

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 6, 2009

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: PHASING OF TRANSPORTATION IMPROVEMENTS IN LANDMARK/VAN DORN/ERRATA

In the Landmark/Van Dorn Corridor Plan, one of the outstanding issues for some members of the community is the phasing of the dedicated transit lanes in the Plan area. These residents asked that both dedicated transit lanes be completed by the time that 50 percent of the Plan's future development is built.

Staff has explored the financial feasibility of accelerating this project and now agrees that the Plan can reasonably contain a goal of having the dedicated transit lanes in place by the time that 50% of the development occurs.

- We are using an estimate of \$100 million (including land) as the cost of the dedicated transit lanes for this purpose.
- A source of funding for the dedicated transit lanes is the increased tax revenue from the redeveloped parcels in the Plan area.
 - If the City were to set aside 20% of the increased tax increment each year, by the time of 50% buildout, the City would have set aside (conservatively) \$12.5 million. This could be spent on needed land, construction, or saved in a fund for later expenditure on the dedicated transit lanes.
 - At the time of 50% buildout, if the City dedicated \$5 million per year of the net increase in taxes, that would support \$60 million in bonds.
 - These add together to \$82.5 million, which leaves \$17.5 million needed from other sources.
 - These other sources could be: state or federal contributions, developer contributions, or an advance by the City.

- Developer contributions by the time of 50% buildout would conservatively be \$23.7 million. However, there is not an expectation in the Plan that 100% of developer contributions would go towards transportation.
- If no additional source of funding is found, some fraction of the dedicated transit lane project would not be completed before 50% of development buildout.
 - The dedicated transit lanes on Van Dorn Street south of Pickett Street (including widening the bridge over the railroad tracks) are estimated to cost \$18.6 million to \$23.0 million.
 - The estimate for completing the dedicated transit lanes on Van Dorn Street north of Pickett Street and on Duke Street is \$81.4 million, which can be paid for by the \$82.5 million from the portion of increased tax revenues described above.
- Revisions to Plan: The proposed changes to the Plan language are shown below:
 - Chapter 3, page 14: Because reduced parking and increased transit ridership is so important to the success of this plan, the Plan recommends as a goal that every effort be made to implement the construction of the dedicated transit lanes in at least one of the transit corridors prior to around the time of the construction of 50 percent of the development permitted in this Plan. As transit is improved, reduced parking becomes more feasible.
 - Chapter 9, very end of page 6: The City's goal would be to dedicate no more than 20 percent of the net new increase in tax revenues to the construction of the dedicated transit lanes in the Plan area. For example, if after setting aside one-third of new tax revenues for service expenditures, the City were to set aside 20 percent of the increased net tax increment each year, by the time of 50 percent of buildout, the City would have set aside \$12.5 million. If, from then on, the City dedicated \$5 million per year of the net increase in taxes, that would support \$60 million in bonds. These comprise \$72.5 million of the approximately \$100 million required to complete the dedicated transit lanes. The remaining \$27.5 million could come from state and federal sources, from developer contributions, by minimizing right-of-way needed for the dedicated transit lanes, or by phasing the dedicated transit lanes on Van Dorn Street south of Pickett Street to occur at a later date.
 - Chapter 9, page 7: To meet the Plan's parking and mode share goals, the Plan recommends construction of the both dedicated transit lanes must be fully implemented before 90 percent of the development permitted in this Plan. Plan's development is built. However, the Plan recommends implementing the dedicated transit lanes as soon as practicable. Because reduced parking is so important to the success of this plan, every effort should be made to implement at least one of the dedicated transit lanes prior to the construction of 50 percent of the development permitted in this Plan.
 - Revise Table 9-1 (next page).

Table 9-1

Increments of Development and New Infrastructure and Service Elements	
<p>Development along Pickett Street east of Van Dorn and first phase of Landmark Mall redevelopment (<u>or approximately 25% of Plan development potential</u>)</p>	<p>Duke Street improvements</p> <ul style="list-style-type: none"> ▪ Upgrade Walker Street Intersection ▪ Remove flyover ▪ New intersection between Van Dorn and Walker <p>Van Dorn Street Improvements</p> <ul style="list-style-type: none"> ▪ Transit lanes <u>and improvements</u> (Pickett to Edsall) <p>Grid Roadway System improvements</p> <ul style="list-style-type: none"> ▪ East-west main street ▪ Other grid roadways <p>Transit Service improvements</p> <ul style="list-style-type: none"> ▪ Expanded Bus Transfer facility at west end ▪ Circulator service, with stop at Metro ▪ Express bus service (predecessor to BRT/LRT) <p>Progress toward Multimodal Bridge</p> <ul style="list-style-type: none"> ▪ Realign Pickett at Edsall
<p>Development of either BJ site and adjacent sites or sites south of Stevenson, and Phase II of Mall redevelopment (<u>or, with previous increment, approximately 50% of Plan development potential</u>)</p>	<p>Duke Street improvements</p> <ul style="list-style-type: none"> ▪ Transit lanes ▪ New intersection east of Van Dorn ▪ High Street Bridge over Duke Street ▪ <u>BRT/LRT stations and features</u> <p>Van Dorn Street improvements</p> <ul style="list-style-type: none"> ▪ Transit lanes Edsall to north of Duke Street ▪ Transit lanes south of Pickett Street ▪ <u>A majority or all of BRT/LRT stations and features</u> <p>Grid Roadway System improvements</p> <ul style="list-style-type: none"> ▪ Other grid roadways <p>Transit Service improvements</p> <ul style="list-style-type: none"> ▪ Upgrade express and local service <p>Progress toward Multimodal Bridge</p> <ul style="list-style-type: none"> ▪ New intersection on Pickett
<p>90% of full redevelopment.</p>	<p>Duke Street improvements</p> <ul style="list-style-type: none"> ▪ BRT/LRT stations and features <p>Van Dorn Street improvements</p> <ul style="list-style-type: none"> ▪ BRT/LRT stations and features <p>Grid Roadway System improvements</p> <ul style="list-style-type: none"> ▪ Complete Grid Roadways <p>Transit Service improvements</p> <ul style="list-style-type: none"> ▪ Full Van Dorn LRT / BRT service <u>including outside Plan area.</u> ▪ Full Duke Street LRT / BRT <u>including outside Plan area.</u> <p>Completion of Multimodal Bridge improvements</p> <ul style="list-style-type: none"> ▪ New Bridge

Additional Errata:

- In Chapter 7, Page 31, Planning staff would like to increase the maximum height for first floor retail from 20 feet to 25 feet because several compatible retail uses, such as Whole Foods, require greater than normal heights.
- Staff will continue to make minor edits of an editorial nature. These are edits for consistency or clarity. Any change to the Plan language will be tracked and shared – with public officials and the general public well before plan adoption.