores, and one-on-one financial counseling services.
- Monthly updates on available affordable units.
- Annual Apartment Survey.
- Release of new report on micro-units.

Energy Efficiency

The OH extended financial support to the Energy Masters program which trains volunteers in energy efficiency, water conservation, and community outreach and education. In 2019 the program completed its fourth year serving Alexandria residents living in affordable housing communities. 48 participants assisted with hands-on modifications at ParcView Apartments and Annie B. Rose House completing energy and water efficiency upgrades in 49 units. Based on an analysis of energy bills, completed updates reduced energy costs by an average of 10-13%.

Additionally, Energy Masters volunteers conducted an educational program for the Warwick Village Citizens Association and participated in the U.S. Patent and Trademark Office's Green Fair.

All City supported affordable rental housing preservation and development (new construction) projects undertaken with nonprofit housing partners

Annual Northern Virginia Housing Expo

incorporate elements to enhance energy efficiency and green building best practices and yield energy cost savings for residents. All projects have achieved third party certification in the LEED or Earthcraft programs.

Dedicated Annual Funding

City Council's FY 2019 resolution to increase the City restaurant meals tax rate from 4% to 5% continues to generate greatly needed dedicated funding for affordable housing. The dedicated funding, totaling approximately $5 million annually, has provided critical resources for affordable housing preservation and expansion, including several projects under construction (The Bloom and The Spire) and in the pipeline (The Waypoint at Fairlington Presbyterian).

Housing Contributions Workgroup

A workgroup was convened in March to help update the City's affordable housing procedures and policies related to rezonings, applications involving land use changes, commercial building conversions, and senior housing projects providing independent living, assisted living, and memory care. The intent of the recommendations will be to ensure continued consistency and clarity for new and emerging development trends; and to provide certainty in the City's expectations while allowing for flexibility through the establishment of baseline expectations and goals. The recommendations will serve as a baseline for the City's future evaluation of inclusionary zoning. Recommendations are anticipated to be scheduled for public hearing in late Fall 2019.

The Waypoint (Fairlington Presbyterian, 3846 King Street))

In November 2018, City Council approved a proposal by Wesley Housing Development Corporation, in partnership with Fairlington Presbyterian Church, to convert a portion of the Church's existing surface parking lot into a 100,900 square foot, four-story affordable multifamily building with underground parking. The 81-unit residential affordable housing project will be comprised of a mix of one-, two- and three-bedroom units and will also provide a range of improvements in conjunction with the construction including increased tree canopy, open space, a plaza area and undergrounding of overhead utilities.

The Church and the Potomac Crescent Waldorf School will continue to operate on the site. The project meets several City housing needs articulated in the Housing Master Plan, including collaborating with and among nonprofit partners, providing deeply affordable, accessible, and family-size units, and locating affordable housing development near transit and amenities. The project will provide housing affordable to households with incomes

between 40% and 60% of the area median income; a rental subsidy grant program will also help make nine units deeply affordable. The approximately $38 million project is funded through competitive tax credit equity, a commercial loan, deferred developer fee, and loan of up to $7.65 million from the City's Housing Opportunity Fund. The project is expected to break ground in Summer 2020.

Arlandria Outreach / National Landing Response

With the November 2018 announcements regarding the selection of National Landing for the location of Amazon HQ2 and the Virginia Tech Innovation Campus, OH has undertaken outreach in nearby neighborhoods, like Arlandria, that are likely to be impacted by upcoming economic development activity. To date, Housing staff has connected with property owners and residents and developed an FAQ in Spanish and English to provide information regarding National Landing to the Arlandria community. The City also launched the Arlandria-Del Ray planning initiative, that includes a study of existing housing and businesses in Arlandria, with the goal of preserving, improving and expanding affordable housing resources and preserving and fostering locally-owned businesses. OH secured a VHDA Community Impact Grant that together with City funding will ensure that comprehensive, culturally competent outreach resources are available to engage Arlandria's diverse population.

