



Transportation Commission

February 15, 2017

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the January 18, 2017 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - FY 2018-27 Budget Update
 - Mark Center Transit Center Expansion Feasibility Study
 - Old Town North Small Area Plan
 - Vision Zero
 - Commercial Parking Study
 - 72 Hour Parking Rule Study
3. Commission Updates
4. Interdepartmental Work Program / Annual Work Plan
5. North Potomac Yard Small Area Plan Update
6. 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 15, at 7:00 PM in the Council Work Room (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 18, 2017
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Councilman John Chapman, Councilman Tim Lovain, Chair Jerry King, Commissioner David Brown, Commissioner Jake Jakubek, Commissioner Stephen Klejst, Commissioner James Lewis, Commissioner Melissa McMahon, Commissioner Christine Michaelis, and Commissioner Carolyn Schroeder

Staff Present: Allan Fye – T&ES, Raymond Hayhurst - T&ES, and Carrie Sanders – T&ES, Steve Sindiong - T&ES, Charonne Gray -T&ES, Mary Catherine Collins, P&Z, Yon Lambert – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:02 pm.

1. January Meeting Minutes

Chair Jerry King asked if there were any edits to the minutes. Commissioner Lewis asked that the minutes be changed to reflect that he attended the January meeting. Chair King noted that other changes of the minutes were provided to staff. A motion to accept the changes was made by Commissioner Michaelis and seconded by Commissioner Klejst. The minutes were voted on and unanimously approved.

2. Updates to Receive (Consent Items)

The Commission asked for an update on the WMATA budget. Acting Transit Division Chief Alan Fye noted that the WMATA board approved to have a series of events and public hearings around the region regarding the FY18 budget. The first hearing will be held on Monday, January 30th at the WMATA Headquarters in Washington, DC and a popup event will be held at King Street Metrorail station. They are asking for public opinions about the budget throughout January and February of 2017 as well as subsidy, fare increases, organizational trimming, using Federal Transit Administration (FTA) grants to pay for capitalized maintenance, and decrease in service. WMATA will have an approved budget for FY18 by March 2017.

The Commission asked for King Street Metrorail Station updates. Acting Transit Division Chief Alan Fye updated the Commission that the design packet was 95% complete for the King Street – Old Town Metrorail Station project. There is a design conflict with the requirements and location of the trees and lighting which staff is working with WMATA to solve and complete the final design. A

Request for Proposals (RFP) will be sent out by spring or summer 2017 with the start of construction later in the year. Commissioner Lewis inquired if the city is planning to make roadway changes, such as at the King, Callahan, and Russell intersection. While the City has a separate Complete Streets project for this location, the King Street Metrorail station project only includes improvements within the bus loop area.

The Commission asked for King Street Complete Streets updates. Commissioner King mentioned that Staff will conduct a survey on traffic and pedestrian flow this spring. Commission Jakubek requested to see the data once it has been completed. He also asked was there feedback from the Public. Acting Division Chief Steve Sindiong noted that there has been a positive response in the last couple of months from the public.

Deputy Director Carrie Sanders announced that the Northern Virginia Transportation Administration (NVTA) released their initial scoring for the SmartScale program which was presented to the Commission in September 2016. A public hearing is scheduled for April 2017 and in June 2017 a decision will be made. The following projects and funding request passed the initial screening: West End Transit Way Southern Towers for \$10 million, DASH Bus Service Facility Expansion for \$11.1 million, Traffic Adaptive Signal Control Fiber Optics for \$7.6 million, and Backlick Run Trail for \$5 million. The Multi-modal Bridge score did not qualify for any of the three funding groups. More project updates will be provided later in the year.

3. Commission Updates

Commissioner Michaelis noted that Commercial Parking Task Force has not yet met, but Staff has started working to coordinate schedules. The first meeting will be held late February or early March.

Acting Transportation Planning Division Chief Steve Sindiong mentioned that as part of the study, the City is hosting an event featuring Todd Litman who is an internationally known parking Planner of the Victoria Transport Policy Institute. He will discuss the issue of parking, parking technologies and future trends. The meeting will be held at City Hall- Council Chambers on Monday, February 6, 2017 at 7:00 pm. Meeting details will be emailed to the Commission Staff.

Commissioner Brown provided an update on litigation activity on the Purple Line Rail project. In August 2016, the judge ruled to halt the project until the Government did a supplemental environment impact statement (SEIS) to evaluate how the project will be affected by current Metro issues. The Government requested to do an evaluation on their own prior to an SEIS and the request was granted.

Commissioner Jakubek noted that on November 28, 2016 the Eisenhower West Landmark Van Dorn Implementation Advisory group had its second meeting. There was a discussion on the West End Transitway, and a Fairfax County staff person provided an update on relevant projects in Fairfax County, such as the Lincolnia Plan.

Commissioner King inquired about the status of the Lower King Street Study. Steve Sindiong noted that the recommendations from the study were put on hold until further parking evaluations were completed. A parking utilization study was conducted to identify parking utilization in Old Town. Carrie Sanders also noted that the City has initiated a program based on the Old Town Area Parking Study where residents can petition to have their street be eligible for paid parking. She also stated that there is currently no funding in place for the implementation of improvements to Lower King Street.

Commissioner Stephen Kljest mentioned the DASH Board of Directors made an offer to Josh Baker to be the new general manager. He is currently the General Manager of the Lynchburg Transit Agency. He will join DASH on February 6, 2017. He also stated the current DASH General Manager has implemented a new element to the Safety Program called the “Close Call/Near Miss” reporting system which monitors potential hazards on DASH buses. They want to conduct analysis, collect data, and develop mitigation strategies to eliminate potential hazards.

Commissioner Lewis noted that the Traffic and Parking Board has a subcommittee that is evaluating the City’s 72 Hour Parking Rule.

Councilman Lovain noted that the Regional Transportation Board initiated Phase 2 of the Regional Long Range Plan. He also noted that the Northern Virginia Transportation Commission (NVTC) has a new chair, Jeff McKay of Fairfax County.

4. Vision Zero Policy – Public Hearing

Complete Streets Coordinator Raymond Hayhurst presented the Vision Zero Policy Resolution for Commission endorsement. It is a multidisciplinary approach to rethinking traffic safety and it began in Sweden in 1997. Vision Zero recognizes that all deaths and serious injuries are preventable. The Vision Zero initiative has been adopted by over 20 communities in the United States, including the District of Columbia and Montgomery County, Maryland. The program differs among communities with the same aggressive timeline in eliminating traffic deaths and serious injuries.

As of December 7, 2016, there have been four pedestrian deaths and 242 serious injuries this year, one pedestrian death in 2015, zero in 2014, and two in 2013. Traffic deaths and serious injuries in the City of Alexandria mirror the national trend. In 2015, there were over 35,000 traffic deaths in the United States, up 7.2 percent from 2014 after a decade long decline and the largest single-year increase since 1966. The National Highway Traffic Safety Administration (NHTSA) cited the increase in total vehicle miles traveled (VMT) nationally and distracted driving as the source of recent traffic deaths and injuries. The city addresses traffic safety through programs such as Complete Streets, Capital Improvement Plan projects, Street Smarts Education program, and Law Enforcement.

Vision Zero promotes safety as the primary goal for our transportation network, complements and builds upon existing city programs along with initiatives, and uses data to enable the city to focus on resources for problematic behaviors and locations. The City’s draft Vision Zero policy includes an adopted goal of zero traffic deaths and serious injuries by 2028. The mission is to engage the community in developing a Vision Zero Action Plan, working with interdepartmental groups to provide comprehensive analysis of crashes, outline programs to reduce crashes, identify funding needs, implementation measures, and provide an annual progress report. Staff is asking the Transportation Commission for an endorsement of the draft policy resolution, and then it will go to City Council on January 24, 2017 for adoption. Then staff will begin the development action plan, and present the action plan to the Commission in fall 2017.

The Commission raised a number of questions and comments, including how other cities measure success, the need to conduct action, evaluation and reporting back, and the need to include all roadway users.

