# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** FEBRUARY 18, 2015

**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

**FROM:** MARK B. JINKS, ACTING CITY MANAGER /s/

**DOCKET TITLE**:
**..TITLE**
Consideration of the Draft FY 2016 Interdepartmental Long Range Planning Work Program.
**..BODY**

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**ISSUE**: What planning work priorities should be established for FY 2016?

**RECOMMENDATION**: Receive and provide comments on the revised draft planning priorities for FY 2016.

**BACKGROUND**: The Planning Commission on January 6, 2015 and the City Council on January 27, 2015 provided preliminary input on the Draft FY 2016 Interdepartmental Long Range Planning Work Program (see Attachment 3). Based on this input, staff revised the work program as indicated on a revised draft Interdepartmental Long Range Planning Work Program for the upcoming fiscal year (see Attachments 1 (arranged chronologically) and 2 (arranged by program areas)).
The input from the Planning Commission and City Council will help inform development of the FY 2016 City Manager's Proposed Operating Budget, scheduled to be released in the first week of March 2015. A final Interdepartmental Long Range Planning Work Program will be docketed for City Council approval in May 2015, after the adoption of the FY 2016 Budget.

**DISCUSSION:**
Based on input from the Planning Commission and City Council in January, the following revisions have been made to the Draft FY 2016 Interdepartmental Long Range Planning Work Program and are reflected in revised Attachments 1 and 2:

- The Old Town North Small Area Plan has been accelerated to show preparatory staff work and technical analysis beginning in March 2015 and public engagement beginning in September 2015. The plan is anticipated to be completed in January 2017. Staff will have to accelerate work with landowners/developers to identify funds for staff and technical studies. The Old Town North Small Area Plan will include an exploration of pilot environmental initiatives, particularly related to energy.

- Green Building Policy: City staff will work with the Environmental Policy Commission over the next several months to explore an alternative work program for the Green Building Policy with the goal of accelerating work on key issues. The report back to the City Council in May will build on the analysis already completed by the EPC (outlined in the letter to Council dated Dec 18, 2014) and address four topic areas: benchmarking Alexandria's Green Building Policy compared to neighboring jurisdictions, identification of priority issues, the resources (staff, funds, and time) required to address those issues, and exploration of work models whereby the EPC shares in the work load. Staff and the EPC will reach out to stakeholders involved in developing the Green Building Policy for input in developing the work program. The Old Town North Small Area Plan will also be an opportunity for exploring enhanced green building initiatives.

- Updating of the Environmental Action Plan (EAP): Updating the existing EAP and having it adopted by City Council as a revised policy document involves the collaborative efforts of several City departments as well as public outreach program that could take a year or more to complete. This interdepartmental work program is currently under consideration by City Council. In the meantime, and as the first step in a planned incremental approach to updating the EAP, City staff and the Environmental Policy Commission (EPC) will work together through the end of FY2015 on the review of the existing EAP. Specifically, working with the Virginia Tech Alexandria Campus, staff and the EPC will: (a) review the City's existing sustainability efforts through meetings and discussions with key City staff; (b) carry out a sustainability gap analysis to inform future priorities; and (c) prepare an internal draft version of the key priorities, targets and action steps that can be used as the starting point for the work program under consideration. EPC and Staff intend to share this draft with Council before the end of FY2015 as well as a revised work plan recommendation for FY16. As part of this effort, Staff and the EPC plan to leverage other City planning efforts, such as the Bike & Pedestrian Master Plan, the CSO long-term control planning and the stormwater management efforts, to avoid duplication of effort. The North Old Town Small Area Plan under consideration for FY2016 might also represent an opportunity to pilot new Green Building policies, such as the Eco-District concept, which could assist in shaping the updated EAP.

- Two items have been added to the list of Ongoing Implementation Work/Special Projects: (1) support for regional transportation initiatives and (2) support for regional planning and policy initiatives.

  - **Regional Transportation Planning**
    Many important regional transportation and transit planning initiatives are shown in the FY 2016 Interdepartmental Long Range Planning Work Plan, notably the Potomac Yard Metrorail Station, the West End Transitway, the Eisenhower West Transportation Study, and the update of the Transportation Master Plan, including the Pedestrian and Bicycle chapters of the Transportation Master Plan. There are also important transportation implications for all of the small area plan updates that Transportation and Planning staff will collaborate on. In addition, staff continues to allocate significant time to coordinating with regional agencies such as NVTA, NVTC, TPB, WMATA, and VRE to address issues related to state and federal funding for local and regional transportation

projects, improving air quality and reliving congestion throughout the region, and providing an efficient and effective public transportation network which connects the City to the rest of the region. Staff also continues to address ongoing issues such as potential transit options across the Woodrow Wilson Bridge, which could be a joint project with Prince Georges County in the lead.

- **Regional Planning and Policy Initiatives**
  City staff participates in a variety of regional planning and policy initiatives, primarily through the Metropolitan Washington Council of Governments (COG). For FY 2016, staff will be participating in several initiatives including the Round 9.0 Forecast based on a new, regional economic model, and the Multi-Sector Working Group tasked with identifying a set of viable greenhouse gas reduction strategies.

**ATTACHMENTS:**

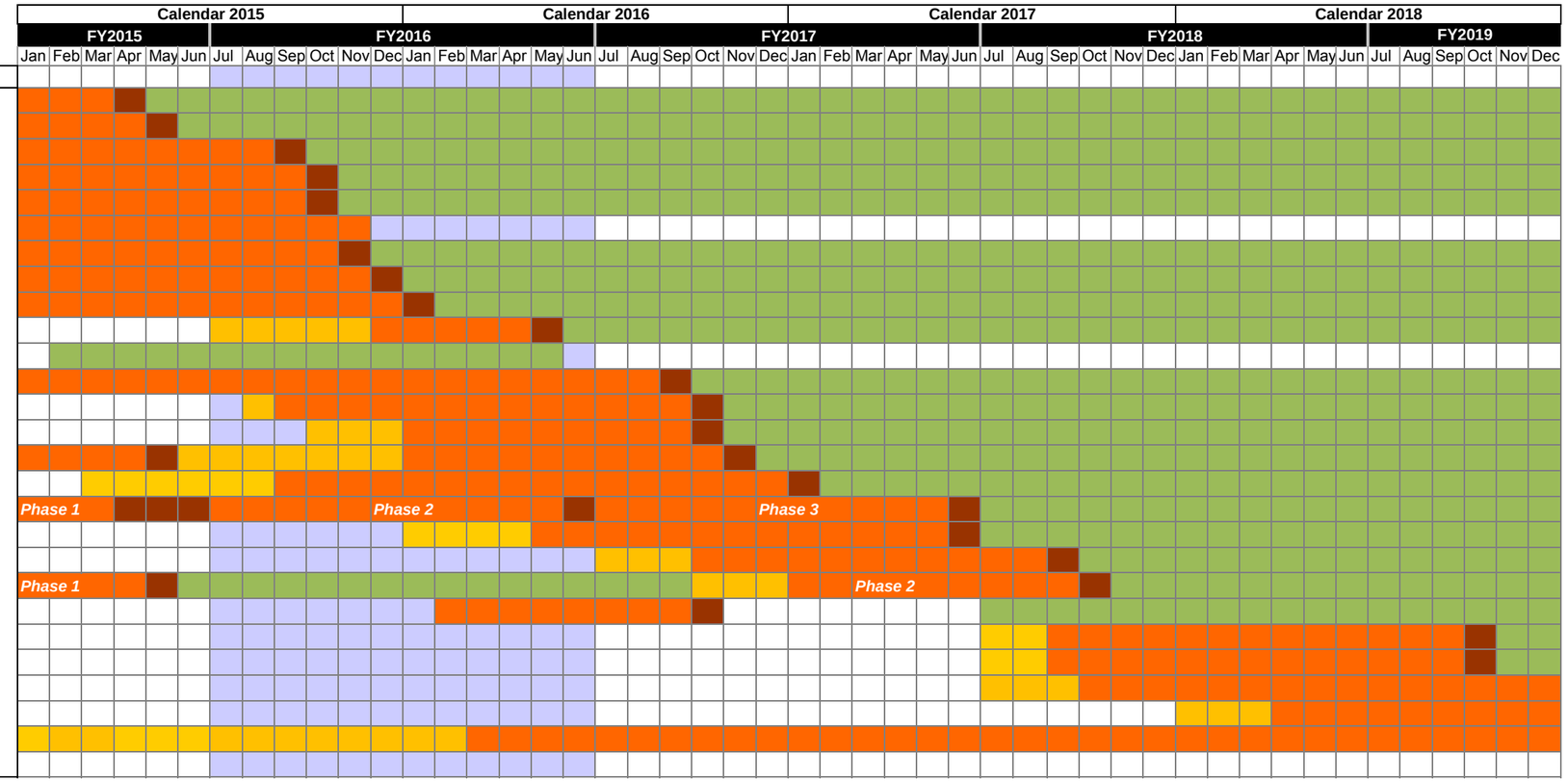
1. Bar Chart: Draft Revised FY 2016 Interdepartmental Long Range Planning Work Program (arranged chronologically)
2. Bar Chart: Draft Revised FY 2016 Interdepartmental Long Range Planning Work Program (arranged by program areas)
3. January 21, 2015 Memo to City Council from Mark B. Jinks, Acting City Manager, on Consideration of the Draft FY 2016 Interdepartmental Long Range Planning work Program
4. Transportation and Environmental Services Memo to City Council, dated October 22, 2014, on Citywide Parking Work Plan
5. Powerpoint Presentation

