

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 13, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER

SUBJECT: APPROVAL OF THE REVISED LONG RANGE PLANNING AND PLAN IMPLEMENTATION WORK PROGRAM FOR FY 2014 AND BEYOND

ISSUE: Approval of the revised the long range planning work program for FY 2014.

RECOMMENDATION: That the City Council approve the FY2014 planning initiatives and work program as revised by the Council at its May 28, 2013 legislative session.

BACKGROUND: On May 28, 2013, the City Council gave staff direction to revise the work program to sequence upcoming small area plans such that Eisenhower West will be completed first, as expeditiously as possible, followed by Old Town North. Council provided the additional instruction that rezonings in Old Town North that are proposed while the Eisenhower West Plan is being completed be brought through the normal process for consideration.

Proposed New Interdepartmental Planning Initiatives for FY2014:

- Begin the Eisenhower West Small Area Plan
- Update parking standards/policies for new development.
- Develop a set of location strategies for public facilities, including considerations for City office locations (including consolidation) and policies to guide public facility location over the long term
- Del Ray Historic Preservation Plan
- Update the 2008 Bicycle Master Plan
- Data Collection for Eisenhower West transportation analysis

Continuing Interdepartmental Planning Initiatives

- Continue the Long Range Education Facilities Plan with completion scheduled for Fall 2014
- Complete the Stormwater Management Plan
- Complete the Open Space Master Plan Update
- Complete the Public Art Master Plan
- Continue work on the Historic Preservation Management Plan

Ongoing Implementation Work

- Implementation of the Waterfront Plan, with particular emphasis on flood mitigation, park design, and parking
- Continue work on specific action items to implement the Arlandria, Beauregard, Braddock, Landmark/Van Dorn and Potomac Yard Corridor Small Area Plans
- Continue transit project implementation planning for the Potomac Yard Metrorail Station and Transit Corridors A and C
- Continue implementation of the Wayfinding program and Eco-City initiatives
- Begin or continue implementation of the Housing Master Plan, the Sanitary Sewer Master Plan, and the ARHA Strategic Plan.
- Continue to conduct 2010 Census data analysis, reporting and forecasting

BUDGET IMPACT

The FY 2014 Operating Budget does not contain additional funds (beyond those already budgeted and state costs) to conduct this work program in FY 2014. Some landowners in the Eisenhower West plan area offered to provide significant funding for the outside technical assistance that will be needed to complete the plan. It is possible, however, that some public funds may be needed in FY 2015 for this purpose, and if so, will be requested through the FY 2015 budget process. Staff has begun discussing this funding offer with these landowners.

In addition, two of the new projects require funding of \$175,000 and FY 2013 carryover funds will be used for this purpose.

DISCUSSION

As in previous years, City departments and agencies that are engaged in long range planning and plan implementation jointly prepared a preliminary work program for the upcoming fiscal year. This preliminary work program was shared with the public and reviewed with the City Council at their March 23, 2013 retreat. The preliminary work program was discussed and revised by the City Council at its May 28, 2013 legislative session.

The City Council's discussion focused on the sequence of the next two small area plans, which are Eisenhower West and Old Town North. By a vote of 6-1, the Council agreed that the Eisenhower West Small Area Plan should be scheduled first, followed by the Old Town North Plan. Several Councilmembers pointed out that the Eisenhower West area has unrealized economic development potential and unlocking this potential would be aided by completing the small area plan, which will provide a vision for the area's future and set clear expectations for redevelopment potential, provision of infrastructure and amenities, and other important issues. The Council directed staff to complete the Eisenhower West plan as expeditiously as possible.

The Council's vote also directed staff to process proposed rezonings in Old Town North that are submitted while the Eisenhower West plan is being completed.

The Council did not change any other element of the long range planning work program as proposed by staff.