Chair King expressed concerns about the lack of adequate budget for Vision Zero prior to the action plan being completed. Carrie Sanders noted that Staff will work on an action plan for the FY 2018 in the next 6 months. Chair King also mentioned he is working with the Washington Area Bicyclist

Association (WABA) sponsoring a Vision Zero Summit on March 31, 2017. He asked Staff in this year's budget and plans, after the City Council has approved the policy to look at ways to reduce the budget for this year.

Chair King called to order a public hearing. He asked if there were any speakers. Jim Durham, Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) noted that while the City has crash data from the Alexandria Police Department (APD), the Fire Department has additional data on injuries that is often updated after the police report, and staff should consider using as part of the analysis. He also suggested that the Action Plan focus on crashes with injuries, and that the Transportation Commission help staff adhere to a data driven and engineering approach, and that the Commission help to engage the community.

Chair King asked if there were anymore speakers. There were no more speakers and he closed the public hearing. The Commission discussed minor edits to the draft policy resolution. Commissioner Michaelis made a motion to endorse the resolution with the Commission amendments. Commissioner Jakubek seconded the motion and it was voted on and approved unanimously.

5. D.C. to Richmond High Speed Rail Project (DC2RVA) Update

Acting Transit Division Chief Alan Fye introduced Randy Selleck, Deputy Project Manager to present the DC2RVA project. The purpose of the project is to increase reliability, improve frequency, reduce travel time, and increase system capacity. The corridor is a 123-mile stretch of railroad between Richmond and Arlington, Virginia. Freight traffic has increased 2% annually and the passenger commuter rail has increased by 10-11 trains daily with the daily total of 78-89 trains that is expected to triple by 2045. The DC2RVA corridor is a vast nationwide high speed intercity passenger rail plan identified by the U.S. Department of Transportation (USDOT) as well as the states of Virginia and North Carolina. In Northern Virginia they're looking to add third and fourth track; in Fredericksburg they are looking at a bypass option to the East of Fredericksburg.

The DC2RVA federally designated segment of the Southeast High Speed Rail Corridor is the most northern part of the five-state network underdevelopment from Washington, D.C., Richmond, VA, Raleigh and Charlotte, N.C., Atlanta, GA, and Jacksonville, Florida. Improving signals for the Southeast high Speed Rail Corridor will provide more trains operating up to 110 miles per hour.

Currently the Department of Rail and Public Transportation (DRPT) is engaged in a Tier II Environmental Impact Statement (EIS) draft that will evaluate the benefits, costs, and environmental effects of possible alternatives. The DEIS is scheduled for release in early 2017, followed by public hearings and comments.

The Commission asked questions and made comments related to how to mitigate noise impacts, the potential for a shared use path as part of the project, and whether there is adequate right of way in Alexandria for improvements. Staff will prepare and submit comments to DRPT.

6. Other Business

Chair King asked staff if there are any issues associated with traffic due to the Waterfront construction. Director of T&ES, Yon Lambert, stated that a task force was set up to address construction impacts, and for the most part, there have not been any issues. Chair King asked the Commission if there were nominations for the Chair and Vice Chair positions. Chair King was nominated for Chair and Vice Chair Stephen Klejst. A motion was made by Commissioner Lewis, and second by Commissioner McMahan, voted on and unanimously approved by the Commission.

At 8:55pm, Chair King made a motion to adjourn the meeting. The motion was second, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 15, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Metropolitan Area Transit Authority (WMATA):

WMATA conducted a series of pop-up events around the region (including one event at the King Street – Old Town Metro station) and held a public hearing on Monday, January 30, 2017 to solicit input on the proposed FY18 Operating and Capital budgets. The public comment period ended on Monday, February 6. WMATA staff will prepare and submit an outreach and public hearing report to the WMATA Board for consideration.

SMART SCALE Projects for FY22-23:

On January 17, 2017 the Commonwealth Transportation Board (CTB) was presented with an initial recommended funding scenario for FY 22-23 SMART SCALE projects (http://smartscale.org/documents/2018_smart_scale_project_scores.pdf). The CTB will consider potential revisions to the recommended funding scenario in March and April, hold a Public Hearing in April, review a revised funding scenario in May, and make a final funding decision in June. Projects recommended for funding will be incorporated into the FY 18-23 Six Year Improvement Program (SYIP), which is expected to be approved in June 2017.

Four of the five City projects received a score high enough to be placed in the top group out of three groups recommended for funding/ These projects, in order of scores highest to lowest, include West End Transitway (Southern Towers Alignment), DASH Facility Expansion, Traffic Adaptive Signal Control Fiber, and the Backlick Run Trail. The Multi-modal Bridge score did not qualify for any of the three funding groups.

Department of Rail and Public Transportation (DRPT):

The City submitted a number of grant requests to DRPT by the February 1, 2017 deadline, including: a request for DRPT Operating Assistance; capital funding for DASH replacement

buses, DASH hybrid d bus battery packs, and Kiss and Ride improvements at the Van Dorn Metrorail station; a mid-cycle capital grant for off-Transitway bus pads and shelters; and a Transit Demand Management (TDM) operations grant that funds staff positions and related TDM expenses.

Background: The City’s transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City’s funding obligations for WMATA.

B. FY 2018 – 27 BUDGET UPDATE

The draft budget will be presented to Council on February 21, and a public meeting will be held on February 23, 2017 at Beatley Library. There will be a number of budget work sessions by topic during March and April. The Council will hold a public hearing on the Maximum Property Tax Rate on April 22. The Council will have a preliminary Add/Delete discussion on April 25, and a final Add/Delete discussion on May 1. The final budget is scheduled to be adopted on May 4. Staff will bring updates to the Commission at its March meeting, and will hold a public hearing at the April Commission meeting.

Background: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed that programs funding for major capital projects in the City. Funding for the CIP comes from the City’s general fund, grants, and other non-City sources such as developer contributions. The City has begun the process for the FY 2018-27 budget. The draft budget will be presented to Council on February 21, 2017. Public hearings are scheduled for March 13, and April 22, and the budget is scheduled for adoption on May 4, 2017. More information is available at: <https://www.alexandriava.gov/Budget>

C. MARK CENTER TRANSIT CENTER EXPANSION FEASIBILITY STUDY

The purpose of this WMATA study is to determine the feasibility of expanding the transit center along the north side of Mark Center Avenue. Analysis will include projected growth of transit services, both existing and new (West End Transitway, Envision 7 Bus Rapid Transit); technical feasibility and constructability; pedestrian safety improvements; and potential operational improvements for transit providers. The study kick-off meeting was held on January 12, 2017 and a Transit Provider Workshop was held on February 3, 2017.

The study is funded through WMATA’s Project Development Program; this program is funded by local jurisdictions through the WMATA subsidy and study concepts are developed by jurisdictional staff.

Background: The Mark Center Transit Center serves as a transit hub for the Department of Defense (DOD) BRAC-133 facility. Currently, DASH, Metrobus, OmniTrans, Fairfax Connector, and DOD shuttles offer service to the Mark Center.

D. OLD TOWN NORTH SMALL AREA PLAN

The Old Town North Small Area Plan (SAP) transportation study is currently underway, and anticipated to be completed by April 2017. The transportation study will incorporate

the proposed land use changes under a 2040 Build scenario that includes redevelopment of the Power Plant site. The study will also analyze existing conditions, as well as a 2040 baseline condition, which assumes regional growth and the full development potential in Old Town North allowable under existing zoning and site plan approvals. The 2040 Build scenario is analyzing a one-way to two-way conversion of Montgomery Street, extensions of N. Pitt Street, N. Royal Street and N. Fairfax Street to serve the Power Plant site, and a new street grid within the Power Plant site. The study is also examining improvements to local transit service, improved pedestrian and bicycle connectivity, use of the Norfolk Southern rail spur, parking and parking management. Based on the analysis, additional mitigation measures will be identified as needed for additional modeling. Updates on the transportation analysis will be presented to the Old Town North Advisory Committee on March 30 and April 27. A community meeting is scheduled for April 13. Staff will present the SAP to the Transportation Commission on May 17 for endorsement and consistency with the Transportation Master Plan, prior to going to the Planning Commission for approval on June 6, and Council on June 24.