**STAFF:**

Emily Baker, Acting Deputy City Manager
Karl Moritz, Director Planning and Zoning
Yon Lambert, Acting Director Transportation and Environmental Services
James Spengler, Director Recreation, Parks and Cultural Activities
Jeremy McPike, Director General Services
Gregg Fields, Acting Director Department of Code Administration
Helen McIlvaine, Acting Director Office of Housing
Nelsie Birch, Director Management and Budget
Lance Mallamo, Director Office of Historic Alexandria
Val Hawkins, President/CEO Alexandria Economic Development Partnership
Patricia Washington, President/CEO Alexandria Convention and Visitors Association
Roy Priest, Chief Executive Officer Alexandria Redevelopment and Housing Authority
Susan Eddy, Deputy Director Planning and Zoning

Housing; Planning and Zoning; Recreation, Parks and Cultural Activities; Transportation and Environmental Services; Office of Historic Alexandria; Code Administration; General Services; Department of Project Implementation; AEDP; ACVA

# ATTACHMENT 1: UPDATED DRAFT FY 2016 Interdepartmental Long Range Planning Work Program (Chronological)




| Memo # | Plans and Studies |
|---|---|
| 1 | Long Range Education Facilities Plan(PZ, ACPS, RPCA) |
| 2 | Del Ray Historic Preservation Plan (pattern book + NR listing) (PZ) |
| 3 | Transit Corridor C/West End Transitway AA (TES, PZ, DPI) |
| 4 | Old Town Parking Data Collection/Old Town Parking Policy Update (TES, PZ) |
| 5 | Oakville Triangle/Route 1 West Study, MPA (PZ, TES, RPCA, Housing) |
| 6 | Eisenhower West Transportation Study (TES, PZ) |
| 7 | Eisenhower West Small Area Plan (PZ, TES, RPCA, Housing) |
| 8 | Neighborhood Park Improvement Plan (RPCA, PZ, TES) |
| 9 | Pedestrian/Bicycle MP-Complete Streets Manual (TES, PZ) |
| 10 | Del Ray Parking Study Implementation (TES, PZ) |
| 11 | New Permitting System Software Implementation (Code, PZ, TES, Fire) |
| 12 | Sanitary Sewer/CSO Plan (TES, PZ, AlexRenew, RPCA) |
| 13 | Pocket Park Plan (RPCA, PZ, TES) |
| 14 | Motorcoach Study (TES) |
| 15 | Potomac Yard Metrorail Station (TES, DPI, PZ) |
| 16 | Old Town North Small Area Plan (PZ, TES, RPCA, Housing) |
| 17 | Stormwater/MS4 Compliance Plan (TES, PZ, RPCA) |
| 18 | North Potomac Yard Replanning (PZ, TES, RPCA, Housing) |
| 19 | Updating Environmental Action Plan (All Departments) |
| 20 | Parking Standards for New Development (PZ, TES, Housing) |
| 21 | New City Strategic Plan (All Departments) |
| 22 | Del Ray Strategic Update to MV Ave Business Plan (PZ) |
| 23 | Leslie Avenue/Monroe Avenue Planning Study (PZ, TES, RPCA, Housing) |
| 24 | Transportation Master Plan (TES, PZ) |
| 25 | Green Building Policy (PZ, GS, RPCA, Housing) |
| 26 | ARHA Redevelopment Sites (PZ, TES, RPCA, Housing, ACPS, DCHS) |

### *Ongoing Implementation Work/Special Projects*

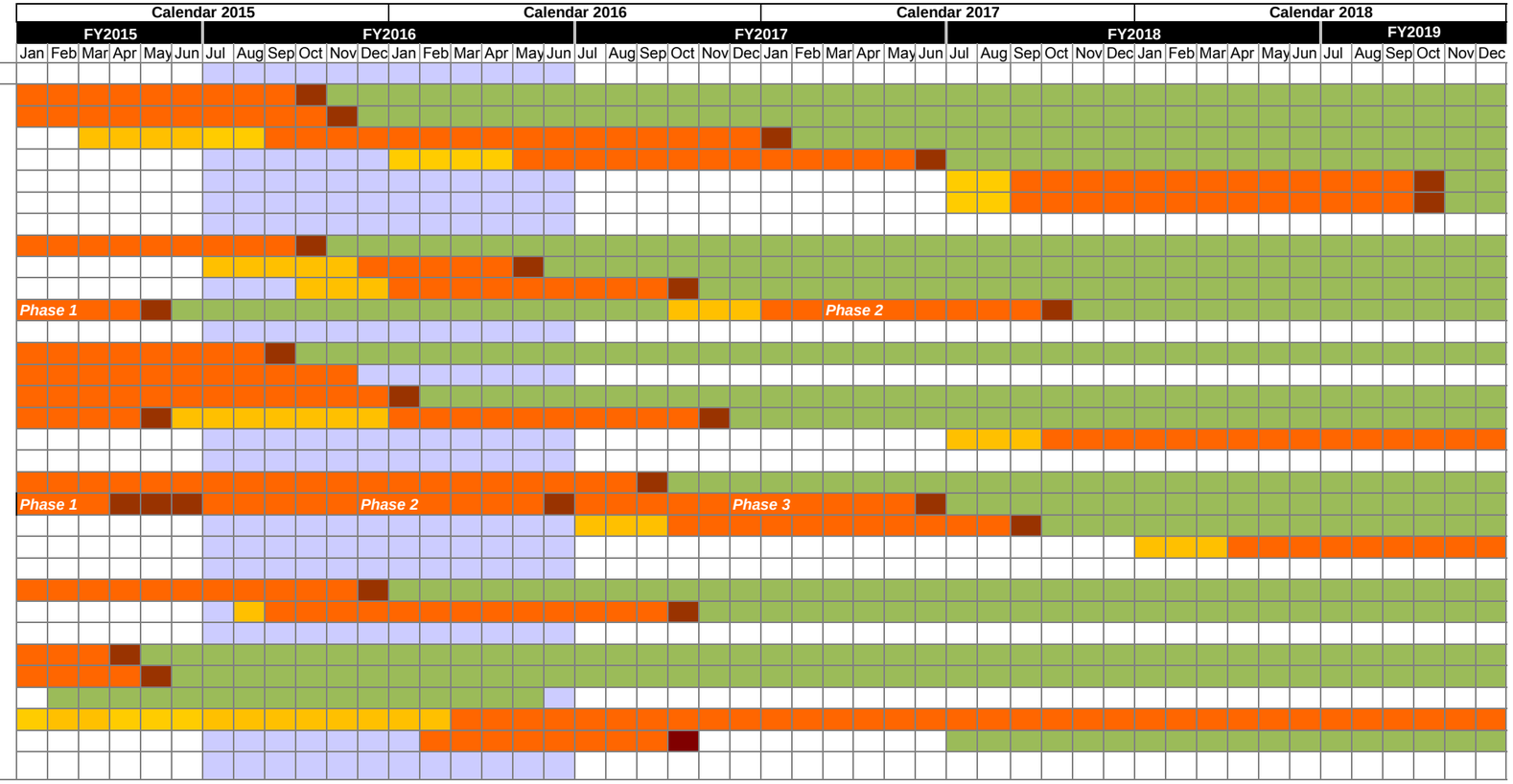
| Memo # | |
|---|---|
| A | *Housing Master Plan (Housing, PZ, GIS, ARHA, TES,Code, GS, ACPS,DCHS/Office of Aging)* |
| B | *Beauregard Plan(PZ, DPI, TES, RPCA, Housing)* |
| C | *Landmark/Van Dorn Corridor Plan (PZ, DPI, TES, RPCA, Housing)* |
| D | *Arlandria Action Plan (PZ, Housing, TES), Four Mile Run (RPCA, TES)* |
| E | *Braddock Plan (PZ, RPCA, Housing, TES)* |
| F | *South Potomac Yard Plan (PZ, TES, RPCA, Housing)* |
| G | *Waterfront (DPI, PZ, RPCA, TES)* |
| H | *Wayfinding (PZ, TES)* |
| I | *Citywide Parks Plan (RPCA)* |
| J | *Open Space Master Plan (RPCA)* |
| K | *Public Art Implementation Plan (RPCA, PZ, TES, GS)* |
| L | *Urban Forestry Master Plan (RPCA)* |
| M | *DASH (TES, DASH)* |
| N | *Dominion 230 KV Line (TES, PZ, GS, RPCA)* |
| O | *AEDP Strategic Plan (AEDP, P&Z, ACVA, DPI, Code, Housing)* |
| P | *Census, Forecasting and Demographics (P&Z)* |
| Q | *Fire Station Location Study (OPA, GS, Fire, GIS)* |
| R | *Industrial Study Phase 2 (P&Z, AEDP)* |
| S | *Regional Transportation Initiatives (TES)* |
| T | *Regional Planning and Policy Initiatives (All Departments)* |