Preparing the FY 2014 Interdepartmental Long Range Planning Work Program

Although the Council's action is to approve the FY 2014 work program only, the accompanying bar chart/timeline covers the period from mid-FY 2013 to FY 2016 to give a broader picture of the proposed schedule of major planning projects. In addition, the chart shows work associated with plan implementation, which continues to occur after each plan is adopted.

In typical years, staff prepares this preliminary work program for City Council discussion in the fall, prior to the completion of the City Manager's recommended budget for the following fiscal year. The Council then approves a final work program in May or June, just before the start of the next fiscal year. This year both discussions occurred in the spring because of the election cycle.

The preliminary work program coordinates the planning work programs of the Department of Planning and Zoning; the Office of Housing; the Department of Recreation, Parks and Cultural Activities; the Department of Transportation and Environmental Services; the Office of Historic Alexandria; the Department of General Services. Potential work program elements are 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 Council'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 options for addressing this imbalance include:

- Prioritizing certain types of projects over others;

- Delaying some projects until others can be completed;
- Reducing the scope of work of a project; and/or
- Authorizing additional staff resources.

The specific question as to why there isn't capacity to conduct two small area planning processes at the same time, namely Old Town North and Eisenhower West, was addressed in a memorandum to the Council on May 8, 2013 (and attached to the May 28 docket memo).

On May 6, 2013, the City Council approved the *FY 2014 General Fund Operating Budget* and *FY 2104 to FY 2023 Capital Improvements Program*. This work program can be accomplished with the resources provided by the approved budget along with carryover funds from FY 2013.

Evaluating Potential Planning Projects for FY 2014

The basic approach to developing the proposed work program involves some constants from year to year: projects that have been started must be completed, adopted small area plans may be followed by plan implementation, and there will be projects led by one department that will require contributions by other departments.

Within that framework, there are still choices to be made, particularly during constrained budget times. Important guidance is provided by the City's Strategic Plan and the preliminary work program includes projects that pursue outcomes closely aligned with six of the seven 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 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.

In addition to alignment with the Strategic Plan, the interdepartmental long range planning team each year identifies themes that it uses to make choices for the work program. For FY 2014, the themes include:

- Resuming progress in updating the City's small area plans

- Implementing the principles of civic engagement and the planning process framework created by the community in FY 2013
- Sustained and expeditious progress in plan implementation, which is a large and increasing element of the work program
- Continued attention to public facilities planning to meet future needs as efficiently as possible
- Pursuing transportation policies that emphasize non-auto forms of travel
- Projects that serve both existing and growing neighborhoods on issues such as the environment, open space, and public art

Descriptions of Work Program Items

The attached chart shows 22 work program items that require work in FY 2014 and these projects are described in more detail below. Several of these are new projects, including the next small area plan.

The Next Small Area Plan

Two small area plans emerged as “frontrunner” candidates for the next small area plan: Eisenhower West and Old Town North. There are reasons why both deserve attention but there is only enough capacity for one small area plan at a time.

At the May 28, 2013 legislative meeting, the City Council agreed that the Eisenhower West plan begin next and that the Old Town North plan begin when the Eisenhower West plan is completed. Councilmembers noted the key role that the small area plan will play in unlocking the economic potential of the area as one of several reasons to schedule the Eisenhower West plan first. Another important consideration is that this plan has been scheduled and then postponed several times.

Although Eisenhower West and Old Town North were identified as the priority small area plans, other potential small area plans for future work programs include Route 1 West, the Duke Street Corridor, and Fairlington/Bradlee. These plans are briefly described in this memorandum.

Eisenhower West Small Area Plan

Eisenhower West was identified as the “next” small area plan in the FY 2012 and FY 2013 work programs. In the adopted FY 2012 work program, the Eisenhower West Plan was scheduled to begin after the Beauregard Small Area Plan was completed. However, the FY 2013 work program instead included work on several other projects, including Landmark Mall redevelopment, Beauregard and Waterfront Plan implementation, and a “pause” in small area planning to develop principles of civic engagement and review the planning process with the community, as carried out in the What’s Next Alexandria initiative.