Background: The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan adoption. As part of this process, a week-long charrette was held in November to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. The transportation analysis for this update will be conducted in three phases over the planning period. For more information, please visit: <http://www.alexandriava.gov/86032>

E. VISION ZERO

A Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017. City staff is currently forming an interdepartmental working group to develop the action plan. The City has posted a Request for Qualifications (RFQ) for a consultant to assist during this process. A series of three community workshops for the Vision Action Plan is anticipated to occur this spring, with the dates and locations to be determined. Staff will provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and ask them to endorse the Plan upon its completion in fall 2017.

Background: On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. City Council directed the City Manager City to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach this goal. For more information, please visit: <https://www.alexandriava.gov/VisionZero>

F. COMMERCIAL PARKING STANDARDS STUDY

The public portion of this study was officially kicked off February 6, 2017 with the “Right-sizing commercial parking – a discussion with Todd Litman” event. At this event, Mr. Litman, who is a nationally recognized expert in parking and transportation issues, discussed trends in commercial parking and various parking management strategies. Many of the points raised at this event will be considered by staff and the Task Force in

their review of the City's commercial parking standards. The first Task Force meeting is anticipated for March with a review of current parking requirements in the Zoning Ordinance, parking requirements in surrounding jurisdictions, and examples of updated and progressive commercial parking requirements in other parts of the country. The Task Force will be meeting monthly over the next year.

To support the data collection and research that will be presented to the Task Force, staff will be working with a consultant. Similar to the work done for Phase 1 (Multifamily residential parking ratio study), the consultant will be surveying a number of commercial properties throughout the City to determine actual parking demand at different uses and locations. Using this data, staff will develop recommendations for updated standards to be reviewed by the Task Force.

Background: In 2014, City Council directed staff to review the city's parking standards and propose an update that reflects current parking demand and market trends. Phase 1 of this project focused on multi-family residential parking standards and was completed in April 2015 with the adoption of updated parking requirements for multi-family residential buildings. Phase 2 will evaluate and propose recommendations for updated commercial parking standards for new development, including office, hotel, retail, restaurants, mixed use developments, and child care. The Parking Standards for New Development Task Force that participated in Phase 1 has been reconvened. This Task Force will review background material and parking data collected at commercial sites throughout the City and provide input on potential recommendations for updated parking standards.

G. 72 HOUR PARKING RULE

Staff solicited feedback via an AlexEngage Questionnaire over a two-week period, beginning on January 6 and ending on January 20, 2017. The questionnaire was advertised via eNews, social media, and various news outlets including the Alexandria Gazette and WTOP's website. The questionnaire received 783 responses. On January 23, information from the questionnaire was relayed to a subcommittee of the Traffic and Parking Board, which is overseeing the review process. Staff is holding a citywide open house to solicit further feedback on the rule. The meeting will be held on February 16 at 7pm in the Sister Cities Conference Room (City Hall, room 1101). Input received at this meeting will be used to inform decisions by the subcommittee of the Traffic and Parking Board, which will meet again on February 27, 2017 at 6:30pm, just prior to the regularly scheduled meeting.

Background: The City is in the process of reviewing City Code Section 10-4-8, which is known as the "72 hour rule". This rule prohibits vehicles from parking within the public right of way for a period of more than 72 hours. The rule applies to everyone--even residents who are parking in front of their homes or residents with parking permit stickers. When the Alexandria Police Department receives complaints about violations, an officer is dispatched to respond to the situation. An officer returns three business days later to check on the vehicle's status. If the vehicle has moved, no action is taken. If the vehicle has not been moved, the officer issues a \$25 citation and, when warranted, places notification on the car indicating that the vehicle will be impounded if it is not removed. The City is reviewing this rule per Council direction. As written, the rule supports parking availability by encouraging turnover, but can be generate

neighbor vs. neighbor disputes. For more information, please see the project website:
<https://www.alexandriava.gov/tes/info/default.aspx?id=95263>

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 4 – FY 2018 INTERDEPARTMENTAL WORK PROGRAM
/ 2017 TRANSPORTATION COMMISSION WORK PLAN

ISSUE: Update on the Draft FY 2018 Interdepartmental Work Program, and the 2017 Transportation Commission Work Plan.

RECOMMENDATION: That the Transportation Commission (Commission) receive the update on the FY 2018 Interdepartmental Work Program, and the 2017 Transportation Commission Work Plan.

BACKGROUND: Each year, an Interdepartmental Long Range Planning Work Program is brought to the Planning Commission and City Council for input to help inform development of the FY 2018 City Manager’s Proposed Operating Budget, scheduled to be released in late February 2017. A final Interdepartmental Long Range Planning Work Program will be docketed for City Council approval in May 2017, after adoption of the FY 2017 Budget.

As in previous years, the City departments and agencies that are engaged in long range planning and plan implementation have collaboratively prepared a draft work program for the upcoming fiscal year (see Attachment 1). The draft work program includes new plans scheduled to begin in FY 2018, the completion of plans and studies now underway, and implementation of previously approved plans.

In addition to the Interdepartmental Work Program, at the beginning of each year, staff provides to the Transportation Commission a Work Plan for the calendar year that is reflective of the existing and proposed Interdepartmental Work Program, and also includes additional information on transportation programs, funding items, and regional projects. The Work Plan provides an indication to the Commission of the items that will be brought to them over the course of the calendar year, with anticipated decision points. The Transportation Commission Work Plan is a working document that is often changed during the course of the year, as project schedules change and other previously unanticipated items are added.

DISCUSSION:

Preparing the FY 2018 Interdepartmental Long Range Planning Work Program

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

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

Evaluating Potential Planning Projects for FY 2018

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

For FY 2018 and beyond, staff evaluated the priority of potential projects based on community interests and objectives, timing opportunities and constraints, whether the project/area has already been postponed in the past, and the extent to which the project supports the City's strategic goals and objectives. What staff heard from the community over the course of the City Strategic Plan update process (now nearing completion with public hearing anticipated in January) also helped inform planning priorities for FY 2018 and beyond.

Draft FY 2018 Interdepartmental Work Program Items

The draft work program for FY 2018 represents a continuation and completion of projects begun in FY 2017 plus the addition of new projects. Major planning projects include completion of the Old Town North SAP Update (Line #5), North Potomac Yard SAP Update (Line #6), initiation of the Eisenhower East Phase 1 SAP update (Line #9), the Route 1 South Affordable Housing Strategy (Line #13) pending funding through a VHDA grant application, and Mount Vernon Avenue Pedestrian Safety Improvements and update to the Mt. Vernon Avenue Business Plan and Arlandria Action Plan (Line #15).

The attached bar chart and the attached list of project descriptions make clear that there is a very high volume of planning work that has been proposed – more than can be accommodated in the next two fiscal years. In order to tackle as much as possible, staff has identified opportunities to focus our efforts on each project to the core issues; for example, the Route 1 South study (Line #13) will focus on affordable housing, the very limited number of potential redevelopment sites, and streetscape and other pedestrian/bike safety improvements. The Mount Vernon Avenue

study (Line #15) originally envisioned as an update to the Del Ray and Arlandria Plans will now encompass and build upon the pedestrian safety improvements now under way. Grouping and sequencing the Mount Vernon Avenue work is an efficient approach, particularly because it involves the same stakeholders, staff and decision makers. It will also be important for the community to understand the scope of the proposed improvements before the next phase of the planning effort moves forward, so they may be taken into account when we engage the community early in a discussion of core issues that the plan should address.

Some long range planning projects, such as the Green Building Policy update (Line #69), are proposed for delay because existing resources (staff and funds for outside technical assistance) are insufficient for its inclusion in the FY2018 work program and competing projects have a higher priority. In this case, staff recommends focusing available resources on the update of the Environmental Action Plan (Line #14), which is the City's overarching environmental policy guidance, and using the results of that effort to guide the Green Building Policy Update when it can be scheduled. Currently, Alexandria's Green Building Policy is among the most environmentally advanced for a local government in the region and Alexandria regularly achieves near-total compliance with this Green Building Policy for new buildings.