**COLOR KEY**

- Preparatory staff work &/or technical analysis
- Planning with public engagement
- Approval process
- Implementation with public engagement

Housing; Planning and Zoning; Recreation, Parks and Cultural Activities; Transportation and Environmental Services; Office of Historic Alexandria; Code Administration; General Services; Department of Project Implementation; AEDP; ACVA

# ATTACHMENT 2: DRAFT FY 2016 Interdepartmental Long Range Planning Work Program (By Program Areas)

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- Implementation with public engagement

# City of Alexandria, Virginia

## MEMORANDUM

DATE: JANUARY 21, 2015

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, ACTING CITY MANAGER

SUBJECT: CONSIDERATION OF THE DRAFT FY 2016 INTERDEPARTMENTAL LONG RANGE PLANNING WORK PROGRAM

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**ISSUE**: What planning work priorities should be established for FY 2016?

**RECOMMENDATION**: (1) Indicate concurrence with staff listed planning priorities for FY 2016, or (2) Indicate where changes to staff recommended planning priorities should be considered.

**BACKGROUND**: The Planning Commission and City Council are asked to provide preliminary input on a Draft FY 2016 Interdepartmental Long Range Planning Work Program. The input from the Planning Commission and City Council will help inform development of the FY 2016 City Manager's Proposed Operating Budget, scheduled to be released in the first week of March 2015. A final Interdepartmental Long Range Planning Work Program will be docketed for City Council approval in May 2015, after the adoption of the FY 2016 Budget.

As in previous years, the City departments and agencies that are engaged in long range planning and plan implementation have jointly prepared a draft Interdepartmental Long Range Planning Work Program for the upcoming fiscal year (see Attachments 1 (arranged chronologically) & 2 (arranged by program areas)). The draft long range planning work program includes new plans scheduled to begin in FY 2016, the completion of plans and studies now under way, and implementation of previously approved plans. In order to provide a more complete view of the interdepartmental planning work to be undertaken in FY 2016, this memo also includes a summary of major development cases (pages 16 to 18) anticipated in FY 2016.

The Planning Commission considered this item on January 6, 2015 and was in general agreement with the draft work program. The Planning Commission noted that the community and the Planning Commission could only engage in so much planning work at one time. As the draft work program is very full, they asked staff to consider if a project scheduled for FY 2016 could be delayed. Commissioners agreed that the Small

Area Plans for Old Town North and North Potomac Yard need to move forward promptly. They also discussed whether there are downsides to having private interests contribute funds toward long range planning initiatives.

## DISCUSSION:

### Preparing the FY 2016 Interdepartmental Long Range Planning Work Program

In May 2015, the Long Range Planning Work Program will be docketed for City Council approval. The Council's action will be for the FY 2016 work program only; however, the accompanying bar charts/timelines (Attachments 1 and 2) cover the period from mid-FY 2015 to mid-FY 2019 to give a broader picture of the proposed schedule of major planning projects, and the potential projects that will be considered in future years. In addition, the chart shows work associated with plan implementation, which continues to occur after each plan is adopted.

The work program coordinates the planning work programs of the Department of Planning and Zoning; the Department of Project Implementation; the Office of Housing; the Department of Recreation, Parks and Cultural Activities; the Department of Transportation and Environmental Services; the Office of Historic Alexandria; and the Department of General Services, as well as the ongoing redevelopment activities of the Alexandria Redevelopment and Housing Authority (ARHA). Work program elements were evaluated by the above departments with the City Manager's Office, the Department of Code Administration, Alexandria City Public Schools, the Alexandria Economic Development Partnership and the Alexandria Convention and Visitors Association.

The proposed work program reflects the City's Strategic Plan, the interdepartmental nature of the planning program, and the resources needed to complete each project at the recommended level of effort on each project. As is usually the case, there is greater demand for work to be undertaken and completed than there are staff and technical resources to devote to it. The work program endeavors to balance demand for interdepartmental planning and development review with staff, community and City Council decision making capacity to do so, while also taking advantage of market opportunity and enabling future real estate tax base growth and developer contributions toward public benefits.

With the completion of the Eisenhower West Small Area Plan in the next fiscal year, much of Alexandria's West End will have up-to-date small area plans. The proposed Work Program allocates resources to implementing these plans through the development review process and through implementation plans such as the Corridor C Transitway planning initiative.

### Evaluating Potential Planning Projects for FY 2016

The basic approach to developing the proposed work program involves some constants from year to year: projects that have been started should be completed, adopted small

area plans are generally followed by plan implementation, and there will be projects led by one department that will require contributions by other departments.

*Alignment with the City's Strategic Plan*

Important guidance in terms of prioritizing interdepartmental planning is provided by the City's Strategic Plan seven goals, which are supported by Long Term Outcomes. The Long Term Outcomes most relevant to the Long Range Planning Work Program include:

- Achieve results that the community values
- Ensure City government is accountable to the community
- Ensure the fiscal strength of the City Government
- Improve the quality of residents' leisure time
- Promote neighborhoods that are amenity-rich
- Promote neighborhoods that are inclusive and diverse
- Promote an attractive urban environment that reflects our history and provides well-functioning infrastructure
- Improve the City's air quality
- Improve the health of City waterways
- Sustain the natural quality of land within the City
- Increase the value of the City's real estate tax base
- Increase the economic benefits of tourism to the City
- Ensure Alexandria supports, retains, and attracts businesses
- Increase transportation system mobility, connectivity, and accessibility that supports the City's economy

Establishment of priorities is an important element of the budget process and the process for selecting the components of the Long Range Planning Work Program. In consultation with the community through a variety of civic engagement platforms, for FY 2016 the budget process has prioritized long term outcomes that support:

- Diversification and Expansion of the City's Tax Base
- Sustained Citizen Health and Social Equity
- Educational Achievement
- Public Safety Response
- Recruitment and Retention of Employees

*Alexandria's Strategic Plan for 2004-2015* was adopted by City Council in 2004, amended in 2006, and replaced with an updated Strategic Plan that was approved in June 2010. It focuses on seven strategic planning goals:

- Goal 1: Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.
- Goal 2: Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.
- Goal 3: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.

- Goal 4: Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families.
- Goal 5: Alexandria is financially sustainable, efficient, community oriented and values its employees.
- Goal 6: The City protects the safety and security of its residents, businesses, employees and visitors.
- Goal 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.

The City's performance management system keys off of the City's Strategic Plan, which is one of many reasons why keeping the City's Strategic Plan up-to-date is important. The Strategic Plan is also an opportunity for Council members to articulate their priorities for action. With Council elections in 2015 and a new Council in early 2016, the upcoming fiscal year is an opportune time to update the Strategic Plan. As to the process, staff will provide the Council with a range of Strategic Plan process options and resources necessary for Council to consider prior to adoption of the final Long Range Planning Work Program in May. That adoption would be the sign off on a Strategic Planning process so that staff can be ready for an early 2016 kick off.

*Capacity for Long Range Planning*

Long range planning capacity (and the ability to engage in multiple large planning efforts at a time) is constrained by a variety of factors, chief among them staff capacity across multiple departments and budget resources for technical analysis. However, bandwidth for planning projects is also limited by decision-making capacity (senior City staff, Commissions, and City Council), as well as the community's capacity to engage in multiple planning processes.

For FY 2016 and beyond, staff evaluates the priority of potential projects based on community interests and objectives, timing opportunities and constraints, potential dollar value to the City, whether the project can wait or if it cannot, and the extent to which the project supports the City's strategic goals and objectives. Ultimately, developing the FY 2016 work plan requires some of the following tradeoffs for addressing the imbalance between demand for planning and capacity to do so, including:

- Prioritizing certain types of projects over others;
- Delaying some projects until others can be completed;
- Reducing the scope of work of a project;
- Achieving significant developer contributions for both staff and outside technical assistance for their projects; and/or
- Authorizing additional staff resources.

Two current planning initiatives – the Eisenhower West Small Area Plan and the Oakville Triangle planning initiative – are supported with significant developer funding for staff and technical studies. Given the realities of constrained City funded resources, the availability of outside funding will likely be a major factor in deciding if there are sufficient resources to take on major planning efforts in FY 2016.