The Eisenhower West Small Area Plan involves several elements, some of which build on completed work, including a 2009 assessment of the redevelopment potential of the four major industrial land uses: Virginia Paving, Vulcan Materials, the Covanta Waste-to-Energy plant¹, and the ethanol transloading facility. Additional issues include:

- Although the plan area is served by a Metrorail Station and access to the Capital Beltway, circulation and access is nevertheless constrained by topography, railroad tracks and freeways. Opportunities for improvement include the “multimodal bridge” recommended by the Landmark/Van Dorn Corridor Plan and a potential link between Eisenhower and Edsall west of Van Dorn Street along the City-County boundary. The plan will require significant transportation/transit analysis to resolve the “connector” issue to the satisfaction of VDOT and FHWA.
- The industrial land use study found limited market interest for redevelopment in this area and the Victory Center, a large, recently renovated office building, has not attracted tenants and has been unsuccessful in a number of federal office space competitions. Among the issues that may be holding back market interest: a lack of amenities for residents and office workers.
- The industrial land use study also found limited interest for redevelopment among the landowners of the major industrial properties. However, in the past year, one of the industrial landowners, Vulcan Materials, has indicated that they would like to see the planning effort move forward. Vulcan was joined by several other property owners in the area, including representatives of Victory Center and some warehouse properties, as signatories on a letter to the City urging that the planning process begin and offering to provide funds to help pay for consultant studies that will be needed.
- Another industrial land use, Virginia Paving, has not expressed any change in their 2009 position that they would like to continue to operate at the same location. Virginia Paving operates under a special use permit with a sunset clause that allows operations to be terminated “not sooner than seven years after the adoption of the SAP [small area plan.]” While a number of nearby residents strongly support the termination of Virginia Paving operations because of its impact on their quality of life, during the 2009 Industrial Land Uses study, others questioned why the City would want to close a business providing jobs.
- Since the 2009 Industrial Land Uses Study, the boundaries of the 100-year flood plain have changed and now include the Virginia Paving site, reducing redevelopment options. The 100-year flood plain now also includes the retail strip center along Pickett Street between Landmark Gateway and Virginia Paving.
- The Landmark Gateway mixed use project is under construction, and there are similar projects approved or proposed for sites along South Pickett between Van Dorn and Duke, including the approved Delaney on the bowling alley site and the proposed Cameron Park at 450 South Pickett. This activity suggests some local development pressure, possibly due to these sites’ proximity to Cameron Station. Most of the properties in this area along South Pickett from Duke Street to the

¹ Site not recommended for redevelopment.

Fairfax County line were not addressed by the Landmark/Van Dorn Corridor Plan and have warehouse, industrial, and strip retail uses today.

- The plan will involve coordination with Fairfax County, which has over the years expressed an interest/willingness to coordinate planning for the area with the City. There have been a number of proposals for redevelopment in the County along the Eisenhower West boundary, including the Smoot Lumber property between Pickett and Edsall, which the County has not scheduled for consideration.
- During the period between today and the completion of the Eisenhower West Small Area Plan, it will be important to protect potential alignments of the “multimodal bridge” in the Landmark/Van Dorn Corridor Plan when redevelopment is proposed or City facility location decisions are made.
- City Council has received recent letters from community members and landowners supporting the earliest possible start to the plan. Over the past few years, the City Council has also received expressions of support for starting this plan from Cameron Station residents, the West End Business Association and the Eisenhower Partnership.

The current schedule for the Eisenhower West small area plan is to immediately start the transportation data collection and analysis and to begin the public process in January 2014, with an anticipated completion date 18 months later (June 2015). However, the Council has directed staff to complete the plan as expeditiously as possible and staff will be looking at options for the plan process that will accomplish that goal.

The transportation analysis, already funded in the FY 2013 budget from Transportation Improvement Program funding at \$175,000, is intended to help resolve broad transportation issues that impact the Eisenhower Valley, the Duke Street Corridor, and the Landmark/Van Dorn areas. The scope includes study of issues related to the former Eisenhower Connector project and more detailed study of major planned transportation improvements (such as the multi-modal bridge in the Landmark/Van Dorn Corridor small area plan).