2017 Transportation Commission Work Plan

The Transportation Commission Work Plan (Attachment 3) is a working document that provides an outline of the projects and programs that will be coming to the Transportation Commission over the course of the calendar year. It includes the transportation related projects and/ studies that have been identified in the FY 2018 Interdepartmental Work Program for the 2017 calendar year. In addition, it includes transportation funding related items (such as the budget process, and CMAQ / RSTP funding request), transportation programs (such as Complete Streets, parking, etc.), and regional projects that have an impact on the City's transportation system.

ATTACHMENTS:

1. Bar Chart: Draft FY 2018 Interdepartmental Long Range Planning Work Program
2. DRAFT FY 2018 Project Descriptions
3. 2017 Transportation Commission Work Plan

LEGEND	 Internal Staff Work
	 Staff and Community Engagement
	 Public Hearing

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

DRAFT January 17, 2017

	Calendar 2017												Calendar 2018												Calendar 2019											
	FY2017						FY2018						FY2019						FY2020																	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
PLANS/PROJECTS CONCLUDING IN FY2017																																				
1	City Strategic Plan 2017-2022 (All Departments)																																			
2	Open Space Master Plan 10-Year Implementation Strategy (RPCA, TES, OHA, ACPS,OPA)																																			
3	Potomac Yard Metrorail Station Planning (TES, DPI, PZ, RPCA)																																			
4	Review of 72 Hour Parking Ordinance (TES / APD)																																			
5	Old Town North SAP, ecodistrict model (PZ, TES, RPCA, Housing, AEDP, OHA)																																			
6	North Potomac Yard Update (PZ, TES, RPCA, Housing, AEDP)																																			
7	Long Range Educational Facilities Plan Phase 2 (ACPS lead, PZ, RPCA)																																			
PLANS/PROJECTS STARTING OR CONCLUDING IN FY2018																																				
8	Athletic Field Study Update (RPCA, ACPS)																																			
9	Eisenhower East Phase I Plan Update (PZ, TES, RPCA, AEDP, Housing) <i>(Phase II Beginning in January 2020)</i>																																			
10	Pocket Park Plan (RPCA, TES)																																			
11	Strategic Facilities Plan (GS, PZ)																																			
12	RPCA Strategic Master Plan Update (RPCA, ACPS, TES, GS)																																			
13	Funding application pending: Route 1 South Affordable Housing Strategy (PZ, TES, Housing, RPCA, AEDP, OHA)																																			
14	Environmental Action Plan Update (TES, PZ, RPCA, Housing, GS)																																			
15	Funding dep.: Mt. Vernon Ave Pedestrian Safety and Plan Update (PZ, TES, Housing, RPCA, AEDP)																																			
PLANS/PROJECTS STARTING BEYOND FY2018																																				
16	Funding dep.: Census 2020 Community Outreach (PZ)																																			
17	Sanitary Sewer Master Plan Update (TES, ARenew, DPI, RPCA, PZ)																																			
18	Parker Gray Zoning (PZ)																																			
19	Landscape Guidelines Update (PZ, RPCA, TES)																																			
20	Daingerfield Island Master Plan (NPS lead, PZ, TES, RPCA)																																			
21	Transportation Master Plan - Streets / ITS Chapters (TES, PZ)																																			
22	Citywide Design Guidelines/Architecture Forum Phase 2 (PZ)																																			
STUDIES/POLICY INITIATIVES																																				
23	Review Policy Related to Residential Parking Permits for New Development (TES)																																			
24	Office Competitiveness and Conversion (AEDP, PZ)																																			
25	Open Space in New Development (PZ, RPCA)																																			
26	Microunits (Housing, PZ)																																			
27	Old Town BID Implementation Planning (AEDP, TES, GS, RPCA, DPI, Visit Alexandria, Finance)																																			
28	Staff Initiated Process for Amending Residential Parking Permit Districts (TES)																																			
29	Parking Standards for New Commercial Development (TES, PZ, Housing, AEDP)																																			
30	Census, Forecasting and Demographics (PZ)																																			

	Calendar 2017												Calendar 2018												Calendar 2019											
	FY2017						FY2018						FY2019						FY2020																	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	PLAN IMPLEMENTATION																																			
31	Old Town North SAP (PZ, TES, RPCA, Housing, AEDP, OHA)																																			
32	Eisenhower West-Landmark/Van Dorn Plan (PZ, DPI, TES, RPCA, Housing)																																			
33	Housing Master Plan (Housing, PZ, GIS, ARHA, TES, Code, GS, ACPS, DCHS/Office of Aging)																																			
	Public buildings Co-location opportunities assessment - affordable housing (Housing, PZ)																																			
	Increasing Bonus Density for Affordable Housing (Housing, PZ)																																			
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34	Old Town Parking Policy Update (TES, PZ)																																			
35	Motorcoach Study (TES)																																			
36	Del Ray Parking Implementation (TES)																																			
37	Public Art Implementation Plan (RPCA, PZ, TES, GS)																																			
38	Sanitary Sewer/CSO Plan (TES, AlexRenew, DPI, RPCA, PZ)																																			
39	Stormwater Mandates/MS4 Compliance Plan & Proposed Stormwater Utility (TES, DPI, RPCA, PZ)																																			
40	Wayfinding (TES, PZ, RPCA)																																			
41	West End Transitway Design (TES, DPI)																																			
42	Waterfront Plan (DPI, PZ, RPCA, TES)																																			
	ONGOING/OTHER PROJECTS																																			
43	North Potomac Yard Plan Update Rezoning (PZ, TES, RPCA, Housing, AEDP)																																			
44	Eisenhower East Phase I Plan Update Rezoning (PZ, TES, AEDP)																																			
45	Subdivisions and neighborhood character (PZ)																																			
46	New Permitting System Configuration & Implementation (Code, PZ, TES, Fire)																																			
47	Carpenter's Shelter Interim Relocation (Housing, PZ)																																			
48	Old Town Digital Survey of Historic Structures (PZ, IT)																																			
49	Carlyle Vitality (PZ, RPCA, AEDP, Visit Alexandria, TES)																																			
50	Dominion 230 KV Line (TES, PZ, GS, RPCA)																																			
51	Pedestrian/Bicycle MP-Complete Streets Manual (Vision Zero) (TES, PZ)																																			
52	Fire Station Location Study (OPA, GS, Fire, GIS)																																			
53	Arlandria Action Plan (PZ, Housing, TES)/Four Mile Run Implementation (RPCA, TES)																																			
54	Braddock Plan Implementation (PZ, RPCA, Housing, TES)																																			
55	Beauregard Plan Implementation (PZ, DPI, TES, RPCA, Housing)																																			
56	South Potomac Yard Plan Implementation (PZ, TES, RPCA, Housing)																																			
57	Citywide and Neighborhood Parks Plan Implementation (RPCA)																																			
58	Open Space Master Plan Implementation (RPCA)																																			
59	Urban Forestry Master Plan Implementation (RPCA)																																			
60	DASH (TES, DASH)																																			
61	Civic Engagement (P&Z & all Departments)																																			
62	Fort Ward Management Plan Implementation (RPCA, OHA)																																			
63	Oakville Triangle Route 1 Corridor Plan Implementation (PZ, DPI, TES, RPCA, Housing)																																			
64	Complete Streets Program (TES, PZ, RPCA)																																			
65	Regional Transportation Initiatives (TES)																																			
66	Regional Planning and Policy Initiatives (All Departments)																																			
67	Infill Regulations (PZ)																																			
	PROJECTS NOT CURRENTLY SCHEDULED																																			
68	Funding dep.: Green Building Policy (PZ, GS, RPCA, Housing)																																			
69	Backyard Hens Text Amendment																																			

Project Descriptions - FY 2018 Interdepartmental Long Range Planning Work Program

REVISED JANUARY 2017

The draft work program for FY 2018, the “bar chart,” shown in Attachment 1, represents a continuation and completion of projects begun in FY 2017 plus the addition of new projects. Major planning projects include the Eisenhower East Phase I Plan Update, Strategic Facilities Plan, the Route 1 South Affordable Housing Strategy, and the Mount Vernon Avenue Plans update.

New to the work program bar chart this year is a reorganization into sections, which include: Plans/Projects Concluding in FY2017, Plans/Projects Starting or Concluding in FY2018, Plans/Projects Starting Beyond FY2018, Studies/Policy Initiatives, Plan Implementation, Ongoing/Other Projects, and Projects Not Currently Scheduled. The projects and proposed timing for each item are described below.