**Draft FY 2016 Interdepartmental Work Program Items**

The draft work program for FY 2016 represents a continuation and completion of projects begun in FY 2015 plus the addition of new projects. Attachments 1 and 2, the interdepartmental work program bar charts, show eight major work program items finishing in FY 2016, eight major work program items either continuing into FY 2016 or starting in FY 2016, and eighteen ongoing implementation efforts of previously approved plans and special projects. The projects are described below. Attachment 3 is the Transportation and Environmental Services memo of October 22, 2014 to City Council on parking and describes all of the parking studies.

The new projects that staff is recommending to begin in FY 2016 include two Small Area Plans – a new Old Town North plan and the replanning of North Potomac Yard. While it will be challenging for many departments to participate in both of these efforts in a similar timeframe, both are seen as critical to leveraging both market demand in and the significant public investment in these areas, especially the proposed Potomac Yard Metrorail station.

Typically the Long Range Planning Work Program does not highlight anticipated development cases, but the planned redevelopment of seven ARHA public housing sites is sufficient in magnitude to warrant inclusion. ARHA's current schedule anticipates selection of development partners by the end of the current fiscal year.

All three of these projects will require substantial resources for staff and technical studies.

***Long Range Planning Project Descriptions***

Attachment 1 is the "bar chart" showing the draft FY 2016 Interdepartmental Long Range Planning Work Program in chronological order. The following project descriptions are in the same order as those shown on Attachment 1.

*1. <u>Long Range Educational Facilities Plan</u>*

This is a joint City/Schools planning project with a work group appointed by the City Manager and Superintendent. With both City and ACPS staff support, the work group looked at school enrollment trends and forecasts, conditions of existing school facilities, education specifications, and options for meeting future school capacity needs. This project is on track for a spring 2015 approval.

*2. <u>Del Ray Historic Preservation Plan</u>*

The first element of this two-part study is the creation of a residential pattern book to offer non-binding technical assistance for owners, architects and builders who are making alterations and additions to historic Del Ray buildings. The second part of the study is a survey of the Art Deco and Streamline Moderne buildings in the neighborhood. The Del Ray neighborhood is partially located within the boundaries of the Town of Potomac, a

National Register Historic District. This effort is funded with $75,000 in carryover FY 2013 funds for outside technical assistance. This project is anticipated to be completed in May 2015.

*3. Transit Corridor C/West End Transitway AA*

The West End Transitway will be a Bus Rapid Transit (BRT) system to provide high-capacity transit service using a combination of dedicated and shared lanes and high quality stations with rider amenities. It will connect major transit facilities – Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center – with the Landmark/Van Dorn and Beauregard neighborhoods along the corridor. The Federal Transit Administration (FTA) as lead agency and the City of Alexandria as project sponsor are preparing an Alternatives Analysis and Environmental Assessment (AA/EA). The AA/EA effort will provide a detailed analysis of three Alternatives – No Build, Transportation Systems Management, and Build – and an environmental analysis of each proposed Alternative as required for the project to be eligible to receive federal funding. In March 2014, City Council established the Van Dorn/Beauregard Transitway Policy Advisory Group to provide input on key deliverables and make project recommendations related to the AA/EA. Public meetings began in the spring of 2014 and will be completed in the summer of 2015. It is anticipated that the City will select a Locally Preferred Alternative in September 2015.

*4. Old Town Parking Data Collection/Old Town Parking Policy Updates* (this project is described in Attachment 3)

*5. Oakville Triangle/Route 1 West*

In 2013 the owner of Oakville Triangle, property owned by The Blackstone Group, approached staff about redeveloping their 13-acre property. The owner agreed to fund the cost of staffing and the technical studies needed for the planning effort, which includes engaging the community to establish a vision, goals, and parameters for redevelopment as well as reviewing the associated development applications. City Council established an advisory group in March 2014 to facilitate the community process and provide a recommendation to staff. The project represents an opportunity to reap benefits from public investments in the Route 1 Transitway and the planned Potomac Yard Metrorail station. However, because it is located on the western edge of residential areas of Del Ray and Lynhaven, the planning effort has entailed significant engagement on the part of the community to help determine the appropriate height, density, use, open space, and framework for multi-modal connectivity, including the important Mount Jefferson Trail.

The scope of the planning effort includes Oakville Triangle and adjacent properties as well as the western side of Route 1 north and south of the site. The community has been assisting in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The Route 1 study has reviewed features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion

of Route 1 to help establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

Completion of the draft plan is anticipated for public review in the summer of 2015, with public hearing and adoption in the fall of 2015.

*6 and 7. Eisenhower West Small Area Plan and Transportation Study*

The FY 2015 Interdepartmental Work Program identified the Eisenhower West Small Area Plan (SAP) as the major planning effort for FY 2015. The planning process began in early 2014 with City Council establishment of the Eisenhower West Steering Committee. Steering Committee meetings, community meetings and online engagement has and will take place throughout 2014 and 2015. At Council's direction, staff developed a work program to complete the plan as expeditiously as possible. Completion of a draft plan for public review is scheduled for the summer of 2015, with public hearing and adoption scheduled for November of 2015.

The associated Eisenhower West Transportation Study is anticipated to be complete in the fall of 2015. As the transportation element/analysis of the SAP, the study is intended to help resolve broad transportation issues that impact the Eisenhower Valley, the Duke Street Corridor, and the Landmark/Van Dorn areas. It includes analysis of various land use scenarios for the SAP, and additional analysis of the multi-modal bridge concept recommended in the Landmark/Van Dorn Corridor Plan to identify a more specific alignment.

Funding for the general planning technical studies and a portion of the transportation study was provided by a local landowner group in the amount of $440,000.

*8. Neighborhood Park Improvement Plan*

In 2012, the Department of Recreation, Parks and Cultural Activities began planning for parks by typology, beginning with Citywide Parks. This second phase of the effort is focused on planning for the City's Neighborhood Parks, which often have multiple uses and are typically one-half to 10 acres with a service area of up to one-half mile. Internal preparatory work began in spring 2014 and community engagement began in fall 2014, with a draft plan anticipated in December 2015.

*9. Pedestrian and Bicycle Master Plan Update and Complete Streets Design Guidelines*

This effort kicked off in June of 2014 and is anticipated to be completed in January 2016. Updates to the plan include, but are not limited to: on-street bicycle network and associated facilities, Capital Bikeshare, bicycle parking, wayfinding, and Complete Streets. The plan approved in 2008 has a strong focus on recreational cycling; the update will be an opportunity to focus on Capital Bikeshare and bicycle commuting. The FY 2014 Transportation Improvement Program (TIP) included $500,000 to conduct this study and complete streets design guideline development.

*10. Del Ray Parking Study Implementation* (This project is described in Attachment 3)

*11. New Permitting System Software Implementation*

The City's land development process is supported by multiple City departments and agencies, workflow processes and computerized systems. These processes and systems support the administration of development review, zoning permits, right of way permits, building and trade permits, and enforcement. The City's primary computerized permitting system (Permit Plan) is approximately 20 years old, and while it has served the City well the system has reached the end of its useful life. The City plans to replace this legacy software with more modern, up-to-date technology that will help address the City's current challenges to provide online permit processing, online payments, and online plan review. Electronic Plans Submission is also part of this project. The new permitting system will be an enterprise system that will be used primarily by the Departments of Code Administration, Planning and Zoning, and Transportation and Environmental Services. In addition, other departments within the City will have access to the system as needed including Fire, Police, Health, Housing, Recreation, Real Estate, and DASH. A technical consulting firm was hired to assist City staff in articulating system requirements to be included in an RFP for new permitting system software and services. An RFP was issued in January 2015. The implementation could take anywhere from 12 to 15 months to finalize depending on the modules implemented and the services provided.

*12. Sanitary Sewer/Combined Sewer Overflow (CSO) Plan*

The City received a 5-year renewal of its permit to operate a Combined Sewer System (CSS) from the Virginia Department of Environmental Quality (VDEQ) in September 2013. Under this permit, and as part of the City's Eco-City Alexandria initiative, the City will be updating its Long Term Control Plan (LTCP) in order to meet new regulatory requirements and mandated CSO reductions for Hunting Creek. The update to the LTCP will identify the strategy, projects, and schedule needed to improve water quality in Hunting Creek. In addition, a public participation program is being developed so that interested citizens and stakeholders can learn about the impacts of CSOs and provide ongoing input with respect to future CSO planning. The LTCP update is targeted to be submitted to VDEQ by August 2016. Future infrastructure improvements must be implemented no later than December 31, 2035. The estimated cost of CSO remediation is $150 million to $300 million over a 20 year period.