Among the first steps in the public process will be a discussion with community members (including residents, landowners, and businesspersons) to get their thoughts on how the planning effort should be conducted, including the civic engagement strategy, and other elements, such as which properties should be included in the plan area.

The planning process will follow the steps recommended by the community through *What's Next Alexandria*: (1) community visioning and issue identification; (2) development of options for land use, community facilities, transportation, and the environment for community review; (3) selection of recommendations based on community input; (4) final public review and approval; and (5) process evaluation.

The community visioning/issue identification phase will be documented in a report that the community will review to ensure that all issues and opportunities are fully captured before moving on to the next phase of planning. The community's vision and issues will

inform the technical analyses and the development of options for community consideration.

The Eisenhower West Plan will require funds now estimated at \$500,000 for outside technical assistance for economic/market and financial analysis and local circulation within Eisenhower West itself. Staff has begun working with the landowner group that has offered to provide financial assistance for this purpose.

Old Town North Small Area Plan, Including the Potomac River Generating Station Site

With the Council's action of May 28, 2013, the current schedule for the Old Town North Plan will be to begin in July 2015 and finish 18 months later (December 2016). Any success in expediting the completion of the Eisenhower West Plan would allow this plan to begin sooner.

The Old Town North Small Area Plan was approved in 1992 as part of a comprehensive re-planning of the City. The approved plan identifies a number of redevelopment sites that have not yet redeveloped. However, in the past few years redevelopment pressure has increased considerably, with construction under way to complete the Printer's Row townhouses, to complete a mixed use project (including a Harris Teeter on the ground floor), and to complete the conversion of the Sheetmetal Workers Union building into luxury condominiums.

Redevelopment projects are also proposed for North Washington Street and a developer partnership is pursuing redevelopment of the ABC/Giant site. A developer has been selected for the re-use of the old Health Department building. A recent court case has cleared the way for the relocation of buses from the WMATA bus barn on Royal Street, freeing up that site for redevelopment. The Alexandria Housing and Redevelopment Authority recently approved a strategic plan that recommends redevelopment of its properties into mixed income projects and some of these properties are in Old Town North.

The largest of the potential redevelopment sites is the Potomac River Generating Station (PRGS), which ceased operations in October, 2012. The 22-acre site is located between the George Washington Parkway and the Potomac River and consists of a power plant and a PEPCO substation (which occupies about 5 acres). It is expected that the substation function will need to remain on or near the site, although not necessarily occupying as much acreage. Some decommissioning work has already occurred, including the removal of the coal pile. The site is served by a rail spur that continues through Old Town North through Oronoco Bay Park to Robinson Terminal North. With the PRGS closure and the expected redevelopment of Robinson Terminal North, the current use of the rail spur will cease and its future purpose determined through the small area planning process.

The PRGS site represents a significant potential benefit for the City of Alexandria, both in terms of the undesirable use that is departing 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, great views, access to the GW Parkway and to National Airport, but considerable care will need to be taken to address potential neighborhood impacts and to maximize the public benefits to the degree feasible.

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) has formed a land use subcommittee to explore long range planning issues. Both NOTICE and the Old Town North Urban Design Advisory Committee have sent letters to the Council supporting a small area plan update to include the PRGS site.

NRG, which 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. Long range planning for the site will also involve:

- The environmental remediation issues on the site, their cost, and potential impact on site layout and use.
- Open space issues and expectations, including those presented by the bike trail, the City's Open Space Master Plan, the expectations of the National Park Service for this site and for Daingerfield Island, and the potential for water-related activities.

