



Transportation Commission

February 20, 2019

7:00 PM

City Council Workroom (City Hall, 2st Floor)

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the January 16, 2018 Meeting
3. Updates to Receive (Consent)
 - A. Union Station Pedestrian Tunnel Project
 - B. City Manager's Proposed FY2020 Budget
 - C. Central Alexandria Traffic Study / West Taylor Run
 - D. Potomac Yard Metro Update
 - E. SMART SCALE project update
 - F. Dockless Update
 - G. I-395 Grant Update
 - H. Transportation Branch Reorganization
4. Commission Updates
5. **Discussion Item:** WMATA Shutdown
6. **Discussion Item:** Annual Work Plan / Draft FY 2020 Interdepartmental Long Range Work Plan
7. Other business

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, March 20, 2019 at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

January 16, 2019
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner David Brown, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Oscar Gonzalez, Commissioner Casey Kane, Commissioner Carolyn Schroeder, Councilman John Chapman, Councilman Canek Aguirre.

Staff Present: Yon Lambert -T&ES Director, Christopher Ziemann - Transportation Planning, Quanice Lawson – Transportation Planning.

Audio/ Visual presentations are available online:

<https://www.alexandriava.gov/TransportationCommission>

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

1. Public Comment Period

No public Comment.

2. November Meeting Minutes

Commissioners accepted minutes as presented. Councilman Aguirre and Commissioner Jakubek abstained due to previous absence.

3. Updates to Receive (Consent Items)

The Commission received written updates about the following:

- Potomac Yard Metro Update
- 2019 WMATA Shutdown Update

4. Commissioner Updates

Chairman Klejst: The last DASH Board meeting was held on December 12, 2018. DASH ridership decreased in November approximately 5% presumably due to the government shutdown. The Student Ridership pilot program was expanded to include several high schools within the City and has recorded average ridership of 1,200 riders a week.

Commissioner Jakubek: The Eisenhower West/Landmark Van Dorn Advisory Group met on December 12, 2018. Jakubek stated that was little to report related to transportation but that he suggested the bus station be moved closer to the road. A Landmark Mall Re-Planning Process Community Workshop will be held on Jan 26, 2019 at The Hermitage, 5000 Fairbanks Ave from 10am to 2pm.

Commissioner Kane: The Traffic and Parking Board approved City recommendation to implement design adjustments from Mount Vernon Trail to Slaters Lane (north side). The board also approved several safety improvements on Monticello Blvd. The Residential Parking Plan Subcommittee held a meeting to review the current plan to determine the permitting fees and hours.

Commissioner Marsh: The Potomac Yard Metrorail Implementation Work Group (PYMIG) held several meetings in the month of December. The Potomac Yard Metrorail Station project has completed all NEPA requirements, received a Record of Decision (ROD) on the preferred alternative by the Federal Transit Administration in October 2016, and received a ROD by the National Parks Service in November 2016. During the procurement process in 2017, it was determined that the cost of the station would need to increase from \$268m to \$320m due to increases in prices of materials and labor, and the south mezzanine would need to be removed. WMATA procured a Design-Build contractor for the project in 2018. During the summer / fall of 2018, the City worked with the Potomac Yard Metro Implementation Work Group (PYMIG) to recommend design changes to still accommodate access from the east and southwest, and a recommendation was made to provide a ramp from East Glebe Rd to the north skybridge. The Council adopted a DSUP Amendment for the design changes in December 2018. In November 2018, Amazon announced its decision to locate the second Amazon headquarters at National Landing, which includes a State contribution of \$50m toward the South entry of the station. The City and WMATA are currently working on design changes to accommodate the south entry, which will be determined by Spring 2019. The City is working with the State to secure the funding through various grant sources. In the meantime, WMATA is moving forward with the current approved design, and another DSUP amendment to refine the design to add the south entry will be needed in Spring/Summer 2019. The project is on schedule to begin operation in early 2022.

Commissioner Schroeder: The Environmental Policy Commission will hold an Eco-City Summit on March 9, 2019 at Francis C. Hammond Middle School at 9:30am - 12:30pm. The Environmental Action Plan draft plans will be released to the public in early March 2019.

5. FY2020 State Aid Grant Programs (DRPT Grants)

Yon Lambert, T&ES Director presented the FY2020 State Aid Grant Programs DRPT Grant Applications. Staff requested that the Commission endorse grant submissions totaling up to \$85,000,000. As a result of HB 1539, the City is requesting State Aid Grants administered by DRPT to provide support for transit and Transportation Demand Management (TDM) programs, projects and services. However, their granting sources may change due to the impending guidance changes with DRPT. The grant applications are due on or before February 1, 2019.

- Potomac Yard Metro Southern Entrance – approximately \$50,000,000
- Metroway Extension – approximately \$1,000,000
- DASH Bus Replacement – approximately \$8,000,000
- DASH Bus Expansion – approximately \$3,500,000
- DASH Hybrid Bus Powertrain Reconditioning – approximately \$900,00

The funds must be formally approved by the Commonwealth Transportation Board (CTB) and the City

is working with all project partners to integrate this new funding prioritization and requirements due to HB 1539 into the project. Once the CTB approves the FY 2020 Six Year Program in the spring, the funds will be available on July 1, 2019. Vice Chair McMahon made a motion to endorse the submissions of FY2020 State Aid Grant Program - DRPT Grant applications. Motion approved.

6. Shared Mobility Pilot Program Update

Christopher Ziemann, Transportation Planning Division Chief provided the Transportation Commission with a high-level update on the shared mobility device pilot program. The City of Alexandria has approved one vendor to operate within the city’s jurisdiction. Several companies have expressed interest in the application process, while some are still under review. Ziemann provided a revised edition of the Memorandum of Understanding between the City and the shared mobility vendors.

7. Other business

- City staff confirmed date for the Joint Transportation Commission/ATC Board Meeting on February 13th at DASH Facility Board Room at 7pm.
- City staff confirmed the date for the upcoming 2019 Transportation Commission Retreat, taking place on March 2nd, 2019 at City Hall at 9am to 11am. Staff will send out calendar invites.

At 8:49 pm, The Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, AND T&ES STAFF

SUBJECT: AGENDA ITEM # 3 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Union Station Pedestrian Tunnel Status Update

Over the past several years, Virginia Railway Express (VRE) has been planning a project to improve ADA access to the platforms at Union Station while also considering a pedestrian tunnel to the King Street Metrorail station. The original Pedestrian Tunnel Project had five goals, with the primary goal to provide an ADA compliant alternative to the at-grade pedestrian crossings (across Tracks 2 and 3) to access the center platform and provide passenger access to trains on Track 1. Another goal was to provide a connection to the King Street Metrorail Station. One of the other project goals is that as part of any construction, VRE must not prohibit the host railroad (CSX is the host railroad, VRE and Amtrak are users of the railroad) to provide continuous service.

VRE completed a feasibility study between 2011 and 2013 that looked at issues and potential improvements to the station after WMATA had done their own study prior. VRE began engineering design, which included a connection to the King St. Metro station. The 60% design was completed in 2016 and the construction cost estimate was more than double the cost originally estimated (approximately \$30m total). To reduce costs, VRE considered other options such as a pedestrian bridge, but this alternative was deemed infeasible due to the compromised viewsheds from the George Washington Masonic Temple and the historic Union Station. VRE therefore re-evaluated the project based on the original goals and criteria. VRE surveyed the current passengers and determined that only 10% of the VRE passengers connect to local rail at the King St. Metro station. Consequently, VRE is proposing to move forward with a project that utilizes the existing tunnel under the tracks at Union Station but upgrade the tunnel to provide access to the Amtrak and VRE platforms to current ADA standards by providing elevators with stairs at each end. The design would not preclude a future tunnel extension to the King St. Metro station that would connect to the existing knock-out panel.

While the engineering design was underway, the DC2RVA High Speed Rail project began the environmental review (DEIS) process, with which VRE has been coordinating. While the DC2RVA – 4th track construction is not anticipated to be complete for at least 5-10 years, there is potential to have the DC2RVA project build the tunnel extension to King St. Metro. However, this proposal has not been included in the DC2RVA DEIS and DRPT has not agreed to include the tunnel extension at this time.

VRE will begin a task order for Preliminary Engineering, Final Design and limited Construction Administration in early 2019 for the tunnel project. VRE is planning to lead public engagement, hold a public meeting this fall and complete the final design in late 2019. Construction is anticipated to begin in early 2020.

B. Budget

The City Manager will release the proposed FY2020 Budget on Tuesday, February 19. Staff will be able to discuss during the meeting.

C. Central Alexandria Traffic Study

On February 4, staff hosted a public meeting for the Central Alexandria neighborhoods on several transportation-related topics. There were approximately 75 attendees. The main topic areas at the meeting were:

1. Status update on the short- and long-term recommendations from the [Central Alexandria Traffic Study](#) (CATS) Task Force
 - This included findings from the turn restrictions pilot at East Taylor Run Parkway and staff's recommendation to make the pilot permanent
2. Feedback on community concerns for the [Duke Street at West Taylor Run Parkway](#) intersection
 - This included review of the process and timeline for the short- and longer-term projects at this intersection
3. Presenting the City's [Smart Mobility Framework](#) to address concerns expressed during the CATS process.

The meeting was well attended, and the community consensus was to support making the turn restrictions at East Taylor Run Parkway permanent. Staff will bring this to the Traffic and Parking Board later this month to finalize. Staff will keep the Central Alexandria [website](#) updated with status reports on the recommendations so the residents can follow their progress. While there are a number of short-term recommendations to be implemented this spring, staff is shifting the focus to the [Duke at West Taylor Run project](#).

The discussion about the Duke Street at West Taylor Run Parkway intersection provided staff with a good deal of information on resident concerns with this location and confirmed many of the issues that the community has brought up through past feedback. The process and timeline for moving forward with this project are posted on the [project website](#). Staff is compiling community concerns and comments from the meeting and will post those to the website. This

spring, staff will begin to develop concept options to discuss with the community early this summer.

The [Smart Mobility presentation](#) was well received by the community. Staff will continue to develop this program and align City projects that fall under the umbrella of Smart Mobility this spring and summer. We will keep the community up to date on this project via the [project website](#).

D. Potomac Yard Metrorail Station

The project team has been continuing to provide updates and receive guidance from the Potomac Yard Metro Implementation Work Group (PYMIG). PYMIG is an ad-hoc committee consisting of community members and stakeholders. It serves as the primary forum for community engagement during the planning, design and construction of the Potomac Yard Metrorail Station.

Additional Funding for South Entrance

On November 13, 2018 the state announced \$50 million of funding for a new south entrance for the station, based on the projected increase in ridership associated with the recently announced plans for a new Amazon corporate headquarters and Virginia Tech Innovation Campus in National Landing. Funding was approved for inclusion in the final state partnership package presented to Amazon in late October 2018 and would not have been available without the increased ridership projected to accompany Amazon's move to the area and the \$1 billion Innovation Campus. The funds must be formally approved by the Commonwealth Transportation Board and the City is working with all project partners to integrate this new funding stream into the project.

Construction of the currently planned and approved station is expected to continue uninterrupted, with a scheduled opening date in early 2022. The City and WMATA are proceeding with the development of the current approved plan to continue the advancement of the project. On a parallel path, the project team has been developing concepts for an enhanced south entrance and will continue to work with the PYMIG for input and recommendations on a preferred concept.

Joint Permit Application

A revised joint permit application (JPA) was submitted to the Virginia Department of Environmental Quality (DEQ), Virginia Marine Resources Commission (VMRC) and the Army Corps of Engineers on February 6th. The revised JPA was submitted in response to requests from the permitting agencies for additional information. At the February 4, 2019 PYMIG meeting, an update was given on the environmental permitting, including a review of the project history, supplemental field work, compensatory mitigation and an outline of the project's revised JPA.