Typically the Long Range Planning Work Program does not highlight anticipated development cases, but the planned redevelopment of ARHA public housing sites and anticipated volume of other large projects is sufficient in magnitude to warrant inclusion in this document.

Long Range Planning Project Descriptions

The following project descriptions are numbered below in the same order as those shown in Attachment 1. Lead departments are indicated in parentheses after each project title.

Plans/Projects Concluding in FY2017

1. City Strategic Plan 2017-2022 (All Departments)

The City’s Strategic Plan is the City Council’s vision for the City, developed in collaboration and in partnership with the Alexandria community. City staff considers the Strategic Plan when developing, implementing or reviewing the delivery of public services, and in presenting requests for fiscal resources. Alexandria’s Strategic Plan for 2004 to 2015 was adopted by City Council in 2004, amended in 2006, and replaced with an updated Strategic Plan that was approved in June 2010. During the summer and fall of 2015, staff developed a range of Strategic Plan process options, with associated resource implications, for consideration. This process was approved in the fall of 2015 and kicked off in early 2016. Initially anticipated for completion in October 2016, the Plan is now scheduled for public hearings in early 2017.

2. (New) Open Space Master Plan 10-Year Implementation Strategy (RPCA, PZ, TES, OHA, ACPS, OPA)

RPCA will compile a status report on the successes to date of implementation of the 2003 Open Space Master Plan and to produce an implementation strategy for the plan over the next ten years. The focus of the work will be in verifying, compiling, and providing photo and graphical and/or mapped representation of the information provided for both sections.

3. Potomac Yard Metrorail Station Planning (TES, DPI, PZ, RPCA)

The Potomac Yard Metrorail Station will be a new infill Metrorail station on the Yellow and Blue lines between the National Airport and Braddock Road stations. The station is a key element of the redevelopment of Potomac Yard into a high-density, mixed-use, transit-oriented destination. Starting in 2011, the project team analyzed multiple alternatives through an Environmental Impact Statement (EIS) process as established as part of the National Environmental Policy Act (NEPA). In May 2015, the Alexandria City Council voted unanimously to endorse the construction of a new Potomac Yard Metrorail Station and select "Alternative B" as the preferred location. The designation of a Locally Preferred Alternative (LPA) was a key milestone in the process to build the Metrorail station, and permitted the development of a Final Environmental Impact Statement (EIS). In June 2016, the Alexandria City Council unanimously approved the Master Plan Amendment, Rezoning, Development Special Use Permit and related applications and requests for the Potomac Yard Metrorail Station.

In the Fall of 2016, the Federal Transit Administration (FTA) and the National Park Service (NPS) issued their respective Records of Decision (ROD) as part of the National Environmental Policy Act (NEPA) process. Following the issuance of the RODs, WMATA issued the Solicitation Notice and Request for Proposals (RFP) for the design-build contract on November 28, 2016. The forecast date to have an executed and approved Design Build contract is the third quarter of 2017 with construction commencing in late 2017/early 2018.

An update of the North Potomac Yard Small Area Plan is underway (see North Potomac Yard Update). Certain elements of the plan revision (such as the location of the northern landing) will be coordinated with the design process for the Metrorail station.

4. Review of 72 Hour Parking Ordinance (TES, APD)

Currently, City Code (Section 10-4-8) prohibits parking a vehicle in the same location on a City street for longer than 72 hours. This ordinance was originally intended to address abandoned vehicles and is also used to facilitate parking turnover; however, this rule becomes problematic for residents with no off-street parking options who travel longer than 72 hours. Additionally, it quite often becomes a tool used in neighbor disputes, which results in deploying Parking Enforcement Officers away from their day-to-day enforcement activities to monitor the issue.

Beginning in January 2017, T&ES staff will conduct a review of the ordinance. The Alexandria Police Department and the City's Attorney's Office will assist with the review. Staff anticipates the process will include a Citywide questionnaire, two meetings with a subcommittee of the Traffic and Parking Board, a citywide meeting, and an analysis of existing enforcement data. Staff anticipates City Council's review of any proposed Code changes will occur in early summer 2017.

5. Old Town North SAP/Ecodistrict Model (PZ, TES, RPCA, Housing, AEDP, OHA)

The Old Town North Small Area Plan Update began in September 2015, with the appointment of a 21-member Advisory Group. The OTN SAP Update Work Program includes five phases. *Phase I – Framework Development* was the visioning phase, facilitated

by a 5-day Charrette where an interdisciplinary team of staff members worked closely with the community to identify draft planning categories and goals and objectives for the Update, with some of the goals and objectives translated into concept designs. Phases II and III studied and tested the viability of the results of Phase I, so that Phase IV could produce Plan Recommendations. The current Phase V involves releasing draft chapters for public review, refinement, and public hearings. Implementation would then follow.

6. *North Potomac Yard Update (PZ, TES, RPCA, Housing, AEDP)*

This Plan update process began in spring 2016 and is anticipated for completion in June 2017 with subsequent rezoning anticipated for fall 2017. With the selection of Metrorail site Option B as generally anticipated in the 2010 North Potomac Yard Small Area Plan (SAP), the update will not entail a significant departure from the original plan, and the developer's proposed plan is consistent with the City's vision for a higher density, mixed use, transit oriented community. However, important issues, such as the location of Potomac Avenue, the locations, dimensions and functions of open space, and the creation of a central shopping street on the cinema site are being addressed, in large part due to changes in the originally anticipated sequence of development related to existing/expiring leases.

7. *Long Range Educational Facilities Plan – Phase II (ACPS, PZ, RPCA)*

Phase II of the Long Range Educational Facilities Plan began in spring 2016, led by ACPS with support from City departments. The focus of Phase II is middle and high school capacity needs, with the initial work focused on high school education specifications, which are anticipated to come to the School Board for approval shortly. In late December, the Superintendent invited Task Force members to their first meeting for Phase II, to be held in January 2017.

Plans/Projects Starting or Concluding in FY2018

8. *(New) Athletic Field Study Update (RPCA, ACPS)*

RPCA will compile a status report on the successes to date of implementation of the 2006 Athletic Field Study. In addition, the update will identify current, future projected field use demand, examines existing, and planned new fields, identify areas that should be reprogrammed for adaptive re-use based on existing needs, provide costs and benefits of the various alternatives, and determine desired locations and field types to meet priorities.

9. *Eisenhower East Phase I Plan Update (PZ, TES, AEDP, RPCA, Housing)*

Since the Eisenhower East Plan was approved in 2003, much has been accomplished to build out the vision, including its selection for the headquarters of the National Science Foundation, future home to 2,100 employees. The National Science Foundation has already acted as a catalyst for new development in the area, and is anticipated to induce significant office, hotel and retail demand. Significant changes in the design of retail, the office market demand and occupancy of office buildings over the past decade warrant a review of the Plan's proposed land uses in order to ensure that the Eisenhower East area can remain competitive in the coming years.

Recognizing the changing needs of office and retail and associated amenities, the purpose of the Plan update process will be to determine the optimal balance of office, retail, hotel, residential, and other land uses, given the City's unchanged goal for Eisenhower East to remain one of the City's key economic development engines.

Phase I of the Plan update will consist of a land use analysis examining the potential implications and benefits of allowing property owners to convert from commercial to residential or other land use, as well as a re-examination of the Plan's retail nodes and whether these can be updated, including the potential for a modest increase in the overall amount of development to accommodate additional retail. This analysis would be followed with a community process to review potential amendments, concluding with public hearings in September 2017. Phase II of the Plan update is proposed to begin in January 2020, and will examine whether additional density should be considered.

10. 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 is slated to begin in January 2017.

11. Strategic Facilities Plan (General Services, PZ)

The Strategic Facilities Plan will provide a framework for facility-related decision making over the next ten-year period (2017 - 2027) based on projected needs and aligns current and future services and facilities with those needs. This scope of work does not include a Building Condition Report which is already underway. It is anticipated that preliminary findings will be ready in fall 2017 to guide the FY2019 budget process.