Other Potential Small Area Plans

Although not proposed for FY 2014 action, several other areas of the City are potential candidates for future small area planning work. These include:

- *Route 1 West.* This is the area along Route 1 across from Potomac Yard and adjacent to several established neighborhoods including Del Ray, Lynhaven, and Arlandria. The area has a mix of uses including industrial/warehouse, strip retail, auto sales, and residential. The City is currently investing in a new transitway along Route 1 and the Potomac Yard Metrorail Station is under study. Potomac Yard redevelopment is under way but there is considerable unbuilt development potential in Potomac Yard itself that may limit development interest for the west side of Route 1. Apart from the recently-approved affordable housing project on East Reed, redevelopment interest has been limited.
- *Duke Street Corridor.* Duke Street is a planned high capacity transit corridor ("Corridor B"), albeit not as high a priority for near term implementation as Corridors A (Route 1) and C (Beauregard/Van Dorn). Along Duke Street there are residential neighborhoods as well as pockets of strip commercial, some of which are on shallow lots that make redevelopment difficult. The garden apartments of

Foxchase represent a large fraction of the remaining “market affordable” housing in the City.

- *Fairlington/Bradlee*. The area is located in the heart of the City. Portions of the commercial area are dominated by auto-oriented uses, large surface parking lots, and parcels that are not well connected to each other. There are other portions of the commercial area that are more pedestrian-oriented. The area is home to a variety of neighborhood-serving retail and service establishments, many of which are locally-owned. Nearby land uses include churches and TC Williams High School. A project to rebuild the Safeway has been approved and redesign of the Quaker/Braddock/King Street intersection is under consideration.

Other New Planning Projects

- Parking Standards for New Development: The parking standards in Alexandria’s Zoning Ordinance are out of date. Non-auto travel has increased since current standards were set and there are indications that per household car ownership is declining. Moreover, parking is expensive to construct and unnecessary parking takes funds that could be used for amenities that serve the public. Recent small area plans have addressed the problem by establishing lower parking ratios that are maximums rather than minimums. Individual development projects that propose reasonable parking ratios (lower than those required by the zoning ordinance) require a waiver. This project will conduct the analysis to recalibrate parking standards for new development. It will involve:
 - An inventory of current standards
 - Research/study of standards for other similar jurisdictions (best practices)
 - An assessment of the outcomes of approved parking reductions over the past several years
 - An assessment of parking supply and usage in existing development projects along with an assessment of factors influencing parking demand, such as proximity to Metro/transit/carshare/bikeshare and the walkability of the neighborhood
 - Recommendations for changes to zoning ordinance
 - Public outreach

This project will require the use of temporary, entry-level paid staff (such as interns) to conduct the field assessments. City staff has identified \$100,000 in FY 2013 funds for this purpose.

- Public Facilities Location Strategy: One goal of the project is to maximize the efficiency and utility of City and local public agency offices and other work

locations. It will look at elements such as: city functions with adjacency benefits, locations that reduce travel time and fuel costs, and more efficient models of space configurations. The FY 2014 phase of the study will be carried out using existing staff and resources.

- Another aspect of the project will produce a strategy or set of policies to guide planning for the major public facilities the City expects to need or to construct in the next 20 years (fire stations, schools, etc.) to identify the most efficient locations, facility models better suited for land cities like Alexandria, and opportunities for co-location.
- In FY 2014, areas of particular emphasis will be City Hall (in advance of planned replacement of a 40-year-old HVAC system) and fire station locations.
- Del Ray Historic Preservation Plan: This plan will help to preserve the mid-20th century commercial Art Deco/Streamline Moderne buildings within the Del Ray neighborhood, along Mount Vernon Avenue as well as along Leslie Avenue. Specific tasks:
 - Create a new National Register Historic District to incorporate the Art Deco style warehouse buildings on Leslie Avenue.
 - Review the existing boundaries for the existing Town of Potomac National Register district for the possibility of an expansion that would include the Art Deco & Streamline Moderne buildings along Mt. Vernon Avenue.
 - Create a residential pattern book for new construction, additions and alterations in the Town of Potomac Historic District.

City staff has identified \$75,000 in carryover FY 2013 funds for the outside technical assistance needed to complete this project.