The project's revised limits of disturbance avoid tidal wetlands and include reductions in both permanent and temporary wetland impacts. (The original limits of disturbance were delineated prior to awarding a construction contract and were refined by the project Contractor as part of the project development).

The project team is preparing a wetlands restoration plan for the temporary impacts per DEQ guidance and will incorporate new ecology and tidal survey information. Approximately 2 acres of temporarily impacted wetlands must be restored to the same or better condition. Overall impacts will be reduced by just over one acre.

The JPA has been posted on the City website. The Army Corps and DEQ will take public comments, VMRC will review tidal wetland survey, and permits could be issued this summer.

E. Smart Scale Project Update

SMART SCALE is a state grant program that requires the Commonwealth Transportation Board (CTB) to develop and implement a quantifiable and transparent prioritization process for making funding decisions for capacity enhancing projects within the six-year improvement program. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs.

This past summer, the City applied for four projects for funding in FY2024-2025 under SMART SCALE: the West End Transitway, access improvements to the Landmark Mall Transit Hub, safety and capacity improvements at Duke/West Taylor Run/Telegraph, and Citywide TSP on Major Corridors.

In January, 2019, [Transportation Secretary Donahue released the initial project scoring](#) based on safety, congestion mitigation, accessibility, economic development, environmental quality, and land use, all measured against project cost. Of the 433 applications, the West End Transitway scored the in the top 4 projects in Virginia in terms of congestion mitigation, environment, land use, and accessibility. In the department's staff-recommended scenario, all four of Alexandria's applications would be funded.

This spring, the CTB will hold public hearings on proposed projects. In April, they will be included in the Draft Six-Year Improvement Plan (SYIP) to be finalized in June.

F. Dockless Mobility Update

On November 13, 2018, City Council approved Staff's proposal to conduct a pilot program to evaluate dockless mobility in Alexandria. In late December, Lime was the first vendor to receive approval to operate under this pilot program. As of February 6, 2019, four other permit application packages have been received from dockless mobility vendors and are being reviewed by City staff. An additional two dockless mobility vendors have indicated that they intend to submit a permit application package. It is therefore possible that seven vendors could be providing dockless mobility services within the City of Alexandria by springtime.

City Staff have also been providing input on a range of legislative proposals around dockless mobility that were introduced at the current session of the Virginia General Assembly. In its work with legislators on the various legislative drafts provided for review, City Staff consistently advocated for several core principles: Preserve local authority to regulate dockless mobility, allow localities to continue carrying out pilot programs, and to not dramatically change other

aspects of the code until localities have had a chance to learn more about this evolving field. The current legislation that has advanced through the House of Delegates (House Bill 2752) appears to meet these principles.

As spring approaches, City Staff is planning to conduct outreach to educate users to not ride on the City's sidewalks. Those plans include placing variable message signs in targeted areas of the City, working with dockless mobility vendors on safety messaging for the City to use in its varied education efforts, and partnering on closed-course riding events for people to learn how to ride the devices safely. Vendors currently provide safe-riding reminders in their smartphone apps and are developing direct safety outreach email messages for their users.

The City has also begun planning the formal evaluation of the pilot program and plans to include field observations of riding behavior in high-pedestrian areas to observe user behavior, including where they ride. This pilot evaluation will help the City make an informed, data-driven recommendation to City Council to modify or continue (or not continue) permanent scooter and dockless mobility rules in the City of Alexandria, including if and how sidewalk riding rules should change.

G. I-395 Grant Update

This spring, the Northern Virginia Transportation Commission (NVTC) will be administering the grant process to distribute revenues from the I-395 HOT Lane operations under the Commuter Choice Program. [The Program](#) supports projects that maximize person throughput and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects well into the future. NVTC, OmniRide/PRTC, DRPT, VDOT and the Commonwealth signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit related improvements in the I-95/395 corridor as early as 2019.

For this first round of applications, the program will prioritize projects that would be able to start on or around Toll Day 1, now estimated at October 23rd. The City and DASH are currently considering potential eligible projects that meet this condition, as well as other criteria such as congestion mitigation, diversion mitigation, and applicant priority. Projects can include both capital and operating costs. The application window is between April 5 and May 15. The City will bring application proposals to the Transportation Commission in March or April.

H. Transportation Branch Reorganization

The Transportation Branch in the Department of Transportation and Environmental Resources has reorganized. The duties of the Transit Services Division now fall under the Transportation Planning Division. The new Mobility Services Division will be handling the former parking/curbside management planning responsibilities, as well as Transportation Demand Management, Paratransit, and Taxis and TNCs. The Complete Streets and Long Range Planning Programs will continue under the Transportation Planning Division. In addition to its former responsibilities, the Traffic Engineering Division will also oversee the Smart Mobility Program. The chart below outlines other programs and responsibilities.

Transportation Branch Structure & Teams

Transportation Planning	Mobility Services	Traffic Engineering
Complete Streets Program	TDM/TMP & Commuter Services	Smart Mobility Program
Vision Zero Program	Parking Program	Traffic Operations Center
Traffic Calming Program	Freight & Delivery	Traffic Studies & Planning
Regional Coordination	Parklets, Food Trucks & Curbside Amenities	Traffic & Parking Board
Transportation Commission	Taxis & TNCs	Signal Engineering
Shared Mobility & Bikeshare	DOT/Paratransit	
Transit Planning		
Long Range Planning		
	Development & ROW Services	Operations
	Development Review	Street Maintenance
	Capital Projects Program	Traffic Signs Installation & Maintenance
		Pavement Marking Maintenance

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM #5 – WMATA SHUTDOWN UPDATE

ISSUE: Update on City and WMATA Planning efforts for closure of all Metrorail stations inside the City in Summer 2019

BACKGROUND: In May 2018, the Washington Metropolitan Area Transportation Authority (WMATA) announced closure of all Metrorail stations south of Ronald Reagan Washington National Airport between May 25th and September 2nd of this year. This closure affects all stations in the City (Braddock Rd, King St-Old Town, Eisenhower Ave and Van Dorn), as well as Huntington and Franconia-Springfield in Fairfax County. WMATA is closing these stations to rebuild the platforms, some of which are structurally unsound.

The City supports WMATA's decision to close these stations, as the maintenance is needed to prevent safety hazards and improve the customer experience. At the same time, both WMATA and the City expect disruption to travel patterns. WMATA estimates that there are 17,000 boarding a day at these six. Both WMATA and the City are working together and planning ways to move current metro riders effectively with as minimal disruption as possible.

DISCUSSION: Given the impacts of the Metrorail station closure, both the City and WMATA are proposing a plan that moves people into, out of, and through the City. This plan, which City Council will consider in March, was developed based on four pillars.

Pillar 1 – WMATA Shuttles – The majority of displaced trips will be managed through WMATA's shuttle bus bridges. Two shuttle routes (Shuttles 1 and 3) are express routes between the Pentagon and Huntington or Franconia-Springfield and do not enter the City.

The other two shuttles provide service to Alexandria, with up to five-minute headways during peak periods. Among these shuttles include:

- *Shuttle 2* will provide service at the Franconia-Springfield, Van Dorn and King St-Old Town Metrorail stations, an intermediate stop at the intersection of King Street and Washington Street, and will terminate at Ronald Reagan Washington National Airport.
- *Shuttle 4* will provide service at Huntington, Eisenhower, King St-Old Town, and Braddock Metrorail stations, and will terminate at Crystal City Metrorail station.

WMATA states publicly that the shuttles will move approximately 60 percent of displaced demand. This is a conservative estimate, and both staff and WMATA believe that up to 90 percent of people can be served with shuttles if standees and articulated buses are considered.

At the City's request, WMATA is providing other service enhancements and increased frequency on main routes including:

- Enhanced service on all Metrobus services inside the City, including the 10A, 11Y, and 8Z
- Midday, bidirectional service on the 11Y
- Additional resources for 10E, which travels between Crystal City Metrorail station, Old Town via Washington Street and Hunting Point
- A shuttle between the potential Landmark Mall park-and-ride facility and the Pentagon.

Pillar 2 – City/DASH Mitigation Efforts – The City and DASH will provide enhanced options for travel during this time:

- Additional DASH service on the AT3 and AT4, which serve Pentagon Metrorail station;
- Increased City Transportation Demand Management (TDM) measures, including carpool and vanpool formation, a park and ride lot and telework assistance;
- Promotion of Potomac Riverboat Company's water taxi service which will likely begin morning service as a commute option during this period only. Details of this plan are still being considered and evaluated.

Pillar 3 – Mobility Alternatives – The City will promote alternative modes of transportation during the shutdown period. Examples include:

- Promotion of Capital Bikeshare, potentially including corrals for Capital Bikeshare bikes;
- Bicycle education, promoted through partners at the Bicycle and Pedestrian Advisory Committee (BPAC) and the Washington Area Bicycle Association (WABA);
- Enhancement to provide safer pedestrian access to transit as well as ADA upgrades at new bus stop locations.

Pillar 4 – Outreach and Communication – The City is committed to letting residents and workers know about their options through existing communication channels. Additionally, the City is organizing a robust employer outreach efforts, open houses and graphic displays to more easily explain new commute options through the GO Alex program. The City is also exploring paid media opportunities and on-site street teams before and during the event.

FISCAL IMPACT – The City submitted a proposed budget to the Virginia Department of Rail and Public Transportation (DRPT) on February 15. DRPT may reimburse up to 80 percent of these mitigation costs. Until talks conclude in March, staff will not know what the final reimbursement amount. Elements of the final plan will be determined after a better understanding of the fiscal impact and reimbursement rates are provided by DRPT this winter.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 –TRANSPORTATION COMMISSION CY 2019 WORK PLAN AND INTERDEPARTMENTAL LONG RANGE WORK PLAN

ISSUE: To provide the Transportation Commission with a draft of the Calendar Year (CY) 2019 Transportation Commission Work Plan and to provide the Transportation Commission with a detailed description of each of the transportation-related projects in the Fiscal Year (FY) 2020 Interdepartmental Long Range Plan Work Program (ILRPWP).

RECOMMENDATION: That the Transportation Commission receive the proposed CY 2019 Transportation Commission Work Plan and receive a detailed description of each of the transportation-related projects in the City’s FY 2020 Interdepartmental Long Range Plan Work Program.

DISCUSSION: At the beginning of every year, City Staff provides the Transportation Commission with a draft work plan for the year ahead. This is provided as Attachment 1. During CY 2019, staff will provide information on planning studies, transportation programs, regional significance projects and other funding considerations that will be presented to the Commission throughout the year.

Beginning in Fall 2018, transportation staff begun to review and provide input on the development of the FY 2020 ILRPWP. These are provided as attachments 2 and 3. The objective of this work program is to prepare the City for future changes in land use, transportation technology and other relevant issues. The goal is to align the City’s activities, plans and programs with current relevant policies and set priorities for staff. The development of the FY 2020 ILRPWP is based on improving Alexandrian’s quality of life based in economic, social and environmental sustainability, affordable housing and over all, managing City’s resources effectively and efficiently. The priorities for the FY 2020 ILRPWP are: (i) Land Use, (ii) Transportation and Sustainability, (iii) Housing, and (iv) Open space.

In Fall 2018, the City conducted community outreach activities to inform of these priorities. During January and February, staff provided updates to the various boards and commissions. In March 2019, staff will continue to coordinate internally to develop the final version of the FY 2020 ILRPWP, and in May 2019, staff will seek final endorsement and approval. The main projects and programs related to the transportation are listed below. The projects with an asterisk

(*) denote projects that will likely require the Commission's attention.