12. (New) RPCA Strategic Master Plan Update (RPCA, ACPS, TES, GS)

The purpose of the Strategic Master Plan for Recreation, Parks and Cultural Activities is to provide a broad policy and management framework to guide decision-making to meet current and future land use and recreational needs of Alexandria residents for the next 10 years. The recommended vision, policies, and actions are intended to further the city's comprehensive planning approach for the recreational needs for residents, the existing work force, and visitors to Alexandria. This project is expected to begin in spring 2017 and go through fall 2018.

13. Route 1 South Affordable Housing Strategy (Formerly the Route 1 South Corridor Plan) (PZ, Housing, TES, RPCA, AEDP, OHA))

Staff proposes that a planning effort focusing on the Route 1 area south of Duke Street (a portion of the Southwest Quadrant Small Area Plan) be undertaken in FY 2018/2019 following completion of the Old Town North, North Potomac Yard, and Eisenhower East Phase I Plan Updates. The timing of this effort is closely tied to the expiration of affordability contracts on three affordable rental properties in the corridor. This initiative will engage the community in exploring options for the future redevelopment and/or preservation and renovation of the multifamily rental properties in the area. Among the goals are working with property owners to develop strategies and identify public and private resources to

preserve market and committed affordability for existing rental housing as well as extending expiring (early 2020) long-term subsidies that provide deep affordability for many units in the area which currently contribute to the area's inclusivity and income diversity. This study will also look at streetscape, transportation, and infrastructure improvements critical to the viability of the overall affordable housing strategy. In collaboration with Planning, Housing is pursuing grant funding from the Virginia Housing Development Authority (VHDA) to cover consultant costs related to transportation, economic and housing studies considered essential to preparation for the launch of the planning effort.

14. *Environmental Action Plan Update (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 significant efforts from several City departments and an extensive public outreach campaign. The EAP calls for the Environmental Policy Commission (EPC) to update the EAP at least every five years and the Eco-City Charter every ten years. These updates are aimed at maintaining the EAP's relevance as well as enhancing its effectiveness in leading the City further toward environmental sustainability and achieving the City's long term goal of becoming a true Eco-City. This effort will begin in early 2017, and is projected for completion in mid-2019.

15. *Mount Vernon Avenue Pedestrian Safety Improvements and Plan Update (Mount Vernon Avenue Business Plan and the Arlandria Action Plan) (PZ, TES, RPCA, Housing, AEDP)*

Pedestrian safety improvements for Mount Vernon Avenue are currently underway and estimated to continue through FY 2018. Following this effort, and after completion of the Old Town North, North Potomac Yard, and Eisenhower East Phase 1 Plan Updates, staff will undertake a strategic update to the two Mount Vernon Avenue Plans (2005 Mount Vernon Avenue Business Plan 2005 and 2003 Arlandria Action Plan 2003). The Del Ray Business Association, the Del Ray Civic Association and the Arlandria Implementation Advisory Group have all expressed an interest in updating these plans. This effort is scheduled to begin in mid-late FY 2018 with duration of approximately 18 months. The purpose of this strategic update would be to look at the Mount Vernon Avenue area from Nelson Avenue to South Glebe Road, addressing the following topics: 1) District Competitiveness, 2) Update to Guidelines for Redevelopment Sites and Leslie Avenue, and 3) Implementation - Priorities and Funding. The strategic update is contingent on FY2018 funding.

Plans/Projects Starting Beyond FY2018

16. *Census 2020 Community Outreach (PZ)*

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 a number of 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 really 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 persons. Staff recommends a similar approach for the 2020 census, with planning and outreach beginning in late 2018.

17. Sanitary Sewer Master Plan Update (TES, ARenew, DPI, RPCA, PZ)

As a result of City Council's adoption of the framework for the Update to the City's Long Term Control Plan for the Combined Sewer System, the City's Sewer Master Plan will need 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 West Small Area Plan, etc. Updated population and growth projections will be used for updating hydraulic and financial models. The plan will be budgeted for FY 2019 and work will be completed by the end of FY2019.

18. Parker-Gray Zoning (PZ)

Current RB zoning 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 requirements, lot sizes, and historic regulations to determine if an amendment to the zoning can address the issue without compromising Parker-Gray neighborhood character.

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

The Guidelines, first published in 1997, were last updated in 2007, and have not been updated to reflect goals and recommendations contained within the Urban Forestry Master Plan and the Environmental Action Plan, both approved by City Council in 2009.

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

As part of the "net benefits agreement" with the National Park Service (NPS) in 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 is uncertain, but could begin in early FY 2019.

21. Transportation Master Plan- Streets/ITS Chapters (TES, PZ)

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 Capital Bikeshare, and to ensure that the City's policies and recommendations are current with best practices and industry standards. An updated Bicycle-Pedestrian chapter was approved by City Council in 2016. This effort will update the Streets chapter as well as focus on Intelligent Transportation Systems (ITS), and would begin internal staff work in late FY 2018.

22. Citywide Design Principles- Architecture Forum Phase 2 (PZ)

This effort would follow up on the ideas generated at the Architecture Forum held in May 2016, with the long term goal of updating the City's design principles to guide future development.

Studies/Policy Initiatives

23. Review of Policy for Residential Parking Permits for New Development (TES)

Recent developments in Old Town and Old Town North have included conditions restricting future residents of new residential buildings from obtaining district parking permits unless a comprehensive policy is established that outlines when and where this is appropriate. A number of concerns have been raised about equity to future residents and protecting existing residential parking. In 2017, staff will review this practice and develop potential recommendations for Council to consider on this topic.

24. Office Competitiveness and Conversion (AEDP, PZ)

Growing and protecting the commercial tax base as an alternative to raising taxes or decreasing services has been identified as one of the City's top priorities. As discussed at the 2015 and 2016 City Council Retreats, the increasingly competitive office market, the absence of new high quality commercial assets in Alexandria, and the potential for office conversions are each a major threat to the City's economic long-term viability. This plan effort began in January 2016 with a focus on the following: 1) identifying barriers and incentives to the development of high quality and desirable commercial real estate projects; 2) identifying criteria and locations where office conversions are acceptable or desirable, and locations where office conversions should be discouraged; and 3) analyzing existing zoning laws to determine how they allow for office conversions and identifying possible changes that would create a disincentive to conversions. The goal of the study is to help inform future planning processes/decisions and provide recommendations on how to maintain and enhance the City's competitive position in the commercial real estate market. In addition, there will be exploration of using potential conversions as opportunities to yield public benefits, including affordable housing.

25. Open Space in New Development (PZ, RPCA)

This effort will look at several issues related to open space in new development, such as whether there should be guidelines for various types of open space (public, private, ground level and rooftop) and standardizing the process for determining developer contributions for off-site open space.

26. Microunits (Housing, PZ)

Smaller units are one strategy for achieving housing affordability in high-cost urban areas. The Bridgeyard (formerly Hunting Towers) is an example of a post war rental development where more than one half of the units constructed are under 300 s.f. creating a market affordable/workforce housing resource for generations of residents over several decades. Pursuant to the Housing Master Plan, the microunits study, to be done in consultation with the development community and public, will explore what parking, FAR, density and/or other policy changes the City may consider adopting to induce development of more micro units to affordably house Alexandria's workforce as well as its aging population. This study may also take into account emerging opportunities identified through the planned Office Conversion Study.

27. *(New) Old Town BID Implementation Planning (AEDP, TES, GS, RPCA, DPI, Visit Alexandria, Finance)*

If City Council approves the City's first Business Improvement District (BID) in Old Town in the first half of 2017, staff will prepare for the assessment and collection of a new tax and the negotiation of a Memorandum of Agreement (contract) that outlines City and BID service levels. In anticipation of broad business community interest, this working group will start ramping up and undertaking preparation work in March 2017 and finish its work in December 2017, with the BID potentially to start as early as 2018.

28. *Staff Initiated Process for Amending Residential Parking Permit Districts (TES)*

Currently, the City Code does not allow for a staff initiated or proactive process for creating a new residential parking permit district or updating 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 a new Metro Station or retail area. Starting in spring 2017, staff will review the current process and propose options for a staff initiated process, with the goal of a public hearing for a change to the City Code at the end of 2017.