*13. Pocket Park Plan*

In 2012, the Department of Recreation, Parks and Cultural Activities began planning for parks by typology, beginning with Citywide Parks. This third phase of the effort will focus on planning for the City's Pocket Parks, which are parks that are typically less than a half of an acre. Internal preparatory work will begin in August 2015 and community engagement will begin in fall 2015, with a draft plan anticipated for October 2016.

*14. Motorcoach Study* (This project is described in Attachment 3)

*15. Potomac Yard Metrorail Station*

The Potomac Yard Metrorail Station will be a new infill Metrorail station on the Yellow and Blue lines between the National Airport and Braddock Road stations. The station is a key element of the redevelopment of Potomac Yard into a high-density, mixed-use, transit-oriented destination. Since 2011, the project team has been analyzing multiple alternatives through an Environmental Impact Statement (EIS) process as established as part of the National Environmental Policy Act (NEPA). The Draft EIS is expected to be released in the first quarter of 2015, with a Locally Preferred Alternative (LPA) decision by City Council in the second quarter of 2015.

Following selection of the LPA, work will begin on the Final EIS, with completion expected in the fourth quarter of 2015. Final approval (the "Record of Decision") from the Federal Transit Administration and the National Park Service is expected in early 2016. Additional permits and approvals will be required during the early phases of the design-build process, which is expected to begin in the first quarter of 2016, with construction beginning in late 2016. The City was recently awarded a $50 million loan from the Virginia Transportation Infrastructure Bank (VTIB) to be used for construction of the Metrorail station.

A re-planning effort is proposed to begin for the North Potomac Yard Small Area Plan (see North Potomac Yard Replanning below). The level of revision required will depend on the Metrorail station site alternative selected.

*16. Old Town North Small Area Plan*

The Old Town North Plan is proposed to begin with staff technical work in July 2015, and with civic engagement to begin in December 2015 following completion of the Eisenhower West Plan. Plan adoption would be anticipated for March 2017. The current Old Town North Small Area Plan was approved in 1992 as part of a comprehensive re-planning of the City and identifies a number of candidate sites that have not yet redeveloped. However, in the past few years, redevelopment pressure has increased considerably, with construction completed or nearly complete on multiple projects, and other redevelopment projects in the approval process or planning stages. It is possible that a number of these sites (WMATA Bus Barn, ARHA sites, Giant/ABC site) will proceed with DSUP planning ahead of this Old Town North Small Area Plan.

The largest of the potential redevelopment sites is the Potomac River Generating Station (PRGS), which ceased operations in October 2012. The PRGS site represents a significant potential benefit for the City, both in terms of the undesirable use that has terminated as well as the prospect of creating new public amenities and economic opportunities. Among the amenities long identified as desirable: an increase in waterfront open space that significantly improves the connection between Daingerfield Island and Old Town North's waterfront. From a development point of view, the site has many positive attributes, including a waterfront location, monumental vistas, and access to the GW Memorial Parkway and to National Airport.  NRG, which now controls the former

GenOn/Mirant site, has indicated that it is looking forward to the upcoming Old Town North planning process and will actively participate in this planning process.

The availability of outside developer provided funding for this planning effort will likely be a major factor in making the decision to take on this planning effort in FY 2016. Preliminary indications are that NRG will pay these costs.

There is considerable interest by the Old Town North community in beginning the update to the Old Town North Small Area Plan. The North Old Town Independent Citizens Civic Association (NOTICe) land use subcommittee has developed principles in advance of the small area plan process.

*17. Stormwater/MS4 Compliance Plan Phase II and III*

Phase I of the Stormwater Plan (required under the permit issued by the Virginia Department of Environmental Quality) will be completed by June 2015. Per the City Council's recent guidance, a Stormwater Utility Study (Phase II) will be done in FY 2016. This study will update the needs analysis from Phase I, define the services covered by the utility and study their level and costs, both current and in the future. In addition, billing unit calculations will be developed, and credit policies will be developed/proposed. There will be extensive public engagement as this phase is being undertaken. A future City Council decision on whether to proceed with a storm water utility fee system would follow.

If directed by Council, Phase III (Utility Implementation) would commence in FY 2017. In this phase, billing method and frequency would be determined, a customer database would be prepared and billing systems would be implemented/updated. A Stormwater Utility Ordinance would also be developed and adopted.

*18. North Potomac Yard Replanning*

This replanning effort would begin after selection of the preferred Metrorail Station site. The level of effort required will depend on the site selected. Selection of Option A (located generally within the existing Metrorail Reservation site at the north end of Potomac Greens) will require significant replanning, whereas selection of Option B (located north of Potomac Greens between the George Washington Memorial Parkway and the CSXT railroad tracks), as generally anticipated in the 2010 North Potomac Yard Small Area Plan, will require somewhat less replanning. It is anticipated that work on the plan will begin in January 2016, later than the Old Town North Plan. The developer is in agreement with this start date. Civic engagement will begin in May 2016 and the plan is anticipated to be completed in June 2017. The availability of outside developer funding will be the factor in deciding if there are sufficient resources to take on this planning effort in FY 2016. Preliminary indications are that the North Potomac Yard developer will pay these costs.

*19. Updating the Environmental Action Plan*

Per the City Council's Eco-City Alexandria initiative, the Environmental Action Plan 2030 (EAP) was adopted by City Council in 2009 following significant efforts from several City departments and an extensive public outreach campaign. The EAP calls for the Environmental Policy Commission (EPC) to update the EAP at least every five years and the Eco-City Charter every ten years. These updates are aimed at maintaining the EAP's relevance as well as enhancing its effectiveness in leading the City further toward environmental sustainability and achieving the City's long term goal of becoming a true Eco-City. The Alexandria campus of Virginia Tech (VT) provided consultation services for the original EAP and will be asked to participate again in this update. VT has estimated its fees for this project to be $75,000. Limited staff resources and funding constraints in FY 2016 have resulted in this project being scheduled for no earlier than FY 2017.

*20. Parking Standards for New Development* (This project is described in Attachment 3)

*21. New City Strategic Plan*

(This project is described on pages 3-4 of this memorandum.)

*22. Del Ray Strategic Update to the Mount Vernon Avenue Business Plan*

The Del Ray Business Association and Del Ray Civic Association have expressed an interest in the City conducting a strategic update to the 2005 Mount Vernon Avenue Business Plan. The purpose of a "strategic update" would be to identify performance goals for the business district and then a set of specific initiatives required to achieve those goals while maintaining the unique character of the neighborhood. Because of funding and capacity constraints, staff is recommending that this update not be scheduled until at least FY 2018, following completion of the Old Town North SAP and the North Potomac Yard Replanning.

*23. Leslie Avenue/Monroe Avenue Planning Study*

This area, which includes the Leslie Avenue Art Deco warehouses and the Giant and CVS site, lies between Oakville Triangle, Braddock Road Metro Station, and Mount Vernon Avenue. Because of the proximity of the adjoining Braddock Road Metrorail station and the redevelopment of the Potomac Yard, these sites may experience significant redevelopment pressures in the future. A planning effort similar to that conducted for Oakville Triangle would evaluate the potential for change and provide guidance for redevelopment and public facilities in harmony with the surrounding existing and planned land uses. Because of higher-priority projects and resource constraints, staff is recommending that this project not begin until at least FY 2018.

The availability of outside developer funding will likely be a major factor in deciding if there are sufficient resources to take on this planning effort.

*24. Transportation Master Plan*

The Transportation Master Plan was approved by City Council in 2008. Staff is currently updating the bicycle and pedestrian sections of the plan and this project would update the remaining chapters (transit, auto, and parking). The Transportation Commission has recommended that the City conduct an update to this plan every 5 to 8 years to stay current with the changes occurring in the City including new development, implementation of high capacity transit corridors, and Capital Bikeshare, and to ensure that the City's policies and recommendations are current with best practices and industry standards. It is contemplated, subject to available funding, that this work would begin in FY 2018.

*25. Green Building Policy*

The Green Building Policy adopted by Council in April 2009 requires LEED Certified or equivalent for residential developments and LEED Silver or equivalent for non-residential developments. Since the adoption of the Policy, 68 projects subject to the requirements of the Policy have been reviewed. Of these, 51 projects, or 75%, committed to complying with the Policy and obtaining a third party green building certification. However, in terms of square footage, this equates to approximately 92% of the floor area that has been approved through the development review process complying with the Policy. The Green Building Policy does not apply to the 35-50 new single family detached housing units approved each year, a small fraction of the 4 to 7 million square feet approved annually by the City.

The Environmental Policy Commission is advocating for an update to the Policy, specifically to determine if the policy should address single family detached houses, should prioritize energy efficiency, and if incentives are needed. Staff suggests potentially dedicating resources beginning in FY 2018 to reexamine the policy and determine what is working well and whether the policy is achieving the plan's goals. Potential outcomes of the assessment are staff recommendations that may range from minor administrative changes to major recommendations that require Council approval.