Plans/Projects

Landmark Mall Re-planning (PZ, TES, Housing, RPCA, AEDP) *

Following almost a decade of project delays based on changes to ownership structure, retail economics, department store control and the real estate market, ownership has begun the process of re-planning the entire site for coordinated redevelopment. An interdepartmental staff team led by PZ is conducting a community outreach process to consider refinements to the existing 2009 Landmark Van Dorn Corridor Plan. Potential Plan refinements include increased land use flexibility, number of signature buildings, transit and mobility improvements consistent with recent City policies, city facilities, and affordable housing. It is noted that the Carpenter's Shelter facility has been temporarily relocated to the Landmark Mall site while its North Henry site is redeveloped as a new shelter with affordable housing above ("The Bloom"). This interim relocation will not interfere with the re-planning effort or its timing. The re-planning process is anticipated to conclude with hearings in April 2019.

Oakville Triangle Plan Update (PZ, TES, Housing, RPCA, AEDP) *

Virginia Tech's decision to locate an Innovation Campus in Oakville Triangle will include a graduate campus focused on master's and doctoral level programs in computer sciences, software engineering, data sciences, and analytics, among many others. In support of this, some changes to the existing Oakville Triangle Small Area Plan (SAP) will be needed. PZ will lead an interdepartmental effort in working with Virginia Tech and the property owners to develop a draft plan and in seeking feedback from the community to identify necessary changes to the existing Coordinated Development District (CDD), and new DSUPs. Topics may include circulation, open space, land use, and building heights. Master plan and CDD amendments are anticipated for Spring 2019 and DSUPs are anticipated for hearings in Fall 2019.

Environmental Action Plan (TES, PZ, RPCA, Housing, GS) *

Per the City Council's Eco-City Alexandria initiative, the Environmental Action Plan 2030 (EAP) was adopted by City Council in 2009 following an extensive public outreach campaign. The EAP calls for updating 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, prioritizing efforts, and 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. In consultation with the Environmental Policy Commission (EPC), staff is updating the EAP in two phases. Phase 1 was completed in Fall 2018. Phase 2 will focus on the remaining short-term principle areas and all mid- and long-term action items is planned for Council consideration in June 2019.

Transit Vision Study (TES, DASH, PZ) *

The goal of the study is to identify existing bus transit needs in Alexandria, as well as future projected needs and untapped markets, and develop an unconstrained future bus transit network / alignment that responds without bias to current and projected needs. Similar efforts have been conducted in cities such as Houston, Jacksonville and San Jose, where similar plans were used to adapt the transit system to existing and future demographics and land use. The study will heavily focus on data to develop the proposed network.

Eisenhower East Phase 2 Plan Update (PZ, TES, RPCA, AEDP, Housing) *

Phase 1 of the Eisenhower East Plan Update, completed in January 2018, allowed new flexibility for residential, retail and hotel land uses on certain parcels, responsive to significant changes in office market demand and occupancy. Phase 2 of the Plan Update will consider additional density and the appropriate land use flexibility for the remaining blocks, given the City's unchanged goal for Eisenhower East to remain one of the City's key mixed-use economic development engines. Additional topics anticipated for consideration include retail strategy, streetscape and public realm improvements, options or strategies for affordable housing, and interim uses. Internal staff work and studies for Phase 2 of the Plan update began in late Fall 2018, with the community process anticipated for completion in Fall 2019.

North Potomac Yard CDD Update (PZ, TES, Housing, RPCA)

The property owner of North Potomac Yard, JBG, has indicated readiness to proceed with redevelopment of Phase 1 (the 20-acre theater site). In order to move forward, an update to the associated Coordinated Development District (CDD) Concept Plan and conditions will be needed in order to be consistent with the North Potomac Yard Plan Update approved by City Council in 2017. The Potomac Yard Design Advisory Committee (PYDAC) will serve as the community forum for the public process. PYDAC includes a broad representation of area stakeholders, including representatives of the National Park Service, Potomac Yard Civic Association (PYCA), and the Del Ray Citizens Association, among others.

Alexandria Mobility Plan (TES, PZ, ITS) *

The Transportation Master Plan was approved by City Council in 2008. 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 more recent programs and policies such as Vision Zero and Complete Streets. An updated Bicycle-Pedestrian chapter was approved by City Council in 2016. Periodic updates also ensure that the City's policies and recommendations are current with best practices, industry standards and changing technology and behavior. This effort will take place in two phases with additional funding planned in FY 2021 to complete the update. Internal work for the first phase has begun. This phase will update the content and format of the Streets chapter and will create standalone chapters for Transportation Demand Management and Smart Mobility. The Smart Mobility chapter will be focused on the City's efforts to better manage traffic and mobility through use of new technology. The second phase will update the Parking chapter, expand the Smart Mobility Chapter and utilize the results from the Transit Vision Study to help update the Transit Chapters.

Smart Mobility Initiative (TES, ITS, DASH, OEM, APD) *

The City's Smart Mobility initiative is keeping City streets safe and running smoothly in the near term, while also laying the groundwork for emerging technologies that will shape transportation over the next five, 10, 20 years and beyond. The intent of these intelligent transportation system (ITS) projects is to will improve mobility throughout the city and create a technology infrastructure that will allow incorporation of future, yet to be developed emerging technologies such as autonomous self-driving vehicles. There are three ITS projects that are currently planned or already in progress; ITS Integration (broken into 5 phases), Transit Vehicle Signal Priority, and Adaptive Signal Control. These projects will enable City staff to use sensors and cameras to monitor live traffic and road conditions to better manage the traffic signals along major corridors, will improve transit service on key bus routes, and will install a series of "smart" traffic signals that can adapt to changing traffic conditions in real time.

Mount Vernon Avenue Plans Update (Mount Vernon Avenue Business Plan and the Arlandria Action Plan) (PZ, TES, RPCA, Housing, AEDP)

Following completion of the Landmark Mall Re-planning work and Eisenhower East Phase 2 Plan Update, staff will undertake a strategic update to the two Mount Vernon Avenue Plans covering Del Ray and Arlandria (2005 Mount Vernon Avenue Business Plan and 2003 Arlandria Action Plan). Discussions with stakeholders regarding the scope of the plan update have surfaced the following plan update topics: 1) Business District sustainability and competitiveness, 2) Update to guidelines for redevelopment sites and Leslie Avenue, 3) Implementation priorities and funding, 4) Pedestrian safety and accessibility, 5) Historic preservation and 6) Equity in the provision of services and infrastructure. With the planned phased arrival of Amazon in Crystal City and Virginia Tech Innovation Campus in the Oakville Triangle area, staff also anticipates analysis of additional topics such as equity/affordable housing and neighborhood infill.

The 2019 Plan Update will also consider pedestrian safety and accessibility improvements in Arlandria along the Mount Vernon Avenue corridor, consistent with the City's Vision Zero goal and Complete Streets Guidelines. Community feedback will help develop and prioritize Arlandria's short term safety improvements (to be funded by an existing grant) and longer-term improvements. Improvements for extended sidewalks, shortened crossing distances and accessible bus stops are already planned for implementation along Mount Vernon Avenue in Del Ray in 2019.

Duke Street Transitway Environmental Planning and Concept Design (TES, P&Z)

The Duke Street Transitway is included in the City's Transportation Master Plan (2008), and further studied in the Transitway Corridors Feasibility Study (2012), where the mode and alignment were recommended. The project is receiving \$12 million of NVTA Regional funds toward environmental planning and design, starting in FY 2020. The City intends to begin the environmental analysis in 2020, followed by design. This effort is intended to be coordinated with the Duke Street Area Plan Update (below).

Duke Street Area Plan update (PZ, TES, RPCA, Housing, AEDP)

The Small Area Plan for this area of the City was last updated in 1992. Multiple sites located along/near Duke Street west of Old Town (generally between Dove Street and Witter Avenue) have demonstrated interest in or a high likelihood for redevelopment. In addition, other planning efforts in the area, the Duke Street Transitway (above) and the Witter Wheeler Campus planning initiative, will need to be coordinated and incorporated into a cohesive land use plan. Therefore, a Plan update is proposed for this area in FY 2020-2021 to provide updated guidance for redevelopment sites and to ensure that infrastructure and amenities are planned to meet the needs of existing and future redevelopment. An updated small area plan for this portion of the City will address community needs, infrastructure needs, affordable housing, open space, and economic development. The planning effort will engage the community in establishing a long-term vision for the area so that redevelopment occurs in a coordinated manner consistent with the City's policies and vision for the future.

Studies/Policy Initiatives

Residential Parking Permit Program (TES)

On-street parking is one of Alexandrians' biggest concerns, and directly affects access and

quality of life. Currently, the City Code does not allow for a proactive, staff-initiated process to create a new residential parking permit district or to update the restrictions within existing districts. There are certain situations where a comprehensive, staff-led approach to creating residential parking restrictions would be appropriate, such as creating a district around the planned new Potomac Yard Metrorail Station or retail area. Staff will also review other updates to the program to help improve the effectiveness of the program. Starting in summer 2018, staff began a review of the current program and development of proposed options for updates, with the goal of a public hearing for a change to the City Code in spring 2019.

Plan Implementation

Plan implementation has become a large and growing element of the planning work program. As more plans are adopted, more staff resources are needed to be devoted to this body of work.

Eisenhower West/Landmark Van Dorn Plan (PZ, TES, RPCA, Housing, DPI)

Studies identified in the Plans to begin implementation of the long-term vision for the area have been completed, including: Air Quality Modeling Analysis near Van Dorn Metrorail Station, Infrastructure Plan, and Developer Contributions Analysis. City Council approved a Developer Contribution Policy for the plan area in Fall 2018.

Parking Technologies *

The parking technologies project provides funding for the deployment of new parking technologies, such as real-time parking occupancy systems for on-street spaces and parking garages/lots, web-based interactive parking map, dynamic signage that illustrates real-time parking availability in city-owned garages, and other parking technologies. These technologies will mostly be off-the-shelf solutions requiring minimal design and engineering.

Transportation Demand Management (TDM) Program and Transportation Management Plans (TMP) (TES) *

The City's Transportation Demand Management (TDM) program, "GO Alex", keeps Alexandria residents, visitors and workers informed of all of their transportation options. GO Alex educates the public about transit and active commuting options through several methods, including grassroots outreach, employer outreach, new resident packets, a bi-annual newsletter, and the GO Alex webpage. In addition, GO Alex also provides travel-planning assistance through the Mobile Store.

Transportation management plans (TMPs) are required by developers in order to limit the number of cars in Alexandria and promote alternative commuting behavior. Cars create congestion, which threatens the City's appeal to residents and businesses and increases greenhouse gas emissions. The City works with developers to limit cars by creating alternative transportation incentive programs at major developments and working with their TMP coordinators. The City holds annual TMP workshops with coordinators to share ideas for reducing single occupant vehicle trips and discuss TMP requirements, such as required surveys and funding plans.

Wayfinding (TES, PZ, RPCA, DPI)

Multiple phases of the Wayfinding program have been implemented over previous fiscal years, including parking directional signs and pedestrian kiosks in Old Town, City park and recreation

center identification signs, and new highway signs. Most recently, vehicular signs on major corridors throughout the city have been installed and the final phase of this program component is anticipated to be completed in early 2019. New destination identity signs, consistent with the Wayfinding program, have been installed at several Office of Historic Alexandria museums, as have two new interpretive signs. Historic district markers have been installed for the Town of Potomac in Del Ray; markers for the Old and Historic Alexandria District in Old Town will be installed by early 2019. Gateway signage is anticipated for FY 2019, as well as a new Metro station kiosk at King Street through the bus loop reconfiguration project. Freestanding interpretive panels and destination identity signs are planned for implementation in late FY 2019 – early FY 2020.