- Bicycle Master Plan: 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) includes \$500,000 to conduct this study.

Long Range Planning Started in FY 2013

Several long range planning projects started during FY 2013 will continue through FY 2014. These include:

- Long Range Education Facilities Planning: 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 is looking at school enrollment trends and forecasts, conditions of existing school facilities, education specifications, and options for meeting future school capacity needs. This is an approximately 18-24 month project although there will be useful work products at each stage of the project, such as the school enrollment analysis prepared for the FY 2014-2023 CIP.
- Open Space Master Plan Update: Staff is reviewing 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 (7.5 acres/1000 residents). In conjunction with providing a status update, staff may propose additional recommendations to support continued implementation of the Open Space Master Plan. This staff led effort will occur in collaboration with the Park and Recreation Commission, Planning Commission, Environmental Policy Commission and the Historic Alexandria Resource Commission.
- Public Art Master Plan: This Plan is expected to outline a clear vision for public art in Alexandria that aligns with other relevant City master plans, including, but not limited to Small Area Plans, Transportation Master Plan, Recreation, Parks and Cultural Activities Strategic Plan, Waterfront Master Plan, Historic Preservation, and the Open Space Master Plan. The plan should also identify and prioritize locations for public art, outline a process for incorporating public art into future development, provide recommendations for implementation and ways to ensure that the community has the opportunity for engagement and involvement in the public art program.
- Large Park Planning Initiative: From August 2012 through August 2013, The Department of Recreation, Parks and Cultural Activities is undertaking a large park planning process to inform Park Improvement Plans for the City's large multi-use Parks. The Citywide Parks include Four Mile Run Park, Simpson Stadium Park, Chinguapin Park, Henlsey Park, Holmes Run Park, and Ben Brenman Park. The goal of this effort is to study and understand the existing conditions and future needs for each of the Parks, guided by public input. The plans will advise upon incremental capital improvement projects in the six Parks.

Historic Preservation Management Plan:

The completion of the Alexandria Historic Preservation Management Plan, approved by City Council in 2009, is a continuing priority of the Historic Alexandria Resources

Commission, Alexandria Historic Restoration and Preservation Commission and Alexandria Archaeological Commission, and is a clear objective in the City's Strategic Plan. To reduce potential costs, the Office of Historic Alexandria has already initiated preparation of certain components of the plan with departmental resources, and revised the task preparation schedule to fall in line with the departmental Strategic Plan ending in FY 2016.

Concurrent with the FY 2014 period of consultant services to execute the necessary surveys, OHA will consult with other city departments, including the Depts. of Planning and Zoning, Transportation and Environmental Services, Recreation, Parks, and Cultural Activities, General Services and Code Administration to insure interdepartmental goals are coordinated and objectives with the City Strategic Plan are integrated. Staff will use existing resources to execute the following objectives associated with completing the plan:

- Develop criteria to establish levels of significance for resource database
- Rank identified resources according to significance
- Prioritize the preservation level of ranked resources
- Review current BAR and historic preservation staff processes to determine how newly identified resources can best be protected
- Integrate newly resources into City's GIS database Revise and update the City's 100-year-old buildings survey, last updated in 1993.

Plan Implementation

In total, recent small area plans include tens of millions of square feet of new development as well as hundreds of millions of dollars' worth of new public and private amenities and infrastructure. As a result, plan implementation has become a large and growing element of the planning work program. Plan implementation includes development review and zoning; infrastructure planning, design and engineering; park planning and design; support for vibrant retail; and completion of a variety of studies to identify implementation strategies on topics such as parking.

Waterfront Plan Implementation: The Waterfront Plan was approved in January 2012. Implementation activities completed since then have included: establishment of the Waterfront Commission, completion of the Union Street study and an update to the Old Town Parking study report, selection of consultants for design of flood mitigation and public spaces, an RFP for the reuse of the Beachcomber building, initial review of a proposal for a hotel, support for reuse of the food court building. In addition, an Art/History Committee has developed a joint strategy for integrating and implementing the art and history recommendations in the Waterfront Plan and is identifying priorities

for input on the landscape architecture work. The FY 2014-2023 CIP provides funds for continuing implementation work started in FY 2013.