*26. ARHA Redevelopment*

In January of 2014, ARHA released an RFQ for redevelopment partners for seven of its publicly assisted housing sites throughout the City. ARHA has begun to winnow down the redevelopment partner submissions, and has indicated that this process should result in the selection of redevelopment partner(s) in 2015. In addition to these sites, ARHA is also seeking land use approvals to redevelop the Ramsey Homes project, located at Route 1 and Pendleton Street, in 2015. Each ARHA site will have its own set of issues that will be very important to the surrounding neighborhood, as well as the issues that are common for every publicly assisted housing redevelopment project. Redevelopment initiatives will involve coordination and participation of City staff from multiple departments, including Housing, Planning and Zoning, T&ES and others. It is anticipated that these redevelopment initiatives will be staggered over the course of multiple years. The ARHA

efforts are expected to be primarily funded with competitive Federal low income housing tax credits and land economics. The timing of the tax credit funding in the past has required an expedited development process. As a result, these initiatives will require significant staff resources over multiple fiscal years, and staff will be exploring opportunities for outside (ARHA or developer partner) funding of City staff resources in order to assist with the expediting of these reviews.

***Plan Implementation Work/Special Projects***

Plan implementation has become a large and growing element of the planning work program. As more plans are adopted, as will be the case in FY 2016 with Eisenhower West, Oakville Triangle, the Neighborhood Park Improvement Plan and others, more staff resources will be need to be devoted to this body of work.

*A. Housing Master Plan Implementation*

The following are tools and strategies identified in the Housing Master Plan which are scheduled to be studied and/or implemented in FY 2016, in collaboration with P&Z and other departments:

- Updating of GIS maps to include layers for citywide residential development, including affordable rental and ownership units, set aside rental and ownership units, and ARHA-owned affordable units (P&Z, Housing, ITS/GIS, ARHA);
- Potential Development Fee Relief for Affordable Housing (to be undertaken as part of the planned FY2016 comprehensive fee review among P&Z, Housing, T&ES and Code);
- Additional Bonus Density for Affordable Housing: staff is conducting a study to assess opportunities to amplify affordable housing production by increasing the bonus density standard from 20 to 30%; there is potential that additional study will be required in FY2016 (Housing, P&Z);
- Maximizing Public Land for Affordable Housing: this study will develop broad policy framework options and study their potential yield in conjunction with a community engagement process to inform potential recommendations to City Council (P&Z, Housing, General Services, REA, GIS, ACPS, ARHA, others);
- Mixed Income Assisted Living Development to study successful financial and operational models and general best practices from other jurisdictions that might be replicated in Alexandria, including potential development sites (P&Z, Housing, DCHS/Office on Aging, ARHA). Representatives from the Commission on Aging have requested that a new Affordable Assisted Living Task Force, comprised of experts and stakeholders, be established to guide these efforts.

*B. Beauregard Plan:* In FY 2016, plan implementation will continue with an emphasis on the review of development applications by staff and the Beauregard Design Advisory Committee (BDAC). Coordination will also continue with long-term planning for Corridor C, the Seminary-Beauregard Ellipse and the potential Eisenhower West Multi-Modal Bridge.

*C. Landmark/Van Dorn Corridor Plan:* In FY 2016, plan implementation will continue with an emphasis on the review of development applications. Coordination will also continue with long-term planning for Corridor C and the potential Eisenhower West Multi-Modal Bridge.

*D. Arlandria Action Plan:* In FY 2016, plan implementation will continue with executive committee and advisory group meetings as needed, continued emphasis on prioritizing and executing CIP projects, additional staff/advisory group research and analysis of key group interest areas, programs supporting vibrant retail and encouraging desired redevelopment. An interdepartmental work team coordinates key areas of responsibility for plan implementation and includes P&Z, T&ES, Housing, AEDP and RP&CA.

*E. Braddock Plan:* Implementation work will continue to focus on working with the community to implement streetscape improvements on Fayette Street and design the ultimate vision for a one-acre park on the U.S. Post Office block. Staff will continue to pursue U.S. Post Office concurrence.

*F. South Potomac Yard:* Following the selection of the Potomac Yard Metrorail Station Locally Preferred Alternative (LPA) (if a Build Alternative is selected), staff will look at potential refinements and/or amendments to the South Potomac Yard Plan. This review and/or amendments would also be coordinated with the ongoing planning for the west side of Route 1.

*G. Waterfront Plan*

Waterfront Plan implementation activity will proceed with Phase II Design work.

The Waterfront Plan was approved in January 2012 and was followed by the hiring of The OLIN Studio and URS Corporation in 2013 for development of a world-class Phase I Landscape and Flood Mitigation Preliminary Design (Phase I Design). The Phase I Design was approved by the City Council on June 14, 2014. The Phase I Design incorporates the important elements of the Plan's original vision and goals for a fully accessible, connected Waterfront with enhanced and expanded public space programmed for varying levels of activity. Based on the approved Phase I Design, in summer and fall 2014, staff developed a cost estimate of $120 million for full implementation of the design and solicited input from the community on phasing and funding options for implementation of the design to help inform development of the draft Fiscal Year 2016 to 2025 Capital Improvement Program (CIP) to be proposed to City Council in March 2015. After a funding plan has been approved, Phase II of the Design process will proceed to further implementation of the Waterfront Plan in FY 2016.

With approval of the Phase I Design in June 2014, City Council requested a number of feasibility studies related to Waterfront Plan implementation covering: Governance, including operations, maintenance and revenue generation; Marina Operations; and Civic Building programming and operations. The Governance feasibility study began in FY 2015 and will provide options for governance models that can be examined and

further explored. Staff will also in FY 2016 pursue engagement of the community regarding Waterfront governance. The Marina Operations feasibility study will begin in fall 2015 to identify recreational boating and slip options for maintaining recreational boating opportunities as part of Waterfront Plan implementation. Study of the Civic Building operations will be pursued as part of future components of the Governance feasibility study work.

In November 2014, the City Manager appointed an Ad Hoc Monitoring Group on Waterfront Construction after requesting nominations from the Waterfront Commission, Old Town Civic Association, the Chamber of Commerce, the Waterford Homeowners Association; and the Friends of the Alexandria Waterfront. A sixth nomination is anticipated from a development organization. The Monitoring Group's work will continue into FY 2016 and its purpose is to serve as a liaison to the community and, in coordination with the City, proactively address impacts such as noise, hauling, dust and other potential impacts once development along the Waterfront begins.

*H. Wayfinding:* Implementation of Phase 2 and 3 will take place in FY 2016, with completion of pedestrian signs in Old Town and vehicular signage on major corridors throughout the City.

*I. Citywide Parks Plan:* Implementation of this plan will continue.

*J. Open Space Master Plan:* Staff reviewed progress made toward the goals set forth in the 2003 Open Space Master Plan, including the goal of gaining 100 acres of additional public open space by 2013 (7.3 acres/1000 residents). In conjunction with providing a status update, staff will propose additional recommendations to support continued implementation of the Open Space Master Plan.

*K. Public Art Implementation Plan:* This plan was approved in December 2014 and has moved into the Implementation Phase.

*L. Urban Forestry Master Plan:* Implementation of this plan will continue.

*M. DASH:* Ongoing coordination and implementation of the DASH Comprehensive Operational Analysis (COA) will continue.

*N. Dominion 230KV Line:* Dominion Virginia Power is proposing to construct a new 230-kilovolt underground transmission line between Alexandria and Arlington in the vicinity of Jefferson Davis Highway and Potomac Yard. The project would add and upgrade equipment at the existing switching station on E. Abingdon Drive in Alexandria, and connect it to the Glebe Substation on S. Glebe Road in Arlington. The City Council established an Ad Hoc Underground Transmission Line and Substation Working Group in 2014 to examine quality of life, economic, electric reliability, environmental and transportation impacts associated with the proposed project, and to make recommendations to staff, the City Manager and Council on matters pertaining to the project. Work is expected to continue in FY 2016.

*O. AEDP Strategic Plan:* The AEDP Strategic Plan outlines tactics focused on promoting the City of Alexandria as a premier location for businesses by capitalizing on its assets including multiple Metrorail stations, historical character and riverfront location, in order to enhance the City's tax revenue and increase employment opportunities. The plan was crafted to align with the City's Goal 1: "Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy."

*P. Census and Demographics:* This program includes analysis of Census 2010 and annual American Community Survey data releases. It also includes preparation of the City's official long range forecasts of population, jobs and households, which are updated regularly to reflect approved plans and development projects as well as regional economic trends.