West End Transitway Design (TES, DPI)

DPI, in coordination with TES, is leading the Design work for the West End Transitway. The Transitway will be implemented in a phased approach, consistent with information shared with the public and City leadership. An RFP (Request for Proposals) to complete 100% Design on Phase 1 – Transportation System Management, along the entire corridor (Van Dorn Metro to King Street) is anticipated to be released in 2019 and will be funded by existing NVRTA (Northern Virginia Transportation Authority) 70% funds. The Design phase will include technical work, interdepartmental coordination, and external stakeholder engagement.

Vision Zero Action Plan & Complete Streets Program (TES) *

The ongoing implementation is a City priority to eliminate traffic deaths and serious injuries by 2028. Work in FY 2020 will focus on short-term improvements, education and outreach, data collection and planning for longer-term engineering improvements. Initiatives are also underway in the police department. The Complete Streets program funds capital infrastructure improvements to the non-motorized transportation network, including sidewalks, curbs, gutters, pedestrian crossings, on-street bicycle facilities, bicycle parking, and access ramps throughout the City. The implementation of these improvements is coordinated with annual street resurfacing programs.

Braddock Plan Implementation (PZ, RPCA, TES, Housing, DPI)

Construction of the Plan recommended streetscape improvements on Fayette Street – a Plan identified “walking street” is anticipated for completion in FY 2019. Implementation activity in FY 2020 will continue with community input on projects related to recommendations in the Braddock Plan, including redevelopment projects.

Beauregard Plan Implementation (PZ, DPI, TES, RPCA, Housing)

Plan implementation continues with an emphasis on the review of development applications by staff and the Beauregard Design Advisory Committee (BDAC). Coordination will continue with long-term planning for the West End Transitway and the Seminary-Beauregard Ellipse. Placements into the 105 committed affordable units at Southern Towers were completed in July 2018 and Housing staff continues to make referrals as units become vacant/available. Outreach to the resident community continues, with semi-annual meetings providing updates on City affordable housing and social service (aging, workforce development, small business) resources. Staff actively marketed the St. James Plaza affordable housing development (93 units) that was completed in April 2018 to the Beauregard households in Housing’s database. The waiting list for St. James was nearly 3,000 households. Both the Gateway and The Spire projects will provide additional housing affordability resources in upcoming years.

In late FY 2019/early 2020, analysis will be done to evaluate the “Ellipse” recommended in the Beauregard Plan. Pending the results of the analysis, any proposed changes will be shared with the community for review and comment.

North Potomac Yard Plan (PZ, TES, RPCA, Housing, AEDP)

Following the 2017 adoption of the North Potomac Yard Plan update, the next step in implementation will be associated regulatory approvals, including CDD Concept Plan amendments, rezoning, and DSUPs (see #9 under “Plans/Projects”).

Regional Transportation Initiatives (TES)

Many important regional transportation and transit planning initiatives are shown in the Interdepartmental Long-Range Planning Work Plan. 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 relieving congestion throughout the region, and providing an efficient and effective public transportation network which connects the City to the rest of the region.

Interdepartmental Development Review.

Beauregard Plan Projects: In October 2018, Monday Properties received approval to remove the office building at 2000 N. Beauregard St and construct a new multifamily residential building. Monday Properties purchased much of the area known as the “Adams neighborhood” within the Beauregard SAP, which extends from 2000 N. Beauregard to 1500 N. Beauregard St. As part of the approval, the applicant agreed to dedicate the necessary right-of-way along their frontage to facilitate the future West End Transitway. The approval also replaced a proposed roadway at the rear of the property with a publicly accessible multi-use trail.

Affordable housing in Beauregard saw placements into the 105 committed affordable units at Southern Towers completed in July 2018. Housing staff continues to make referrals as units become vacant/available. Outreach to the resident community continues, with semi-annual meetings providing updates on City affordable housing and social service (aging, workforce development, small business) resources. Staff actively marketed the St. James Plaza affordable housing development (93 units) that was completed in April 2018 to the Beauregard households in Housing’s database. The waiting list for St. James was nearly 3,000 households. Both the Gateway and The Spire projects will provide additional housing affordability resources in upcoming years.

Braddock Projects: Braddock Gateway Phase II is currently in the Final Site Plan review stage with construction anticipated for mid-2019. Braddock Gateway Phase III was approved by City Council in December 2018 and 1200 N. Henry Street was approved by City Council in September 2018. Advancement of these projects will continue to require significant staff resources in FY 2020 and may spur interest in redevelopment of the Braddock Metro Station site, which developers may pursue through a WMATA unsolicited bid process based on the development guidelines of the Braddock Metro Neighborhood Plan.

Eisenhower East Projects: Development interest in the Eisenhower East area is high,

stimulated by the National Science Foundation (NSF) location to that area and the transit proximate location. In 2018, City Council approved DSUPs for Blocks 4 & 5 (to include a new Wegman's), Block 20 (residential and hotel use), and Block 6A (conversion of existing office to residential use). An update to the Small Area Plan anticipated for completion in Fall 2019 will likely be followed by redevelopment applications. Several projects are expected to break ground in FY 2020, including Carlyle Plaza II, Block 6A, and the Block 20 residential tower.

Landmark/Van Dorn and Eisenhower West Projects: The Greenhill application was approved at the City Council to public hearing in December 2018, with engagement by various City departments and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group as part of the review and analysis of this project. Greenhill has requested approval for the future redevelopment of their 15-acre site with new streets, coordinated open space, and new buildings of varying densities, heights and a mixture of multi-family, office, hotel, and commercial/retail uses, as well as a future public school or civic use. Another project, Boat US/Public Storage is proposing a self-storage building in Phase 1 and the development of a future multifamily residential building in Phase 2. The project proposes dedication of 3.6 acres of land adjacent to Backlick Run to the City to create a new public park. It was heard and approved by the Planning Commission in December 2018. The applicant opted to defer the project prior to the City Council hearing until March 2019 in order to refine the building and continue to work with the community.

Old Town North Projects: 1201 N. Royal (Craddock site) and the Royal Street Bus Barn co-owners/contract owners are requesting redevelopment approval and hearings are anticipated in Winter 2019. Engagement with neighborhood groups and managing the ongoing development process, including the implementation of the Arts District zoning, require ongoing staff involvement in this area in FY 2020. Development plans for the redevelopment of the Crowne Plaza hotel, and the Abingdon Row townhouses have been approved and may be under construction in 2019.

Old Town Projects: A mix of new construction and adaptive reuse of historic buildings continues in Old Town. In the fall of 2019, a new hotel was approved at the historic building at 699 Prince and a new adjacent annex building. In the FY 2020, staff will work on redevelopment of the Campagna Center (418 S. Washington St) to multi-family and redevelopment at 1300 King Street for mixed-use retail and multi-family.

Potomac Yard Projects: Major projects in Landbays G and H moved forward in 2018. Within Landbay G, where National Institute for the Blind (NIB) is currently under construction, another office building will be constructed for the future headquarters for the American Physical Therapy Association (APTA). The Institute for Defense Analysis will build its new headquarters in the coming years in Landbay G. Within Landbay H, a senior/independent living project was approved for the portion fronting Route 1.

Waterfront Projects: Robinson Landing and 211 The Strand are both actively under construction and will continue to require significant staff resources in FY 2020 for building permit review and on-site inspections. Staff is working on any approvals that may be necessary related to the tall ship Providence being docked on an ongoing basis on the city's waterfront in 2019. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordination will continue. Staff continues to work on the expanded Waterfront Park (early 2019 opening) and

other improvements as part of the Waterfront Plan implementation.

2019 Transportation Commission Work Plan

	Dec-18	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	
City Planning Studies														
				★	TRANSPORTATION COMMISSION RETREAT (March 2)									
Landmark Mall Redevelopment				▲ Update			▲ Update					▲ Update		
Eisenhower West Implementation						▲ Written Update				▲ Update				
Potomac Yard Metrorail Station							▲ Written Update					▲ Public Hearing		
Oakville Triangle SAP						▲ Written Update					▲ Update			
Alexandria Transit Vision Study							▲ Written Update				▲ Update			
Environmental Action Plan Update: Phase II					▲ Endorsement							▲ Update		
Eisenhower East SAP					▲ Written Update							▲ Update		
Transportation Funding														
Transportation LRP - Unfunded Projects						▲ Guidance	▲ Projects	▲ Scoring			▲ Public Hearing			
FY2020-2029 City Budget			▲ Update		▲ Public Hearing						▲ Guidance			
6 Year Plan / RSTP / CMAQ Funding Request												▲ Recommendation		
I-395 Grant Application				▲ Update										
NVTA 70% Funding			▲ Update on submission										▲ Process	
FY2025-26 Smart Scale Grants		▲ Update				▲ Update								
Transportation Programs														
TDM Program												▲ Update / Grant		
Vision Zero Action Plan Implementation				▲ Update										
Capital Bikeshare Expansion				▲ Update								▲ Written Update		
Complete Streets Annual Update														
Parking Technologies									▲ Update					
Regional Projects / Plans														
DC to Richmond High Speed Rail (DC2RVA)							▲ Update							

Commission Update / Presentation ▲
 Item requiring commission action ▲

Project Descriptions
DRAFT FY 2020 Interdepartmental Long-Range Planning Work Program

JANUARY 2019

Project descriptions for items in the draft work program are provided below in the same numbered order as those shown in the Bar Chart, with participating departments shown in parentheses. A section on anticipated major development cases is provided at the end.

Plans/Projects

1. *Pocket Park Plan (RPCA, TES)*

In 2012, the Division of Park Planning, Design, and Capital Development began planning for parks by typology. Pocket Parks are the next typology that the Division will be planning. These parks are publicly owned, no larger than 0.5 acre, and have no recent existing plans. The planning process for sixteen pocket parks will conclude in early 2019.

2. *Landmark Mall Re-planning (PZ, TES, Housing, RPCA, AEDP)*

Following almost a decade of project delays based on changes to ownership structure, retail economics, department store control and the real estate market, ownership has begun the process of re-planning the entire site for coordinated redevelopment. An interdepartmental staff team led by PZ is conducting a community outreach process to consider refinements to the existing 2009 Landmark Van Dorn Corridor Plan. Potential Plan refinements include increased land use flexibility, number of signature buildings, transit and mobility improvements consistent with recent City policies, city facilities, and affordable housing. It is noted that the Carpenter's Shelter facility has been temporarily relocated to the Landmark Mall site while its North Henry site is redeveloped as a new shelter with affordable housing above ("The Bloom"). This interim relocation will not interfere with the re-planning effort or its timing. The re-planning process is anticipated to conclude with hearings in April 2019.

3. *Oakville Triangle Plan Update (PZ, TES, Housing, RPCA, AEDP)*

Virginia Tech's decision to locate an Innovation Campus in Oakville Triangle will include a graduate campus focused on master's and doctoral level programs in computer sciences, software engineering, data sciences, and analytics, among many others. In support of this, some changes to the existing Oakville Triangle Small Area Plan (SAP) will be needed. PZ will lead an interdepartmental effort in working with Virginia Tech and the property owners to develop a draft plan and in seeking feedback from the community to identify necessary changes to the existing Coordinated Development District (CDD), and new DSUPs. Topics may include circulation, open space, land use, and building heights. Master plan and CDD amendments are anticipated for Spring 2019 and DSUPs are anticipated for hearings in Fall 2019.