Beauregard Corridor Small Area Plan implementation: The Beauregard Small Area Plan was approved in June 2012 and the rezoning approved by the Planning Commission and City Council in April 2013, guided by an advisory group established by the City Council. The major implementation element other than planning for Transit Corridor C (below) is the processing of DSUP(s) for proposed development projects and ensuring the implementation of the affordable housing initiatives in the plan.

Corridor C Transit Planning: Consistent with the City's 2008 Transportation Master Plan, this project will construct a 4-mile segment of the high-capacity transitway in dedicated lanes between the Van Dorn Metrorail station and the border with Arlington to the north. This investment will support the development proposed in the Landmark/Van Dorn and Beauregard Small Area Plans. The project includes the widening of Van Dorn Street over Duke Street to accommodate pedestrians and provide multimodal facilities. Construction of the project involves City, federal and developer funds and is anticipated to begin in FY 2016.

Transit Corridor A (Potomac Yard Transit): The FY 2014 work program will devote resources to continuing both the Environmental Impact Statement process for the Potomac Yard Metrorail Station, an environmental study for the Crystal City – Potomac Yard - Braddock potential streetcar project as well as implementation of bus rapid transit (BRT).

Wayfinding: Implementation of Phase 2 of the Wayfinding program began in FY2013 and will provide information and directional signage for pedestrians in King Street/Old Town area. Phase 3 will begin during FY 2014 and will involve highway signs, Washington Street gateway signs, vehicular signs for primary routes, Metro station visitor kiosks, and freestanding interpretive panels.

The *Arlandria Action Plan* is being implemented with the support of an advisory group created by the City Council two years ago. In FY 2014, plan implementation will continue with executive committee and advisory group meetings (4-6 per year), 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.

In *Braddock*, implementation work will continue to focus on working with the community to plan for the park on the Post Office block. Staff will continue to pursue an

agreement with the U.S. Post Office. Planned development in the neighborhood is moving forward, and as it does, contributions are accruing from developers toward the Braddock open space and community amenities funds.

Housing Master Plan Implementation: Approval of this plan is anticipated for Fall 2013. Staff expects that implementation work will include policy and regulatory changes (including possible amendments to the zoning ordinance), some of which may involve items for the City's 2014 Legislative Package. Other tasks include the pursuit of additional affordable housing partners and funding sources, development of specific program options identified in the plan, and outreach/education efforts to inform stakeholders about relevant aspects of the plan.

ARHA Strategic Plan Implementation: The ARHA Board of Commissioners has adopted a strategic plan that recommends potentially near term redevelopment of ARHA properties, including areas such as the Braddock Metro area and in Old Town North. Redevelopment initiatives will involve coordination and participation of City staff from multiple departments, including Housing, Planning and Zoning, T&ES and others.

Sanitary Sewer Master Plan Implementation: This plan was approved by the City Council in FY 2013 with the FY 2014 - 2023 CIP incorporating capital plans, including the Master Plan.

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. This team has also been instrumental in analyzing school enrollment trends for the Long Range Education Facilities Plan.

cc: Chair and Members of the Planning Commission
Mark Jinks, Deputy City Manager
Faroll Hamer, Planning and Zoning
Nelsie Smith, Office of Management and Budget
Rich Baier, Transportation and Environmental Services
Jim Spengler, Recreation, Parks and Cultural Activities
Jeremy McPike, General Services
John Catlett, Department of Code Administration
Mildrilyn Davis, Office of Housing
Lance Mallamo, Office of Historic Alexandria
Val Hawkins, Alexandria Economic Development Partnership
Patricia Washington, Alexandria Convention and Visitors Association

Roy Priest, Alexandria Redevelopment and Housing Authority