*Q. Fire Station Location Study:* The Office of Performance and Accountability (OPA) is leading the Fire Station Location Study. The study will address where the City should locate emergency response facilities and resources to achieve the City's Fire and Emergency Medical Service (EMS) performance goals. This project will consider current and future demand for emergency services, current and future approaches to and features of the emergency response, and current and future Fire and EMS performance goals, among other factors. The project commenced in July 2014 and is anticipated to end in December 2015, with a final report and presentation to the City Manager in January 2016.

*R. Industrial Use Study:* Recent work on Eisenhower West and Oakville Triangle has highlighted questions about the City's policy on industrial land use. Staff is currently completing a Phase 1 Industrial Study which examined existing industrial uses and areas, explored issues regarding market and construction trends in industrial land in the City, and highlighted issues to be explored further. This study is expected to be completed in the January 2015. If it is determined that there are additional, more in-depth issues that need to be investigated, a "Phase 2" study would require resources for outside technical assistance.

***Interdepartmental Development Review***

On the development side, the number of known major redevelopment projects that will require significant staff resources from multiple departments in FY2016 is anticipated to be very high. A number of projects will require a level of effort that is well beyond the average development case, including considerable additional public engagement. These include:

*Robinson Terminals North and South:* The two terminal properties will continue to require significant staff resources in FY 2016 because Waterfront redevelopment is extremely important. The experience with the Carr Hotel strongly suggests that the redevelopment proposals for the two Robinson Terminal sites, both much larger and

more complex that the Carr Hotel, will consume considerable staff resources in FY 2016. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordinating final site plan, permits and site inspections will be a priority in FY 2016.

*WMATA Royal Street Bus Garage/Other Old Town North Projects:* A developer for WMATA's Royal Street Bus Garage will be solicited and selected by WMATA and will begin the development process in late FY 2015 or FY 2016. Engagement with neighborhood groups in this location and managing the ongoing development process will require significant staff involvement in the redevelopment of this city block in FY 2016. The Giant/ABC site and other Old Town North properties may also submit development applications in FY 2015 to be considered concurrent with the update to the Old Town North Small Area Plan. Ongoing development approval activities and substantial community outreach will continue in FY 2016.

*WMATA Braddock Metro Station RFP:* A developer for WMATA's Braddock Metrorail Station site will likely be selected by WMATA and will begin the development process in FY 2016 or FY 2017. The ongoing development application resulting from the RFP and community engagement activities will be a major planning effort in FY 2016 or FY 2017 for this part of the City.

*Beauregard Town Center Development:* This project, a major focus of the Beauregard Small Area Plan, will be under review and likely complete hearings in FY 2015. Processing the final site plans and managing construction in FY 2016 will require significant staff resources to review final site plans, permits and site inspections.

*AHC/Church of the Resurrection:* This combined market rate and affordable housing project in the Beauregard corridor has required significant coordination with City staff regarding the housing program and development review. It is anticipated to continue into FY 2016.

*Eisenhower Avenue Projects:* A number of potential new projects on Blocks 1, 2, 11, 12 and 28 may be in the development process in FY 2016, including up to two hotels to primarily serve the National Science Foundation and several residential, high-rise buildings. These projects have major access and infrastructure elements that will require significant staff review and coordination.

*Landmark Mall:* Although progress for redevelopment of the Mall has been slower than expected, there are indications that the project may actively move forward and have ongoing construction starting in FY 2016. Development review to promote the success of this effort continues to be a priority.

*Oakville Triangle:* It is anticipated that this project will receive consideration for preliminary approval in FY 2016. In addition, processing the final site plans, permits and site inspections will require significant staff resources in FY 2016.

*Alfred Street Baptist Church:* A major church expansion, including existing affordable housing within the redevelopment site, will likely be in the development review process in FY 2015. Processing the final site plans and managing construction in FY 2016 will require significant staff resources to review final site plans, permits and site inspections.

*Potomac Yard:* Replanning of North Potomac Yard will begin after selection of a preferred Metrorail Station site. It is also expected that a number of major projects in Landbays G and H will be submitted resulting from the location decision of the Metro station. The IDA and National Industries for the Blind projects will also be ongoing in their development approvals in FY 2016.

**FISCAL IMPACT**

The proposed work program has implications for the FY 2016 General Fund Operating Budget and FY 2016 to FY 2025 Capital Improvement Program. This proposed work program can only be accomplished with adequate resources provided by the City funding for FY 2016, approximately equal to FY 2015 funding and staffing levels, as well as by private contributions where noted.

Additional outside funding is being sought from landowners associated with two FY 2016 planning processes, the Old Town North Small Area Plan and the North Potomac Yard Replanning. In addition, discussions have been held with ARHA about funding staff resources in order to assist with the expediting of the ARHA reviews. If these three projects are to proceed, developer contributions to assist in funding them is imperative. Memoranda of Understanding (MOUs) for each of these proposed agreements will need to clearly establish a firewall so that the funding provided has no bearing on the outcomes of the planning processes.

**ATTACHMENTS:**

1. Bar Chart: Draft FY 2016 Interdepartmental Long Range Planning Work Program (arranged chronologically)
2. Bar Chart: Draft FY 2016 Interdepartmental Long Range Planning Work Program (arranged by program areas)
3. Transportation and Environmental Services Memo to City Council, dated October 22, 2014, on Citywide Parking Work Plan

**STAFF:**

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Gregg Fields, Acting Director Department of Code Administration
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Nelsie Birch, Director Management and Budget
Lance Mallamo, Director Office of Historic Alexandria
Val Hawkins, President/CEO Alexandria Economic Development Partnership

Patricia Washington, President/CEO Alexandria Convention and Visitors Association
Roy Priest, Chief Executive Officer Alexandria Redevelopment and Housing Authority
Susan Eddy, Deputy Director Planning and Zoning

# City of Alexandria, Virginia

## MEMORANDUM

DATE: OCTOBER 22, 2014

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: RASHAD M. YOUNG, CITY MANAGER

FROM: YON LAMBERT, AICP, ACTING DIRECTOR, TRANSPORTATION AND ENVIRONMENTAL SERVICES

SUBJECT: CITYWIDE PARKING WORK PLAN

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The purpose of this memo is to update City Council on current and upcoming citywide parking initiatives which have been organized into a proposed work plan. Parking planning and operations is a complex endeavor. In order to successfully manage this valuable public resource, which is often underpriced, it is critical that a comprehensive approach be taken. As a result, staff is working on five parking initiatives over the next few years to comprehensively address parking management. These initiatives build upon successes of the parking program over the last few years, which include the launch of a mobile parking app (Pango) in Alexandria with over 9,800 registered users, the installation of over 149 multispace parking meters, raising on-street parking rates to market levels, and the extension of parking hours to 9 PM to better match parking demand.

To build upon these accomplishments, and to be responsive to recently adopted plans, planning studies and development proposals, staff is recommending initiating a number of studies and workgroups to review and recommend parking policies practices. These studies and workgroups will pick up on the work of previous workgroups, such as the Old Town Area Parking Study (OTAPS) workgroup. The proposed work program is shown in Figure 1 on the next page. It is important to note that each of these projects will include an extensive amount of public outreach, data collection and that timelines align with staff resources. The workgroups will rely on the data collected to make comprehensive and thoughtful recommendations. Detailed project descriptions are included in Attachment 1.

City Council directed the City Manager to establish the OTAPS Study workgroup in 2010 and reconvened the group in 2012. The workgroup was made up of a diverse collection of stakeholders including residents, business representatives and civic groups (Attachment 2). The group worked to make substantive and difficult recommendations on implementation of comprehensive parking strategies in the Old Town Area. These included discussions of an extension of meter hours to encourage parking turnover as well as difficult discussions on balancing the parking needs of residents versus visitors and businesses. There was a tremendous

amount of data that was analyzed and considered by the group before making any recommendations.

Since this group has been key in gaining a large degree of consensus on many difficult issues, staff is planning to reconvene OTAPS to address a number of issues that have come up, including the potential extension of meter maximums from two to three hours on King Street, and looking at whether or not to establish additional residential permit parking programs close in to King Street and along the Waterfront where there may be the greatest strain on parking demand. This review is intended to specifically look at parking issues that had been raised during the Waterfront Small Area Plan and related discussions. The civic and business organizations that were represented on OTAPS will be asked to nominate persons to represent their organizations, and the prior independent OTAPS members will be asked if they wish to serve on OTAPS again. City staff will not serve on the new OTAPS group. These discussions can only start after T&ES has updated parking occupancy data which is being collected this fall. The data will serve as the basis for a reconvened OTAPS in early 2015. If results from the current parking data collection effort support minor parking policy changes that can be addressed in the short-term, staff may be able to move forward with those recommendations as early as late 2014.

It should be noted that at current staffing levels, and the need for data collection, public outreach and coordination with boards and commissions, staff can only undertake these parking initiatives sequentially.