4. *Resolution 830 Modernization (PZ, Housing, ARHA)*

The Resolution 830 Modernization initiative is a community discussion to review and potentially revise and/or expand Resolution 830. Among the goals are to develop a common

interpretation and understanding of Resolution 830 and required “replacement units,” and to update the document to reflect opportunities and constraints that have emerged over time. Findings from the community engagement process with the stakeholder group (which occurred from January through April 2018) were presented to the ARHA Redevelopment Work Group, the ARHA Board of Commissioners and City Council for their review and further guidance in June 2018, and a proposed draft Revised Resolution 830 was presented in October. It is anticipated that a final Revised Resolution 830 will be developed, will be scheduled for consideration and approval, and then implemented in Spring 2019. City staff will separately evaluate options to potentially extend Resolution 830-like protections to other nonprofit housing providers in FY 2020.

5. *Environmental Action Plan (TES, PZ, RPCA, Housing, GS)*

Per the City Council’s Eco-City Alexandria initiative, the Environmental Action Plan 2030 (EAP) was adopted by City Council in 2009 following an extensive public outreach campaign. The EAP calls for updating 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, prioritizing efforts, and 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. In consultation with the Environmental Policy Commission (EPC), staff is updating the EAP in two phases. Phase 1 was completed in Fall 2018. Phase 2 will focus on the remaining short-term principle areas and all mid- and long-term action items is planned for Council consideration in June 2019.

6. *Green Building Policy (PZ, TES, RPCA, Housing, GS)*

As part of the EAP update, the Green Building Policy will also be updated. A Green Building Policy Task Force will review and provide recommendations for an updated policy to be considered for adoption in June of 2019.

7. *Transit Vision Study (TES, DASH, PZ)*

The goal of the study is to identify existing bus transit needs in Alexandria, as well as future projected needs and untapped markets, and develop an unconstrained future bus transit network / alignment that responds without bias to current and projected needs. Similar efforts have been conducted in cities such as Houston, Jacksonville and San Jose, where similar plans were used to adapt the transit system to existing and future demographics and land use. The study will heavily focus on data to develop the proposed network.

8. *Eisenhower East Phase 2 Plan Update (PZ, TES, RPCA, AEDP, Housing)*

Phase 1 of the Eisenhower East Plan Update, completed in January 2018, allowed new flexibility for residential, retail and hotel land uses on certain parcels, responsive to significant changes in office market demand and occupancy. Phase 2 of the Plan Update will consider additional density and the appropriate land use flexibility for the remaining blocks, given the City's unchanged goal for Eisenhower East to remain one of the City's key mixed use economic development engines. Additional topics anticipated for consideration include retail strategy, streetscape and public realm improvements, options or strategies for affordable housing, and interim uses. Internal staff work and studies for Phase 2 of the Plan

update began in late Fall 2018, with the community process anticipated for completion in Fall 2019.

9. *North Potomac Yard CDD Update (PZ, TES, Housing, RPCA)*

The property owner of North Potomac Yard, JBG, has indicated readiness to proceed with redevelopment of Phase 1 (the 20-acre theater site). In order to move forward, an update to the associated Coordinated Development District (CDD) Concept Plan and conditions will be needed in order to be consistent with the North Potomac Yard Plan Update approved by City Council in 2017. The Potomac Yard Design Advisory Committee (PYDAC) will serve as the community forum for the public process. PYDAC includes a broad representation of area stakeholders, including representatives of the National Park Service, Potomac Yard Civic Association (PYCA), and the Del Ray Citizens Association, among others.

10. *Small Cell Facilities Guidelines and Standards (CMO, PZ, TES, CAO)*

The purpose of this project is to establish guidance for the placement and design of small cell infrastructure within the public right-of-way to address engineering, safety, and other issues of importance to the community. The guidelines would be aimed at meeting the functional needs of the necessary telecommunication infrastructure to provide adequate and future coverage demand within the character and function of the City's public realm and public spaces. This review will consider both 4G and 5G technology needs.

11. *Alexandria Mobility Plan (TES, PZ, ITS)*

The Transportation Master Plan was approved by City Council in 2008. 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 more recent programs and policies such as Vision Zero and Complete Streets. An updated Bicycle-Pedestrian chapter was approved by City Council in 2016. Periodic updates also ensure that the City's policies and recommendations are current with best practices, industry standards and changing technology and behavior. This effort will take place in two phases with additional funding planned in FY 2021 to complete the update. Internal work for the first phase has begun. This phase will update the content and format of the Streets chapter and will create stand alone chapters for Transportation Demand Management and Smart Mobility. The Smart Mobility chapter will be focused on the City's efforts to better manage traffic and mobility through use of new technology. The second phase will update the Parking chapter, expand the Smart Mobility Chapter and utilize the results from the Transit Vision Study to help update the Transit Chapters.

12. *Smart Mobility Initiative (TES, ITS, DASH, OEM, APD)*

The City's Smart Mobility initiative is keeping City streets safe and running smoothly in the near term, while also laying the groundwork for emerging technologies that will shape transportation over the next five, 10, 20 years and beyond. The intent of these intelligent transportation system (ITS) projects is to will improve mobility throughout the city and create a technology infrastructure that will allow incorporation of future, yet to be developed emerging technologies such as autonomous self-driving vehicles. There are three ITS projects that are currently planned or already in progress; ITS Integration (broken into 5

phases), Transit Vehicle Signal Priority, and Adaptive Signal Control. These projects will enable City staff to use sensors and cameras to monitor live traffic and road conditions to better manage the traffic signals along major corridors, will improve transit service on key bus routes, and will install a series of "smart" traffic signals that can adapt to changing traffic conditions in real time.

13. Sanitary Sewer Master Plan Update (TES, AlexRenew, DPI, RPCA, PZ)

The City's Sewer Master Plan was first developed and adopted in 2013 and needs to be updated. In addition to the Long-Term Control Plan Update for Combined Sewer System, this update will incorporate changes from all the small area plan updates including Beauregard Small Area Plan, North Old Town Small Area Plan, Eisenhower East and West Small Area Plans, etc. Updated population and growth projections will be used for updating sewer hydraulic and financial models. This plan will also incorporate the results of sewer user fee and connection fee studies and will provide recommendations to inform the Sanitary Sewer CIP. The plan update was initiated in FY 2019 and work will be completed by the end of FY 2020.

14. Census 2020 Community Outreach (PZ, ITS, Housing, DHS, OCPI)

Prior to the 2020 Census, City staff will conduct community outreach in pursuit of a "complete count." The City's complete count effort in 2010, led by P&Z, engaged local and regional partners to spread the word about the importance of participating in the Census. Since many funding, budget and other decisions are based on a locality's population, and the decennial census is the one chance every ten years to get it right, it is important that every Alexandrian be counted. The result of the 2010 effort was improved participation, especially in neighborhoods with high percentages of foreign-born, limited-English proficiency households. Staff is planning a similar approach for the 2020 census, with initial meetings of the group planned for early 2019.

15. Waterfront History Implementation Plan (OHA, DPI, P&Z, RPCA, Visit Alexandria)

The Waterfront History Plan was approved by Alexandria City Council as part of the Waterfront Small Area Plan in 2012. The goal of the Waterfront History Plan is to integrate Alexandria's maritime history into the parks and promenades along the waterfront. A formal implementation plan using the historic themes and recommendations outlined in the Waterfront History Plan needs to be created. This effort will begin in early FY2020 with the first half of the year focused on interpretive planning and concept design, followed by design development the 2nd half of the year, and phased implementation over the next 3 to 5 fiscal years, funding dependent.

16. Joint City Schools Facilities Master Plan (PZ, ACPS, GS, OMB, RPCA, Housing)

The Ad Hoc Joint City-Schools Facility Investment Task Force recommended that the City and ACPS develop a joint facilities master plan that determines a facilities baseline for the City and ACPS, reviews existing assumptions about the need for capital projects to support service delivery now and in the future, develops a strategic vision for facilities development for the City and ACPS; and synthesizes the facilities baseline, assumptions, and the strategic vision into a roadmap that addresses the City and ACPS' highest needs and biggest risks first,

considers the potential use of swing space in an optimal manner, and formulates a smart strategy for land acquisition and use.

The plan would serve as a road map and identify opportunities for collaborative projects between the City and ACPS and allow both entities the ability to engage in smart project design and project planning. It would permit both entities to take advantage of opportunities to bundle projects for efficiency in execution, which was the rationale for the Task Force method of planning for the Witter / Wheeler campus. A joint facilities master plan would provide ongoing context and guidance to the City and ACPS CIP. The typical duration of a master plan is longer (e.g., 20 to 30 years) than a funding plan to allow for the full universe of needs to be identified and addressed. It would allow for a better understanding of opportunity costs of prioritizing and sequencing projects ahead of others when balancing for known funding levels.

17. Mount Vernon Avenue Plans Update (Mount Vernon Avenue Business Plan and the Arlandria Action Plan) (PZ, TES, RPCA, Housing, AEDP)

Following completion of the Landmark Mall Re-planning work and Eisenhower East Phase 2 Plan Update, staff will undertake a strategic update to the two Mount Vernon Avenue Plans covering Del Ray and Arlandria (2005 Mount Vernon Avenue Business Plan and 2003 Arlandria Action Plan). Discussions with stakeholders regarding the scope of the plan update have surfaced the following plan update topics: 1) Business District sustainability and competitiveness, 2) Update to guidelines for redevelopment sites and Leslie Avenue, 3) Implementation priorities and funding, 4) Pedestrian safety and accessibility, 5) Historic preservation and 6) Equity in the provision of services and infrastructure. With the planned phased arrival of Amazon in Crystal City and Virginia Tech Innovation Campus in the Oakville Triangle area, staff also anticipates analysis of additional topics such as equity/affordable housing and neighborhood infill.

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18. Duke Street Transitway Environmental Planning and Concept Design (TES, P&Z)

The Duke Street Transitway is included in the City's Transportation Master Plan (2008), and further studied in the Transitway Corridors Feasibility Study (2012), where the mode and alignment were recommended. The project is receiving \$12 million of NVTAR Regional funds toward environmental planning and design, starting in FY 2020. The City intends to begin the environmental analysis in January 2020, followed by design. This effort is intended to be coordinated with the Duke Street Area Plan Update (below).

19. Duke Street Area Plan update (PZ, TES, RPCA, Housing, AEDP)

The Small Area Plan for this area of the City was last updated in 1992. Multiple sites located along/near Duke Street west of Old Town (generally between Dove Street and Witter Avenue) have demonstrated interest in or a high likelihood for redevelopment. In addition, other planning efforts in the area, the Duke Street Transitway (above) and the Witter Wheeler Campus planning initiative, will need to be coordinated and incorporated into a cohesive land use plan. Therefore, a Plan update is proposed for this area in FY 2020-2021 to provide updated guidance for redevelopment sites and to ensure that infrastructure and amenities are planned to meet the needs of existing and future redevelopment. An updated small area plan for this portion of the City will address community needs, infrastructure needs, affordable housing, open space, and economic development. The planning effort will engage the community in establishing a long-term vision for the area so that redevelopment occurs in a coordinated manner consistent with the City's policies and vision for the future.

20. Dog Park Master Plan Update: (RPCA (lead); TES; P&Z; DPI)

Adopted by City Council in 2000, the Dog Park Master Plan defines areas for unleashed dog exercise and establishes guidelines for the creation of any new fenced dog parks and dog exercise areas. This update will include a study of equitable distribution of dog facilities in the City and will review and update dog park rules, regulations and design standards to ensure best practices are maintained. The update will include an action plan to meet projected development plans and population forecasts.