South Patrick Street Housing Affordability Strategy

Approved in October 2018, the Strategy developed a framework and tools to preserve housing affordability and diversity along South Patrick Street in the Southwest Quadrant Small Area. The Strategy is focused on preserving deep levels of housing affordability at The Heritage at Old Town and Olde Towne West (OTW) III, as well as on identifying ways to enhance the neighborhood, improve safety and accessibility along Route 1 South, and create a more welcoming gateway to the city. Following adoption, a new zoning tool was approved to create a zoning framework to incentivize preservation of deeply affordable housing resources. In addition, staff undertook a housing needs assessment of current residents at The Heritage and OTW to help inform future redevelopment and better plan for the residents' housing needs. The first redevelopment proposals using the new zone are anticipated in FY 2020.

Southern Towers

Per a 2015 agreement between the City and Southern Towers, developed pursuant to CDD 20 resulting from the Beauregard Small Area Plan, 105 Committed Affordable Units (CAUs) with rents at 55% and 60% area median income (AMI) are available at Southern Towers. While tenants on the Beauregard CAU Waitlist continue to have priority, the Office of Housing is also marketing the units to other income eligible households. The date to fill the units was extended to July 31, 2018; units will be affordable for a ten-year period (through July 2028). All units are occupied and vacancies are filled as they arise.

In February 2019, City Council approved the new Residential Multifamily (RMF) Zone to incentivize the enhancement and preservation of long-term housing affordability, one of the early implementation tasks outlined in the South Patrick Street Housing Affordability Strategy.

Simpson Park Playground Renovation

OPEN SPACE MASTER PLAN UPDATE

Citywide Parks Improvement Plan

In 2013 the Department of Recreation, Parks, and Cultural Activities (RPCA) developed the Citywide Parks Improvement Plan as an implementation strategy of the City's Open Space Master Plan. The goal of this initiative was to study and understand the existing conditions and future needs for Alexandria's 10+ acre parks, including Ben Brenman and Armistead L. Boothe Parks, Chinquapin Park, Four Mile Run Park, Joseph Hensley Park, the Holmes Run Park System, and Simpson Stadium Park. These parks serve as vital open spaces for our community, providing recreational opportunities, areas for picnic and relaxation, and ecological benefits to the city.

Since the Plan's completion six years ago, 20% of the total recommended projects have been completed:

- 29% of Ben Brenman/Boothe Park projects
- 6% of Chinquapin Park projects
- 38% of Four Mile Run Park projects
- 0% of Hensley Park Projects
- 24% of Holmes Run Park projects
- 24% of Simpson Park projects

The following projects from FY 2019 highlight some of this work:

Simpson Park and Playground

This spring, the 1-acre Simpson Park Playground and Lawn was re-opened after a 9-month renovation. The new design reflects the community's interest in having multiple passive uses and activities, an obstacle course, balance logs, play equipment for ages 2-12, and a climbable public art piece by Brooklyn-based artists May + Watkins. The new design aims to promote social connection and play for Alexandria families.

Ben Brenman Dog Park

In Fall 2018, RPCA expanded the Ben Brenman Dog Area and in 2019 added solar lights to the site. This project was deemed to be the highest priority in the Ben Brenman Park Improvement Plan because of safety issues related to using the dog park. This project was particularly unique because of its lighting requirements. Located in the back of the park and across Backlick Run, the dog park has no access to utilities, therefore making traditional electric lights impossible. The new solar lights not only convert energy from the sun, but also have the ability to shut off at 10pm, consistent with park operational hours. This new technology serves as a pilot project for other lighting opportunities in our park system.

Four Mile Run Park Playground

RPCA partnered with RunningBrooke to renovate the Four Mile Run Park Playground. The improvements to the playground include updated play equipment for all ages and abilities, site furnishings, plantings, shade trees and accessible pathways. As recommended in the Four Mile Run Park Improvement Plan, the playground was moved slightly closer to Bruce Street and the sport court to create an activity zone in the park that is more visible from the street, improving safety and usability.

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

SANITARY SEWER MASTER PLAN

RiverRenew Project

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

Long-Term Control Plan Update

A Long-Term Control Plan Update (LTCPU) was submitted to the Virginia Department of Environmental Quality (VDEQ) by the City and AlexRenew that outlined a plan to remediate the outfalls by the 2025 legislative mandate, and in June 2018 VDEQ indicated its concurrence that the proposed plan would will bring the outfalls into compliance within the required timeframe. Implementation of the plan is referred to as RiverRenew, with an estimated cost ranging from $370-$555 million, and is anticipated for completion in approximately six years.