**Figure 1**
Parking Work Program

| No. | Project | Estimated Start | Estimated Completion | Deliverable |
|---|---|---|---|---|
| 1 | Parking Standards for new Development (Phase I-Residential) | Underway | Winter 2014 | Recommendation to Boards and Commissions and City Council for Text Amendment |
| 2 | Old Town Parking Data Collection and Old Town Parking Policy updates | Underway | 3rd Quarter 2015 | Report on Old Town parking utilization. Reconvene OTAPS Workgroup in late 2014 |
| 3 | Del Ray Parking Study Implementation | 4th Quarter 2015 | 2nd Quarter 2016 | Report on Del Ray parking study to City Council. |
| 4 | Motorcoach Study | 1st Quarter 2016 | 3rd Quarter 2016 | Recommendations on loading and parking spaces for Motorcoaches |
| 5 | Parking Standards for New Development (Phase II-Commercial and Office) | 3rd Quarter 2016 | 2017 | Recommendation to Boards and Commissions and City Council for Text Amendment |

Staff is also aware that members of Council have been contacted on a number of parking issues. Addressing these parking issues will be tied into the City's larger parking work plan, and

Attachment 3 contains information on some of these issues.

Attachment 1: Detailed Project Descriptions
Attachment 2: OTAPS Workgroup Membership
Attachment 3: Recent Community Parking Concerns

cc: Mark Jinks, Deputy City Manager
Sandra Marks, AICP, Deputy Director/Transportation, T&ES
Karl Moritz, Acting Director/Planning and Zoning
Faye Dastgheib, Principal Parking Planner/Transportation Planning, T&ES

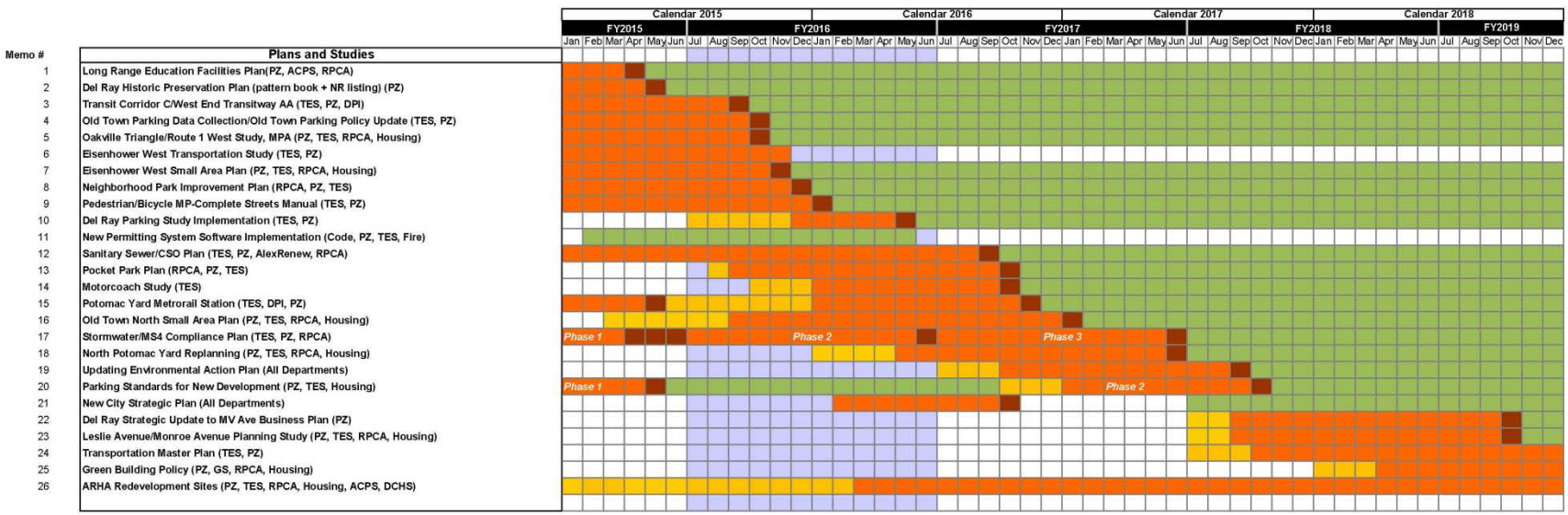
Attachment #5

# FY 2016 Interdepartmental Long Range Planning Work Program (Draft)

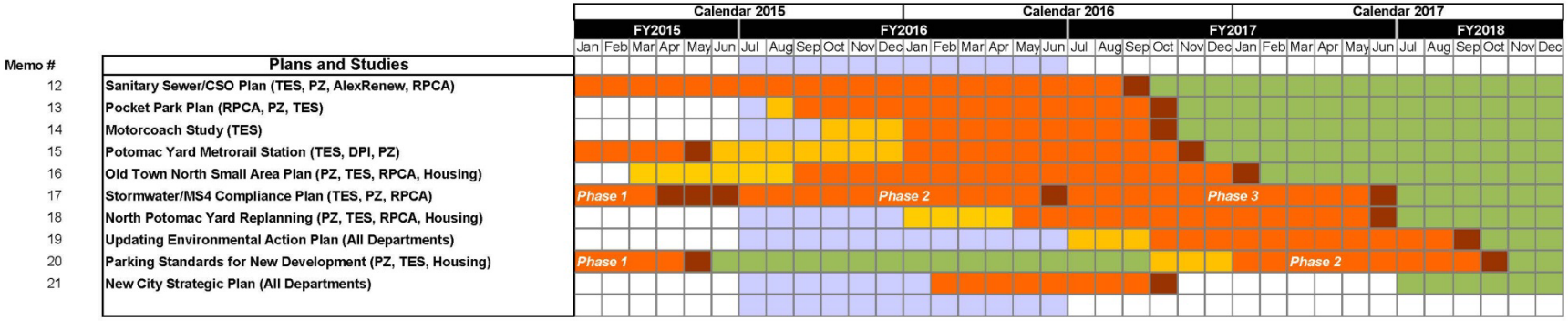
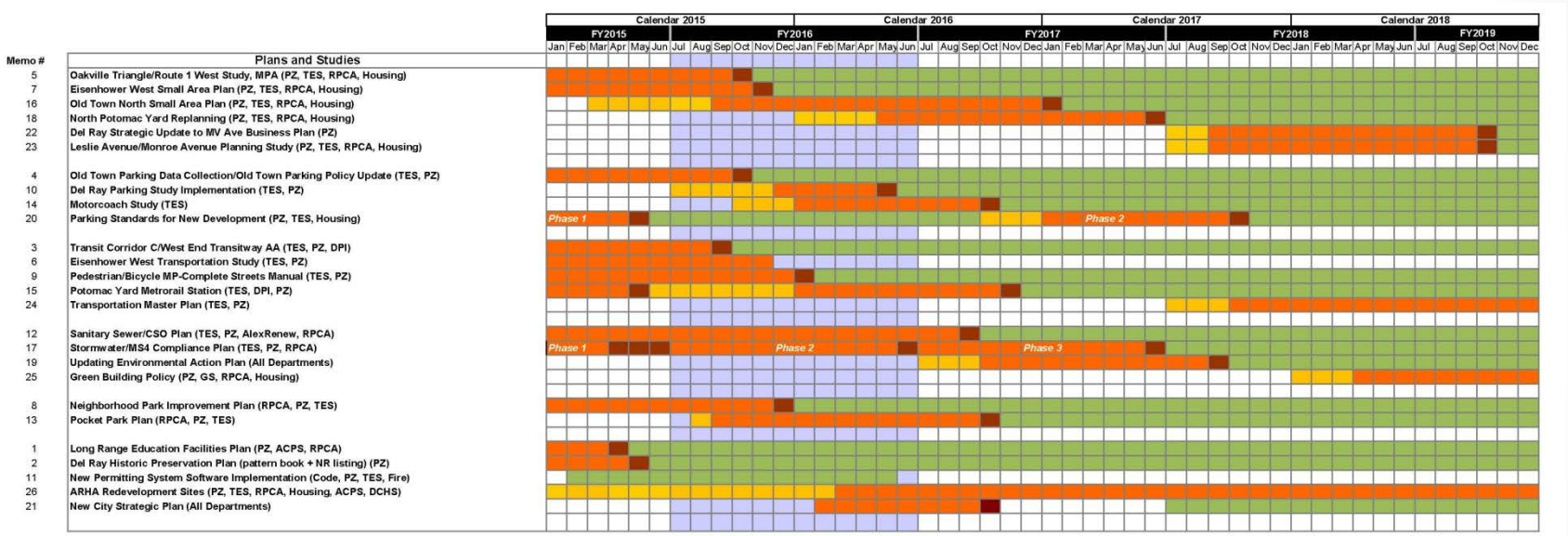
City Council Presentation

February 24, 2015

# FY 2016 Work Program (Draft)



# FY 2016 Work Program (Draft)



# FY 2016 Work Program (Draft)