21. Stream Valley and Trail Plan (RPCA, TES, PZ)

This interdepartmental plan will provide a framework and vision for the stream valleys in Alexandria, recognizing these corridors for their potential, not just as waterways, but also as trail connections, recreational opportunities and urban ecological habitats. The plan would initially focus on developing a vision for Backlick Run with a set of principles and design guidelines that could be applied to stream valleys throughout the city. The timing of the plan is particularly important as a guiding document for upcoming development expected along the stream banks in the Eisenhower Corridor. It also supports the ongoing high priority of trails and passive spaces, as continually identified in the RPCA needs assessment. The Four Mile Run Restoration Plan will be used as basis for a scope of work. This effort is funding dependent and would be scheduled for FY 2021.

22. Daingerfield Island Master Plan (NPS, PZ, TES, RPCA)

As part of the City's Potomac Yard Metrorail Station "Net Benefits Agreement" with the National Park Service (NPS) with regard to the Potomac Yard Metrorail Station, the City will participate in an NPS-led master plan effort for Daingerfield Island. Timing for the start of the master plan process while uncertain, would not begin per NPS scheduling before FY 2021.

Studies/Policy Initiatives

23. Landscape Guidelines Update (RPCA, PZ, TES)

The Guidelines, first published in 1997, were last updated in 2007. This effort will update the guidelines to reflect goals and recommendations contained within the Urban Forestry Master

Plan and the Environmental Action Plan, both approved by City Council in 2009. City Council endorsement is planned for early 2019.

24. Residential Parking Permit Program (TES)

On-street parking is one of Alexandrians' biggest concerns, and directly affects access and quality of life. Currently, the City Code does not allow for a proactive, staff-initiated process to create a new residential parking permit district or to update the restrictions within existing districts. There are certain situations where a comprehensive, staff-led approach to creating residential parking restrictions would be appropriate, such as creating a district around the planned new Potomac Yard Metrorail Station or retail area. Staff will also review other updates to the program to help improve the effectiveness of the program. Starting in summer 2018, staff began a review of the current program and development of proposed options for updates, with the goal of a public hearing for a change to the City Code in spring 2019.

25. Parker-Gray Zoning (PZ)

Current open space requirements in the RB zone, primarily found in the Parker-Gray historic district, may be affecting homeowners' ability to construct reasonable additions that allow them to stay in the neighborhood. This study will examine the zone requirements and historic regulations to determine if an amendment to the zoning ordinance can address the issue without compromising Parker-Gray neighborhood character.

26. Housing Contribution Review Work Group (Housing, PZ)

A work group to include stakeholders will be convened in Spring 2019 to review proposed revisions to the existing contribution policy to clarify and make its application more consistent (including in cases involving re-zonings and CDDs, as well as in the application of Tiers 1 and 2 for mixed-use projects involving commercial and residential square footage), and to develop contribution policies that address other emerging land use and development trends, including conversion of commercial space to residential, changes of proposed uses from commercial to residential, redevelopment of existing multifamily properties and redevelopment of existing affordable rental housing, including requirements for relocation and replacement of affordable housing. The contribution policy to be developed for senior living facilities may also be reviewed by this group, along with staff's recommendations regarding the feasibility of a potential inclusionary zoning policy (see below) and zoning revisions to permit accessory dwelling units. The goal of the Work Group is to capture value available to yield additional opportunities for affordable and/or workforce housing as well as to achieve more certainty in the development process.

27. Inclusionary Zoning Policy Feasibility Analysis (PZ, Housing)

This analysis will evaluate whether an Inclusionary Zoning policy for new development will facilitate production of more affordable units than are yielded currently through existing City housing policy and investment. Based on economic analysis anticipated to be performed by a third party consultant, the effort will review successful inclusionary zoning programs elsewhere, including in comparable markets within the DC region, and evaluate how such a policy may impact the short- and long- term economic impacts on Alexandria's real estate development market, how an Inclusionary Zoning program can be most efficiently administered, and knowledge of Virginia legislative policies regarding housing. The work, and staff's preliminary recommendations regarding next steps, would be completed on a

schedule to potentially inform the Fall 2019 City Legislative package requests to the General Assembly, including completion of a report that could be shared with City Council in early September, as well as help staff develop appropriate community outreach to occur in Fall 2019.

28. *Accessory Dwelling Unit Feasibility Analysis (PZ, Housing)*

In FY 2020, staff will conduct analysis on the feasibility of modifying the zoning ordinance to permit accessory dwelling units in certain areas as an option to increase the stock of affordable and accessible housing in the City. Based on its study, a report outlining the benefits and liabilities of a zoning text amendment to allow ADUs will be vetted with the Housing Contribution Review Work Group, so that staff can make recommendations regarding next steps, including whether a public engagement process should be undertaken. A review of the feasibility and economics of micro units could also be part of this study.

29. *Open Space in New Development (PZ, RPCA)*

This effort is looking at issues related to open space in new development, such as whether there should be guidelines for different types of open space (ground level and rooftop) as well as exploring a process for developer contributions for off-site open space. After a process of discussion with the community, Planning Commission and City Council, a proposal for potential adjustments is anticipated for review in mid FY 2020.

30. *Census, Forecasting and Demographics (PZ)*

This program includes analysis of Census and 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.

Plan Implementation

Plan implementation has become a large and growing element of the planning work program. As more plans are adopted, more staff resources are needed to be devoted to this body of work.

1. *Eisenhower West/Landmark Van Dorn Plan (PZ, TES, RPCA, Housing, DPI)*

Studies identified in the Plans to begin implementation of the long-term vision for the area have been completed, including: Air Quality Modeling Analysis near Van Dorn Metrorail Station, Infrastructure Plan, and Developer Contributions Analysis. City Council approved a Developer Contribution Policy for the plan area in Fall 2018.

2. *Housing Master Plan (Housing, PZ, GIS, ARHA, TES, Code, GS, ACPS, DCHS/Aging)*

The Housing Master Plan (HMP) identified tools and strategies to be pursued in the effort to expand affordable housing opportunities in the City. Several are scheduled to be studied and/or implemented through FY 2020 and beyond, in collaboration with PZ and other departments. Timelines for some of these efforts are reflected in the bar chart on page 1 under "Studies/Policy Initiatives".

- a. *Public Buildings: Co-location Opportunities for Affordable Housing: (PZ, Housing, General Services, REA, GIS, ACPS, ARHA, others)* Consistent with the

- recommendations of the Joint Facilities Investment Task Force, staff will continue to evaluate co-location opportunities for affordable housing as part of its early feasibility analyses in future City and ACPS capital projects, including potential options for affordable senior housing/assisted living and ARHA replacement units, if appropriate. Staff will also consider opportunities for co-location already incorporated in Small Area Plan recommendations.
- b. Microunits Study (Housing, PZ): At City Council’s request, Housing undertook a study of microunits in FY 2018 that included research, consultation with NAIOP, and community outreach via the City’s Parking Day event, when a 100 sf parking space on Pitt Street was turned into a micro-unit model home. Housing released a report on study findings in mid-December of 2018 that was circulated among AHAAC, the Landlord Tenant Relations Board, and the Planning Commission, and posted on Housing’s website. Further formal study and policy work, including potential zoning ordinance amendments, will continue.
 - c. Mixed Income Assisted Living Development/Senior Living: Successes in securing affordable units in several recently approved privately-developed senior living facilities have begun to provide a small pipeline of housing/care options for some of the City’s most economically vulnerable elderly and disabled, including persons on the auxiliary grant waiting list maintained by DCHS. In addition to units at Sunrise/Duke Street (1), Sunrise/Washington Street (2), Silverado (2), future Goodwin House (~6) and Silverstone (7), in Spring 2019, the City will launch a stakeholder group to include representatives of the Commissions on Aging and on Persons with Disabilities, senior living developers and NAIOP, among others, to develop a contribution policy for residential facilities that specifically serve seniors and/or disabled, including those requiring cognitive and or other health or nursing services to residents. In addition, the group will be consulted on staff’s efforts to develop a framework to support a potential future mixed-income assisted living facility, including regulatory, financial and operational requirements and other best practices. It is noted that a proposed draft text amendment to ensure that senior living options are permitted in all locations where it is appropriate is anticipated to be considered by Planning Commission and City Council in Spring 2019.
 - d. Land Use Conversions: see Housing Contribution Work Group above under “Studies/Policy Initiatives.”
 - e. Housing Contribution Review Work Group: See “Studies/Policy Initiatives” above.
 - f. Inclusionary Zoning Policy Feasibility Analysis (PZ, Housing): See “Studies/Policy Initiatives” above.
 - g. Accessory Dwelling Unit Feasibility Analysis (PZ, Housing): See “Studies/Policy Initiatives” above.

3. Old Town North Small Area Plan (PZ, TES, Housing, RPCA, AEDP, OHA)

In FY 2019, City Council approved a developer contribution policy, and two development projects are utilizing the incentives established in the Arts District bonus density policy.

4. Parking Technologies

The parking technologies project provides funding for the deployment of new parking technologies, such as real-time parking occupancy systems for on-street spaces and parking

garages/lots, web-based interactive parking map, dynamic signage that illustrates real-time parking availability in city-owned garages, and other parking technologies. These technologies will mostly be off-the-shelf solutions requiring minimal design and engineering.

5. Public Art Implementation Plan (RPCA, PZ, TES, GS)

Plan implementation will continue.

6. WasteSmart Strategic Plan (TES)

The Resource Recovery Division has developed the WasteSmart Strategic Plan, which will address challenges and set goals for Alexandria's trash, recycling, and organic waste management for the next 20 years. The City started discussions with stakeholders a year prior to WasteSmart to solicit feedback. In the stakeholder engagement process, over 1,500 stakeholders were reached, gathering over 1,200 questions and comments about the plan as well as the included action items. Utilizing the feedback from stakeholders, technical analysis, and working with the City's Environmental Policy Commission, the WasteSmart plan was developed on a series of short, medium, and long-term action items. The strategic plan is scheduled for City Council consideration Council in early 2019.

7. Sanitary Sewer/Combined Sewer Overflow (CSO) Long Term Control Plan (TES, AlexRenew, DPI, RPCA, PZ, CMO)

The City submitted to the Virginia Department of Environmental Quality (VDEQ) a Long Term Control Plan Update for the City's combined sewer system in May 2018 to meet the CSO legislation that was signed into law by the Governor in 2017. The legislation requires the City to remediate all its combined sewer outfalls, requires that construction of future combined sewer infrastructure projects begin no later than July 1, 2023 and that construction of these projects be completed by July 1, 2025. The Long-Term Control Plan was submitted jointly by the City and Alexandria Renew Enterprises (AlexRenew). VDEQ approved the plan in June 2018. As of July 1, 2018, the ownership of all the combined sewer outfalls in the City was transferred to AlexRenew, who is now responsible for financing and implementing the Long-Term Control Plan, now known as the RiverRenew project. In order to facilitate partnership between the City and AlexRenew and to provide a liaison for input, in June 2018 City Council passed a resolution to establish the City Council – AlexRenew Board Project Review Workgroup. This group consists of two City Council members and two AlexRenew Board members. The purpose of the Workgroup is to review and guide the plans, design implementation, costs and financing of the project the intent of minimizing community impacts and maximizing community benefit.

8. Strategic Facilities Plan Implementation (GS, PZ, TES, Housing, AEDP, RPCA, DHS, Health Department, Fire, Police, OHA)

The City's Strategic Facilities Plan was completed in Spring 2018 and adopted by City Council in December, 2018. The Plan includes priorities and recommendations for implementation tasks in FY 2019 and beyond that will be considered in the Joint City Schools Master Plan and future facilities decision-making.