29. *Parking Standards for New Development (Phase 2 Commercial) (TES, PZ, Housing, AEDP)*

In 2013, staff commenced a study to review the City's parking standards, which have not had a comprehensive review since the 1960's. As the culmination of Phase 1 of the study, in April 2015 the City Council approved an amendment to the City Zoning Ordinance to revise the parking standards for multi-family residential development projects. The revised parking standards reflect the City's parking practices, changes and trends in demographics, and changes in market demands. Staff has started background work on Phase 2 of the study, which will focus on commercial development. As part of this effort, data for existing commercial uses in Alexandria will be collected to assess parking demand. The previous Task Force will be reconvened in early 2017 to assist staff in reviewing parking data and forming recommendations for a future amendment to the Zoning Ordinance, anticipated in early 2018.

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

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

Plan Implementation

Plan implementation has become a large and growing element of the planning work program. As more plans are adopted, as was the case in FY 2017 with Eisenhower West, Oakville Triangle, the Neighborhood Park Improvement Plan and others, more staff resources will be needed to be devoted to this body of work.

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

The Plan was originally scheduled to come to public hearing in January 2017 but is now scheduled for consideration in June 2017. Following adoption of the Old Town North Plan

update, anticipated for June 2017, staff will work on the associated necessary regulatory approvals, including rezonings and DSUPs. For additional information, see description for item #5 above.

32. Eisenhower West Small Area Plan / Landmark Van Dorn Corridor Plan Implementation (PZ, TES, RPCA, Housing, DPI)

In order to achieve the vision for the area encompassed by the Eisenhower West Small Area Plan and Landmark/Van Dorn Corridor Plan, a number of action items are needed to begin implementation, as well as significant funding for related implementation studies and analyses. The approved FY 2017 budget allocates funding for the Air Quality Modeling Analysis and Infrastructure Plan described below. An implementation advisory group was established by Council in the spring of 2016. Projects consolidated into this combined coordinated implementation effort are listed below in order of anticipated timing.

- Detailed Air Quality Modeling Analysis near the Van Dorn Metrorail Station: Preliminary air quality modeling results revealed possible height limitation of tall buildings near the Covanta facility. This modeling exercise will more accurately project air quality impacts and identify potential mitigation strategies to reduce impacts or constraints. (Funded FY17)
- Infrastructure Plan: This engineering and design effort will further refine the proposed infrastructure supporting planned redevelopment in the Landmark/Van Dorn Corridor and Eisenhower West plans. The work will facilitate redevelopment by making it clear where proposed infrastructure will be. The work will also refine cost estimates, which will be useful in determining a funding strategy. The scope is being developed and it is anticipated that a consultant will be under contract by summer 2017. (Funded FY17)
- Developer Contributions Analysis: This work will conduct the analysis to determine the extent to which developer contributions can be used to fund infrastructure in these two small area plans. It is likely a phased approach will be recommended. (Funding requested)
- Backlick Run Restoration Master Plan: This Plan will focus on the inaccessible/degraded stretch of Backlick Run located between the City of Alexandria/Fairfax County line and Cameron Station to revitalize it into an active greenway, a key open space feature of the Plan. (Not yet funded)
- Combined Energy and Reclaimed Water Feasibility Study: This engineering study will evaluate the feasibility of a district energy system taking advantage of the large energy source produced at COVANTA and the feasibility of using treated water produced and developed in the EW area and all along Eisenhower Avenue.
- Van Dorn Metro Multimodal Bridge Preliminary Design and Engineering: While some preliminary design and engineering for this bridge will be done during the Infrastructure Plan, this initiative will complete the design and engineering for this important bridge. (Funded in FY2018 and FY2019)
- Van Dorn Street Bridge Widening Analysis; Widening the Van Dorn Street bridge is an alternative to the Multimodal Bridge if the Multimodal Bridge is found to be infeasible. (Not yet funded)
- High Street Preliminary Design and Engineering: High Street is a new road, called for in the Landmark/Van Dorn Corridor Plan, which runs parallel to Van Dorn Street and connects, via a Bridge over Duke Street, to the Landmark Mall site. (Funded in FY2023)

- Farrington Ave Connector Study: This study will be completed in conjunction with Fairfax County and will identify the best options for a new north-south connection west of Van Dorn Street between Farrington Avenue and Edsall Road. (Funding requested)

33. Housing Master Plan (Housing, PZ, GIS, ARHA, TES, Code, GS, ACPS, DCHS/Office of Aging)

The Housing Master Plan identified a number of tools and strategies to be pursued in the effort to expand affordable housing opportunities in the City. A number of these are scheduled to be studied and/or implemented through FY 2017 and 2018 and beyond, in collaboration with P&Z and other departments. These efforts are scheduled in the bar chart under plan implementation.

- Public Buildings: Co-location Opportunities for Affordable Housing: Using the City's 10-year Capital Improvement Plan as a guide, in mid-late FY 2017, Housing and Planning staff will review opportunities for co-location of affordable housing, including senior living, with City and ACPS facilities; initial staff recommendations will be vetted with City Council and the community prior to extensive predevelopment (P&Z, Housing, General Services, REA, GIS, ACPS, ARHA, others).
- Increasing Bonus Density for Affordable Housing: At Council's request, staff conducted a study to assess opportunities to amplify affordable housing production by increasing the bonus density standard from 20% to 30%; consultation with AHAAC and the development community have been completed, with staff recommendations being developed for Planning Commission's consideration in the spring, and City Council's consideration thereafter. (Housing, P&Z).
- Mixed Income Assisted Living Development: In late FY 2017, an interdepartmental staff group will begin to develop a framework to support a potential future assisted living facility, including regulatory, financial and operational requirements and best practices. The initiative will also look at whether senior housing is permitted in all locations where it is appropriate. (Housing, P&Z, DCHS/Office on Aging, ARHA).

34. Old Town Parking Policy Update (TES, PZ)

In 2010, the City conducted the Old Town Area Parking Study (OTAPS) to assess the availability of parking, both on-street and off-street, three blocks north and south of King Street, between the Potomac River and the King Street Metro Station. One of the recommendations of this study was to create a task force of major stakeholders to review and make recommendations about potential parking management strategies. The OTAPS Work Group was established later that year and made recommendations, many of which were implemented, including the launch of a mobile parking application and the extension of meter hours. The OTAPS Work Group was reconvened in early 2015 to review new occupancy data and develop recommendations related to metered parking and residential permit parking in the study area. The Work Group met monthly from January 2015 through August 2015, and a summary of the Work Group discussions and recommendations, of which staff will begin consideration for potential implementation in 2016, are provided in the [2015 OTAPS Work Group Final Report](#). In FY 2017, wayfinding and enforcement recommendations are being implemented from the Work Group, as well as the residential pay by phone pilot program.

35. Motorcoach Study (TES)

Through the guidance of the Motorcoach Task Force, the City has revisited its current motorcoach policies in order to address the impact of development on existing motorcoach facilities. A report with the Task Force's recommendations to the Director of Transportation and Environmental Services is anticipated for early winter 2017. Implementation could start soon after those recommendations are presented and approved.

36. Del Ray Parking Study Implementation (TES)

In spring 2016, Staff updated the parking occupancy data within the study area. In the fall of 2016, staff conducted public outreach to discuss key findings and recommendations from the Del Ray Parking Study and review updated parking data. Short term recommendations will be implemented and long term recommendations will be considered through a future budget process.

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

Plan implementation will continue.

38. Sanitary Sewer/Combined Sewer Overflow (CSO) Plan (TES, ARenew, DPI, RPCA, PZ)

The City received a 5-year renewal of its permit to operate a Combined Sewer System (CSS) from the Virginia Department of Environmental Quality (VDEQ) in September 2013. As required by this permit, and as part of the City's Eco-City Alexandria initiative, the City is updating its Long Term Control Plan (LTCP) in order to meet new regulatory requirements and mandated CSO reductions for Hunting Creek. The update to the LTCP identifies the strategy, projects, and schedule needed to improve water quality in Hunting Creek. A public participation program that included formation of an Ad Hoc CSS work group was implemented so that interested citizens and stakeholders can learn about the impacts of CSOs and provide input with respect to future CSO planning. The public process culminated in a public hearing at a City Council meeting in May 2016. The LTCP update was submitted to VDEQ in August 2016. This project (which entails CSO-002, CSO-003, and CSO-004), upon final approval from VDEQ, will move to the implementation phase. Under existing state laws and regulations, future infrastructure improvements must be implemented no later than December 31, 2035. This deadline is subject to change. The estimated cost of CSO remediation is \$125 million to \$188 million (2015 dollars) over a 20 year period. For CSO-001 an accelerated feasibility study has been proposed to be undertaken in the 2018-2023 time period with the assessment phase starting in 2026 followed by design and construction. An order of magnitude cost for the CSO-001 project could total around \$100 million.