RiverRenew Stakeholder Advisory Group

In December 2018, AlexRenew and the City jointly created the RiverRenew Stakeholder Advisory Group (SAG). The 13-member SAG represents a diverse group of residents from Alexandria neighborhoods, businesses and environmental groups. The SAG was established as the key approach to engage with the public on this program, serving as ambassadors to neighbors and community groups to receive and share input.

Development Special Use Permit

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

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Community outreach on Dockless Mobility Pilot

TRANSPORTATION MASTER PLAN

Vision Zero Action Plan

In 2017, City Council adopted Alexandria's Vision Zero Action Plan, a multidisciplinary, multi-national traffic safety concept that aims to achieve a transportation system with no deaths and serious injuries by 2028. The Action Plan highlights the City's commitment to providing safe streets for all users and reducing fatalities and severe injuries on the roadways. It includes Priority Action Items that will be a major focus during years one and two of implementation, as well as a Vision Zero Work Plan, providing a detailed outline of the milestones for implementation. In FY 2019, TES completed all first year goals of the City's Vision Zero Action Plan's priority items and set goals for year two.

Alexandria Transit Vision Plan

The Alexandria Transit Vision Plan planning process continued in FY 2019, and is anticipated to be completed in late 2019. The plan identifies existing and future bus transit needs and community priorities as a basis for designing a future bus network that improves mobility, accessibility and overall cost efficiency. The project is being managed as a partnership between the City and DASH. Both recognize the need to address declining transit ridership, changing land use patterns, shifting regional travel and recent technological advances. The Transit Vision Plan represents an opportunity to fundamentally re-imagine the city's bus network.

Alexandria Mobility Plan

In FY 2019, TES launched a strategic update to the 2008 Transportation Master Plan to ensure that transportation in the city continues to serve the needs of residents, businesses and visitors as the region grows and new technology adds to the ways people move. The Alexandria Mobility Plan will gather public input on tradeoffs and establish clear priorities for improving mobility.

The updated plan will be structured around the following elements: Streets; Smart Mobility; Transportation Demand Management; Public Transit; and Parking and Curbside Management.

Dockless Mobility

Transportation and Environmental Services launched a Dockless Mobility Pilot program to allow private companies to operate shared mobility devices in the city, such as dockless bicycles and scooters. This program evaluates these devices as transportation options for the city, overall management of issues and performance of the companies. Data, research and community input received will help guide the development of the recommendation that Council will consider later this fall regarding a path forward.

Residential Parking Refresh

An update to the City's Residential Permit Parking (RPP) program began in FY 2019, which includes compiling data about the current program, researching how other cities manage residential parking, and soliciting feedback from residents about potential issues that should be addressed. City Council is anticipated to consider recommendations at a public hearing in December.

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Interpretive Signage at Windmill Hill Park

WAYFINDING

Implementation of the City's Wayfinding System Design Guidelines Manual recommendations continued in FY 2019. Milestones included the installation of an additional 79 vehicular directional signs throughout the city. These signs provide direction to major historic sites, recreational facilities, neighborhoods and other city resources. In FY 2020, staff anticipates moving forward with the next phase of the program, which will include installation of destination identity signs for the City's historic sites and parks.

Following a request from business owners in Cameron Station, Transportation and Environmental Services worked with Planning and Zoning to expand the business district sign program and installed four business district signs in that neighborhood. Historic District markers for the Town of Potomac and Old and Historic Alexandria historic districts were also installed.

TES continues to coordinate with the Office of Historic Alexandria in the development of historic content for interpretive signs and in their fabrication and installation. New interpretive signs were recently installed on S. Union Street for Windmill Hill and the Wilkes Street Tunnel.

Department of Planning and Zoning

Department of Project Implementation

Department of Recreation, Parks and Cultural Activities

Department of Transportation and Environmental Services

Office of Historic Alexandria

Office of Housing

Alexandria Economic Development Partnership

Visit Alexandria

City Manager's Office

City of Alexandria, VA
Department of Planning and Zoning, October 2019