9. Transportation Demand Management (TDM) Program and Transportation Management Plans (TMP) (TES)

The City's Transportation Demand Management (TDM) program, “GO Alex”, keeps Alexandria residents, visitors and workers informed of all of their transportation options. GO Alex educates the public about transit and active commuting options through several methods, including grassroots outreach, employer outreach, new resident packets, a bi-annual newsletter, and the GO Alex webpage. In addition, GO Alex also provides travel-planning assistance through the Mobile Store.

Transportation management plans (TMPs) are required by developers in order to limit the number of cars in Alexandria and promote alternative commuting behavior. Cars create congestion, which threatens the City's appeal to residents and businesses and increases greenhouse gas emissions. The City works with developers to limit cars by creating alternative transportation incentive programs at major developments and working with their TMP coordinators. The City holds annual TMP workshops with coordinators to share ideas for reducing single occupant vehicle trips and discuss TMP requirements, such as required surveys and funding plans.

10. Wayfinding (TES, PZ, RPCA, DPI)

Multiple phases of the Wayfinding program have been implemented over previous fiscal years, including parking directional signs and pedestrian kiosks in Old Town, City park and recreation center identification signs, and new highway signs. Most recently, vehicular signs on major corridors throughout the city have been installed and the final phase of this program component is anticipated to be completed in early 2019. New destination identity signs, consistent with the Wayfinding program, have been installed at several Office of Historic Alexandria museums, as have two new interpretive signs. Historic district markers have been installed for the Town of Potomac in Del Ray; markers for the Old and Historic Alexandria District in Old Town will be installed by early 2019. Gateway signage is anticipated for FY 2019, as well as a new Metro station kiosk at King Street through the bus loop reconfiguration project. Freestanding interpretive panels and destination identity signs are planned for implementation in late FY 2019 – early FY 2020.

11. West End Transitway Design (TES, DPI)

DPI, in coordination with TES, is leading the Design work for the West End Transitway. The Transitway will be implemented in a phased approach, consistent with information shared with the public and City leadership. An RFP (Request for Proposals) to complete 100% Design on Phase 1 – Transportation System Management, along the entire corridor (Van Dorn Metro to King Street) is anticipated to be released in 2019 and will be funded by existing NVTAA (Northern Virginia Transportation Authority) 70% funds. The Design phase will include technical work, interdepartmental coordination, and external stakeholder engagement.

12. Waterfront Plan (DPI, PZ, RPCA, TES)

Waterfront Plan implementation activity is on-going with the preliminary infrastructure design and permitting processes related to construction of “core area” improvements, flood mitigation, the riverfront promenade, and an interim park at the foot of King Street. The implementation priorities as approved by City Council in 2015, were identified as flood mitigation, the riverfront promenade, the interim and final park at the foot of King Street;

which are programmed for funding in Capital Improvement Program (CIP). Completion of King Street Waterfront Park is projected for early 2019.

13. Vision Zero Action Plan & Complete Streets Program (TES)

The ongoing implementation is a City priority to eliminate traffic deaths and serious injuries by 2028. Work in FY 2020 will focus on short-term improvements, education and outreach, data collection and planning for longer-term engineering improvements. Initiatives are also underway in the police department. The Complete Streets program funds capital infrastructure improvements to the non-motorized transportation network, including sidewalks, curbs, gutters, pedestrian crossings, on-street bicycle facilities, bicycle parking, and access ramps throughout the City. The implementation of these improvements is coordinated with annual street resurfacing programs.

14. Chesapeake Bay Total Maximum Daily Load (TMDL) 40% Action Plan (TES, DPI, RPCA, GS, PZ)

The City is required to complete the Chesapeake Bay TMDL Action Plan that identifies strategies for the City to meet the state and federal mandates to reduce nutrient and sediment pollution in stormwater runoff that enters the Bay. To comply, the City must implement costly stormwater capital infrastructure projects that reduce pollution from stormwater before it enters local waterways, the Potomac, and the Chesapeake Bay. This mandate to reach 40% is effective beginning FY 2019 and must be achieved before FY 2023, as mandated in the City's Municipal Separate Storm Sewer System (MS4) general permit.

Stormwater mandates in the Chesapeake Bay (Bay) Total Maximum Daily Load (TMDL) Phase 1 Action Plan, required under the City's Municipal Separate Storm Sewer System (MS4) general permit issued by the Virginia Department of Environmental Quality (VDEQ), was submitted in FY 2016 and approved by VDEQ. The Bay TMDL Phase 2 Action Plan builds on the strategies and Phase 1 and is scheduled to be completed per the MS4 permit requirements by November 2019. Infrastructure projects and strategies committed under this action plan continue to be implemented. Subsequent phases of the Bay stormwater mandates and associated updates to the City's Action Plan to include Phase 2 and Phase 3 require substantially increased funding to implement costly infrastructure projects to meet regulatory targets no later than FY 2028. Total program costs over the 15-year implementation period could approach \$100 million.

15. Stormwater Utility Program (TES)

The Stormwater Utility (SWU) program provides dedicated funding for the City's Stormwater Management Program to reduce the impact of stormwater pollution and flooding to ensure compliance with state and federal requirements, to include operations and maintenance of the system. As part of the FY 2018 budget process, City Council adopted a SWU to provide a dedicated funding source to address these increasing costs, with first billing in May 2018. The fee funds stormwater mandates, as well as funding flooding mitigation projects and operations and maintenance, more equitably than by raising the real estate tax, since a fee shifts stormwater management costs to the properties with greater impact on stormwater runoff by linking the fee amount to the generation of stormwater from a property's impervious areas, hard surfaces such as rooftops, parking areas and sidewalks.

Following SWU adoption, the implementation phase includes the preparation of the customer database and billing systems, and development of credit policies and associated credit manuals for ways that property owners may reduce their fees. In October 2017, City Council adopted the Non-Residential Credit Manual as a way for these property owners to reduce the fees starting 2018. City Council adopted the comprehensive Credit Manual which added residential properties as those properties eligible to reduce the fees starting in 2019. During the 2019 calendar year, staff will continue the extensive public outreach, to include the types of stormwater management practices that can be implemented to receive potential reduction in the fee and the process for applying credits; along with highlighting what is funded by the fee.

16. Four Mile Run Flood Protection (TES)

The City shares the costs to maintain the federally funded stormwater flood control channel and system of flood walls and levees on Four Mile Run. The project was constructed in the late 1970's by the U.S. Army Corps of Engineers (USACE), whose annual inspections, along with the City's inspections, dictate the extent of the channel maintenance activities to be completed.

17. Green Sidewalks Best Management Practice (BMP) Design Guidelines Update (TES, PZ, RCPA, DPI)

The City completed the design guidelines in June 2014 that provides details on tree well BMPs to be implemented in the right-of-way. to aid the development community during design and construction of best management practices (BMPs) for treatment of stormwater runoff from the public right-of-way and/or portions of private property. The primary focus is to provide a design that achieves maximum improvements in water quality and issue guidance for the placement and aesthetics of above-grade BMPs. The guidelines are also intended for projects being administered by the City itself as it upgrades the public right-of-way. Given new stormwater requirements effective July 1, 2014 and to capture changes in policy and technology, the guidelines will be updated.

18. Ben Brenman Pond Retrofit (TES)

Also called the "Cameron Station Pond Retrofit", this stormwater capital project is identified in the City's Bay TMDL Action Plan as a major strategy to provide nutrient and sediment reductions towards addressing state and federal mandates enforced through the City's MS4 general permit. The retrofit is scheduled to be completed in FY2020 towards the Bay TMDL goal.

19. Lucky Run Stream Restoration (TES)

Urban stream restoration is also a major strategy identified in the City's Bay TMDL Action Plan to reduce nutrient and sediment pollution and address the Bay TMDL mandates in the City's MS4 general permit.

Ongoing/Other Projects

20. Arlandria Action Plan (PZ, Housing, TES)

Plan implementation continues. Planned highlights include the annual Quality of Life Walk to identify issues of health and safety that need to be addressed in the community and periodic newsletters to inform the community of important news. A review of how Arlandria's commercial corridor can be operationally enhanced and the overall community supported is underway.

21. Braddock Plan Implementation (PZ, RPCA, TES, Housing, DPI)

Construction of the Plan recommended streetscape improvements on Fayette Street – a Plan identified “walking street” is anticipated for completion in FY 2019. Implementation activity in FY 2020 will continue with community input on projects related to recommendations in the Braddock Plan, including redevelopment projects.

22. Beaugard Plan Implementation (PZ, DPI, TES, RPCA, Housing)

Plan implementation continues with an emphasis on the review of development applications by staff and the Beaugard Design Advisory Committee (BDAC). Coordination will continue with long-term planning for the West End Transitway and the Seminary-Beaugard Ellipse. Placements into the 105 committed affordable units at Southern Towers were completed in July 2018 and Housing staff continues to make referrals as units become vacant/available. Outreach to the resident community continues, with semi-annual meetings providing updates on City affordable housing and social service (aging, workforce development, small business) resources. Staff actively marketed the St. James Plaza affordable housing development (93 units) that was completed in April 2018 to the Beaugard households in Housing's database. The waiting list for St. James was nearly 3,000 households. Both the Gateway and The Spire projects will provide additional housing affordability resources in upcoming years.

In late FY 2019/early 2020, analysis will be done to evaluate the “Ellipse” recommended in the Beaugard Plan. Pending the results of the analysis, any proposed changes will be shared with the community for review and comment.

23. Carlyle Vitality Initiative (PZ, AEDP, RPCA, Visit Alexandria, TES)

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

24. Citywide Design Principles- Architecture Forum (PZ)

This effort will follow up on ideas generated at previous Architecture Forum events, with the long-term goal of updating the City's design principles to guide future development.

25. Civic Engagement (PZ, All Departments)

Civic Engagement Implementation is an interdepartmental effort led by the Department of Planning and Zoning to integrate the recommendations of the 2012-13 What's Next Alexandria initiative into the City's public decision-making processes by following the

communications and engagement principles and framework established in the Council adopted [*What's Next Alexandria Handbook for Civic Engagement*](#).

26. Fort Ward Management Plan Implementation (RPCA, OHA, TES, CMO)

Implementation of the Fort Ward Park and Museum Area Management Plan approved by the City Council in January 2015 will continue with available funding in operating and capital budgets. Earlier efforts included coordination of the implementation of the plan with the City Manager-appointed Fort Ward Plan Implementation Monitoring Group representing all stakeholders. The Monitoring Group concluded its work in mid-2017. Initial phase of the plan implementation included storm water management, site archeology, interpretative plan development, oral history project, tree planting and ADA accessibility. Staff continues to implement the plan as CIP funding is available.

27. Infill Regulations (PZ)

The City's Infill Regulations have generally been very successful in ensuring that new infill development, one- and two-family homes, are compatible with existing neighborhood fabric and minimize impact to adjoining properties. However, there are specific elements that deserve a fresh look, including provisions that are difficult to apply in unusual situations (unusual topography, irregular blocks) or which inadvertently discourage home styles that are compatible with their neighbors, such as in Del Ray. Staff is currently analyzing elements of the infill regulations and will bring forward proposed revisions for public comment and consideration for adoption. The planned approach will be to select a specific element for review, discuss it with the community, and then bring a proposed revision to hearing, bringing one or two issues to Council per fiscal year. Because the infill regulations are complex and interlocking, gradually addressing one issue at a time will allow time to ensure that proposed changes do not have unintended outcomes.

28. Noise Code Revision (CAO, TES, APD)

The City's Noise Control Code (Section 11-5 of the City Code) aims to reduce noise impacts on residents. The objective of this project is to update the Noise Control Code to ensure proper enforcement and its applicability to existing and future land uses that can generate noise and have significant impact on the quality of life of Alexandria's residents. It is anticipated that an update to the Code will be subject to community review and input in late 2018 and early 2019 and then be docketed for consideration/ adoption by City Council.

29. North Potomac Yard Plan (PZ, TES, RPCA, Housing, AEDP)

Following the 2017 adoption of the North Potomac Yard Plan update, the next step in implementation will be associated regulatory approvals, including CDD Concept Plan amendments, rezoning, and DSUPs (see #9 under "Plans/Projects").

30. Old and Historic Alexandria District Digital Architectural Survey (PZ, IT)

Phase One of a five-phase digital field survey of the 4,000 structures in the Old and Historic District, funded by grants from the National Park Service and Historic Alexandria Foundation, was successfully completed in 2014. The survey is being performed by volunteers using digital tablets with a GIS web-based app created by Planning and Zoning staff with the assistance of GIS staff. The NPS funded upgrades to the app in 2015 and made

the app available nationally as part of its 100th anniversary in 2016. Phase Two, the largest of the phases, was launched in 2017 and will be completed in summer 2019.

31. Open Space Master Plan Implementation (RPCA)

Staff reviewed progress made toward the goals set forth in the 2003 Open Space Master Plan, including successfully reaching 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 plans to propose to City Council additional recommendations to support continued implementation of the Open Space Master Plan. Additional updates will include information on the development and implementation of a Natural Resource Management Plan in conjunction with the protection and enhancement of the City's open space/natural areas. A 10-year Implementation Plan was endorsed by City Council and the Planning Commission in 2017.

32. Oronoco Outfall Remediation (TES, DPI)

The City continues to address environmental concerns associated with the Alexandria Town Gas – Oronoco site (ATG-Oronoco). Since entering the site into Virginia's Voluntary Remediation Program (VRP) in 2000, the City has made considerable progress towards remediation. Over the decades during which many of these manufactured gas plant (MGPs) operated, coal tar leaked from storage and processing facilities and contaminated surface soils, subsurface soils, and groundwater. Committed to addressing issues associated with the site by pursuing cleanup under Virginia's VRP, the City has been proactive in satisfying requirements of the VRP to date. The City has prepared a revised Remedial Action Plan (RAP) for an environmental remediation of the Oronoco MGP outfall site to remove approximately 2,900 cubic yards (CY) of impacted sediments containing tar-like and oil-like material via mechanical dredging. Removal of the impacted sediments and restoration of the site will provide an enhanced benthic environment for native marine species and reduce the risk to human health. The dredging and river bottom capping work was completed in 2018.

33. Permitting System Software Implementation (Code, PZ, TES)

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 land use management system (Permit Plan) is approximately 20 years old and has reached the end of its useful life. The City is replacing this legacy software with up-to-date technology that will provide online permit processing, payments, plan review, and electronic plans submission. The new land use management 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. Other departments within the City will have access to the system as needed including Fire, Police, Health, Housing, Recreation, Real Estate, Archaeology and DASH. This project is fully funded by building permit fees.

34. Parks Plans Implementation (Citywide and Neighborhood) (RPCA)

Implementation of these plans will continue.

35. Regional Transportation Initiatives (TES)

Many important regional transportation and transit planning initiatives are shown in the Interdepartmental Long-Range Planning Work Plan. 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 relieving congestion throughout the region, and providing an efficient and effective public transportation network which connects the City to the rest of the region.

36. Regional Planning and Policy Initiatives (All Departments)

City staff participates in a variety of regional planning and policy initiatives, primarily through the Metropolitan Washington Council of Governments (COG).

37. South Potomac Yard Implementation (PZ, TES, RPCA, Housing)

Implementation to continue.

38. Urban Forestry Master Plan Implementation (RPCA)

Implementation of this plan will continue

39. Green Infrastructure Program Policy (TES, PZ, RCPA, GS, DPI)

Green infrastructure is a stormwater management approach that mimics the natural water cycle by reducing and treating stormwater at its source. This program is consistent with the objectives of a citywide approach to implement green infrastructure (GI) in the combined sewer area as well as the separate storm sewer area to address the water pollution reduction goals in the City's Bay TMDL Action Plan. The program includes the development of a policy document to memorialize the citywide approach to GI implementation in the first phase, followed by project identification and prioritization, and finally the installation of GI practices.

Interdepartmental Development Review (Highlight indicates updates are needed).

On the development side, the number of known major redevelopment projects that will require significant staff resources from multiple departments in FY 2020 is anticipated to continue to be very high with projects that will require a level of effort that is well beyond the average development case, including considerable additional public engagement. In addition, staff resources are necessary in the post-approval process, during final site plan review and construction, to ensure that constructed projects comply with approvals. A summary follows below.

ACPS Capital Projects: Staff will be reviewing ACPS capital projects for capacity expansion funded for FY 2020, including the Ferdinand Day Gym addition, relocatables (classroom trailers), and assistance with initial analysis on high school capacity options and potential locations for expanded high school capacity.

City Capital Projects: Fire Station 3 is going through the final site plan review process, anticipated for completion in December 2018 with construction anticipated to begin in the Spring of 2019. Staff is also involved in the review of the Combined Sewer (CSO) separation project which is expected to go to public hearing in late Spring / early summer 2019. The final site plan

for the new Potomac Yard Metrorail Station and any further amendments to the station would be reviewed during the Winter and Spring of 2019.

ARHA Redevelopment Sites: ARHA is in the process of a third-party analysis of the authority's entire portfolio including Adkins and anticipates reissuing an RFP for Adkins in 2019, taking into account the results of the portfolio evaluation to determine the scope of the RFP.

Affordable Housing Projects: A DSUP to allow redevelopment of the rear portion of the Fairlington Presbyterian Church property on King Street to construct an 81-unit affordable rental housing building was approved by the Planning Commission and City Council in November 2018. If successful in securing the credits, it is anticipated that the new building will be delivered in late 2021. 289 affordable units are currently under construction at Carpenter's Shelter/The Bloom, The Gateway Apartments at King and Beauregard, Lacy Court (substantial renovation) and Ramsey Homes, and in 2019, another 125 will begin construction, including The Spire and Bellefonte Apartments, a 12-unit building in Del Ray that houses persons with developmental disabilities, that will be substantially renovated, including modifications to make six units fully accessible. As a result, Bellefonte's expiring HUD rental assistance contracts will be extended for an additional 20-year term. A number of other affordable projects are in the pipeline, including, potentially, some within the South Patrick Street corridor, pursuant to the recently approved South Patrick Street Housing Affordability Strategy. The Strategy proposes replacement of all existing deeply affordable units by incenting sufficient density to create market rate units to subsidize the affordable units (approximately 3:1). Residents of the multifamily buildings will also be provided relocation assistance as well as a right to return, following redevelopment, for tenants in good standing.

Alexandria West Projects: The St. James Plaza affordable housing building developed by AHC opened in May 2018. The project won the "Best Affordable Housing Development" award at the fall 2018 Virginia Governor's Housing Conference. In June 2018, a phased conversion was approved to convert the existing office buildings at 3010 Park Center Dr and 4401 Ford Avenue to approximately 200 residential units per building.

Beauregard Plan Projects: In October 2018, Monday Properties received approval to remove the office building at 2000 N. Beauregard St and construct a new multifamily residential building. Monday Properties purchased much of the area known as the "Adams neighborhood" within the Beauregard SAP, which extends from 2000 N. Beauregard to 1500 N. Beauregard St. As part of the approval, the applicant agreed to dedicate the necessary right-of-way along their frontage to facilitate the future West End Transitway. The approval also replaced a proposed roadway at the rear of the property with a publicly accessible multi-use trail.

Affordable housing in Beauregard saw placements into the 105 committed affordable units at Southern Towers completed in July 2018. Housing staff continues to make referrals as units become vacant/available. Outreach to the resident community continues, with semi-annual meetings providing updates on City affordable housing and social service (aging, workforce development, small business) resources. Staff actively marketed the St. James Plaza affordable housing development (93 units) that was completed in April 2018 to the Beauregard households

in Housing's database. The waiting list for St. James was nearly 3,000 households. Both the Gateway and The Spire projects will provide additional housing affordability resources in upcoming years.

Braddock Projects: Braddock Gateway Phase II is currently in the Final Site Plan review stage with construction anticipated for mid-2019. Braddock Gateway Phase III was approved by City Council in December 2018 and 1200 N. Henry Street was approved by City Council in September 2018. Advancement of these projects will continue to require significant staff resources in FY 2020 and may spur interest in redevelopment of the Braddock Metro Station site, which developers may pursue through a WMATA unsolicited bid process based on the development guidelines of the Braddock Metro Neighborhood Plan.

Eisenhower East Projects: Development interest in the Eisenhower East area is high, stimulated by the National Science Foundation (NSF) location to that area and the transit proximate location. In 2018, City Council approved DSUPs for Blocks 4 & 5 (to include a new Wegman's), Block 20 (residential and hotel use), and Block 6A (conversion of existing office to residential use). An update to the Small Area Plan anticipated for completion in Fall 2019 will likely be followed by redevelopment applications. Several projects are expected to break ground in FY 2020, including Carlyle Plaza II, Block 6A, and the Block 20 residential tower.

Landmark/Van Dorn and Eisenhower West Projects:

The Greenhill application was approved at the City Council to public hearing in December 2018, with engagement by various City departments and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group as part of the review and analysis of this project. Greenhill has requested approval for the future redevelopment of their 15-acre site with new streets, coordinated open space, and new buildings of varying densities, heights and a mixture of multi-family, office, hotel, and commercial/retail uses, as well as a future public school or civic use. Another project, Boat US/Public Storage is proposing a self-storage building in Phase 1 and the development of a future multifamily residential building in Phase 2. The project proposes dedication of 3.6 acres of land adjacent to Backlick Run to the City to create a new public park. It was heard and approved by the Planning Commission in December 2018. The applicant opted to defer the project prior to the City Council hearing until March 2019 in order to refine the building and continue to work with the community.

Old Town North Projects: 1201 N. Royal (Craddock site) and the Royal Street Bus Barn co-owners/contract owners are requesting redevelopment approval and hearings are anticipated in Winter 2019. Engagement with neighborhood groups and managing the ongoing development process, including the implementation of the Arts District zoning, require ongoing staff involvement in this area in FY 2020. Development plans for the redevelopment of the Crowne Plaza hotel, and the Abingdon Row townhouses have been approved and may be under construction in 2019.

Old Town Projects: A mix of new construction and adaptive reuse of historic buildings continues in Old Town. In the fall of 2019, a new hotel was approved at the historic building at 699 Prince and a new adjacent annex building. In the FY 2020, staff will work on

redevelopment of the Campagna Center (418 S. Washington St) to multi-family and redevelopment at 1300 King Street for mixed-use retail and multi-family.

Potomac Yard Projects: Major projects in Landbays G and H moved forward in 2018. Within Landbay G, where National Institute for the Blind (NIB) is currently under construction, another office building will be constructed for the future headquarters for the American Physical Therapy Association (APTA). The Institute for Defense Analysis will build its new headquarters in the coming years in Landbay G. Within Landbay H, a senior/independent living project was approved for the portion fronting Route 1.

Waterfront Projects: Robinson Landing and 211 The Strand are both actively under construction and will continue to require significant staff resources in FY 2020 for building permit review and on-site inspections. Staff is working on any approvals that may be necessary related to the tall ship *Providence* being docked on an ongoing basis on the city's waterfront in 2019. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordination will continue. Staff continues to work on the expanded Waterfront Park (early 2019 opening) and other improvements as part of the Waterfront Plan implementation.