39. Stormwater Mandates/MS4 Compliance Plan and Proposed Stormwater Utility (TES, DPI, RPCA, PZ)

Stormwater mandates in the Chesapeake Bay (C-Bay) Total Maximum Daily Load (TMDL) Phase I Action Plan (required under the MS4 permit issued by the Virginia Department of Environmental Quality - VDEQ) was submitted in FY 2016 and approved by VDEQ. Costly infrastructure projects and programs committed under this action plan continue to be implemented. Later phases of the C-Bay stormwater mandates require substantially increased funding to implement costly infrastructure projects in order to meet regulatory targets by

2028. Total program costs over a 15-year period could approach \$100 million. Per the City Council's guidance in February 2016, the development of a Stormwater Utility (SWU) Framework Study II began in FY 2016. This study will create the basic framework of a proposed SWU by updating the needs analysis from the 2009 effort, defining the services covered by the utility and study their level and costs, both current and in the future. In addition, a proposed billing unit calculation is being developed and a proposed credit policy is under development. Extensive public engagement at this phase is being undertaken based on Council direction received in February 2016. Council's recommendation included direct public outreach associated with the development of the proposed SWU framework in lieu of an ad hoc committee, a schedule for a Resolution to Council Fall 2016 to create a proposed implementation framework, and a consideration for adoption of the proposed SWU in spring during the FY2018 budget.

If directed by Council, the proposed SWU Implementation phase would commence in FY 2018. In this phase, billing method and frequency would be determined, a customer database would be prepared and billing systems would be implemented/updated. A Stormwater Utility Ordinance would also be developed and adopted before funding fees could be collected in FY 2018.

40. Wayfinding (TES, PZ, RPCA)

Pedestrian kiosks in Old Town were installed in FY 2017. The next phase, vehicular signage on major corridors throughout the City will take place in FY 2018, followed by Metro station visitor kiosks, highway signs and freestanding interpretive panels in FY 2019.

41. West End Transitway Design (Bridging Documents)(TES, DPI):

In March 2016 City Council re-concurred with the project Locally Preferred Alternative (LPA), a vital step to completing the Environmental Documentation, Entering project Development (PD), and advancing the project to the Design phase. In summer 2016, DPI released a Request for Proposals (RFP) to develop the bridging documents for the project. A contractor is scheduled to be selected in early 2017. This early phase of Design will include technical work to advance the project, interdepartmental update and coordination, and external stakeholder outreach.

42. 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 Fitzgerald Square. Subsequent to Council approval of the Schematic Landscape and Flood Mitigation design in June 2014, Staff developed a plan implementation construction cost estimate totaling \$120 million, and conducted a civic engagement process to prioritize the improvements which was approved by council in January 2015. The initial project area was identified as the "core area" or the area generally bounded by Duke Street, Queen Street, Union Street and the Potomac River. The implementation priorities were identified as flood mitigation, the riverfront promenade and Fitzgerald Square; which were programmed for funding in the Fiscal Year 2016 to FY 2025 Capital Improvement Program (CIP). Interim Fitzgerald Square improvements (post-ODBC

move) are in the planning stage. ODBC currently anticipates completion of their new facility by the end of Calendar 2017.

The June 2014 City Council approval included a number of feasibility studies covering: governance (including operations, maintenance and revenue generation), recreational boating marina; and civic building. The governance and marina feasibility studies began in FY 2015 and FY 2016 respectively, and are both expected to be complete in FY 2016. Study of the civic building will be pursued in the future as needed to support governance and implementation.

Ongoing/Other Projects

43. North Potomac Yard Update and Rezoning (PZ, TES, RPCA, Housing, AEDP)

Following adoption of the North Potomac Yard Plan update, anticipated for June 2017, staff will work on the associated necessary regulatory approvals, including CDD Concept Plan amendments, rezoning, and DSUPs.

44. Eisenhower East Plan Phase 1 Update Rezoning (PZ, TES, AEDP)

Following adoption of the Eisenhower East Master Plan Amendment, anticipated for September 2017, staff will work on the associated necessary regulatory approvals, including CDD Concept Plan amendments, rezonings, and DSUPs.

45. Subdivisions and Neighborhood Character (PZ)

This effort would consider amending the subdivision regulations in order to create more defined criteria regarding “lot character” so that the process of reviewing subdivisions is more predictable. New lots produced by subdivisions are required to be similar in character to existing lots – a requirement that is difficult to define and quantify.

46. New Permitting System Software Implementation (Code, PZ, RPCA)

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 while it has served the City well, the system has reached the end of its useful life. The City plans to replace this legacy software with more modern, up-to-date technology that will help address the City’s current challenges to provide online permit processing, online payments, and online plan review. Electronic Plans Submission is also part of this project. The new 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. In addition, other departments within the City will have access to the system as needed including Fire, Police, Health, Housing, Recreation, Real Estate, Archaeology and DASH. A technical consulting firm was hired to assist City staff in articulating system requirements to be included in an RFP for new permitting system software and services. An RFP was issued in January 2015. The configuration and implementation should begin in early 2017 and will take approximately 2 years to finalize

depending on the modules implemented and the services provided. This project is fully funded by building permit fees.

47. *Carpenter's Shelter Interim Relocation (Housing, PZ)*

Both Carpenter's Shelter and AHDC are investigating prospects for the interim relocation of shelter activities during that property's anticipated two-year redevelopment (January 2018-December 2019). Since a specific site has not yet been identified, staff anticipate that some development or zoning approvals may be required to facilitate relocation of the existing shelter functions in early FY2018.

48. *Old Town Digital Survey of Historic Structures (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 app created by Planning and Zoning staff with the assistance of GIS staff. The NPS funded upgrades to the app in 2015 and is making the app available nationally as part of its 100th anniversary in 2016. P&Z staff will continue to work with volunteers on Phase Two of the Alexandria survey in 2017.

49. *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.

50. *Dominion 230KV Line (TES, PZ, GS, RPCA)*

Dominion Virginia Power previously proposed constructing a new 230-kilovolt underground transmission line between Alexandria and Arlington in the vicinity of Jefferson Davis Highway and Potomac Yard. The project would add and upgrade equipment at the existing switching station on E. Abingdon Drive in Alexandria, and connect it to the Glebe Substation on S. Glebe Road in Arlington. The City Council established an Ad Hoc Underground Transmission Line and Substation Working Group in 2014 to examine quality of life, economic, electric reliability, environmental and transportation impacts associated with the proposed project, and to make recommendations to staff, the City Manager and Council on matters pertaining to the project. In early 2015, Dominion notified the City that due to a lower forecast for electrical demand, they would be performing an engineering analysis and delaying their plans to build the transmission line. In February 2016, Dominion notified the City that the updated forecast analysis was completed and reaffirmed its belief that a new 230kV line between the Glebe Substation and Potomac River Substation would provide the most effective solution to projected reliability concerns. With this information, the City re-established the UTLWG and Dominion hosted a community meeting on March 23, 2016 to update the public on the status of the project. The Council approved the Work Group Recommendations and Resolution opposing above ground transmission lines in May 2016. The CSX corridor was designated as the least objectionable alignment as outlined in the UTLWG memo to Council. Dominion continues to work on the SCC submission package

and had officially advised the City that they are now planning to file with the SCC in the 4th quarter of 2016. That timetable has slipped as Dominion did not file with the SCC in 2016. Dominion hosted an open house on October 11, 2016 to provide a project update to stakeholders. It appears that Dominion will be submitting two alternatives to the SCC: a) The Glebe-Potomac River Station connection along the Rail Corridor and b) Reconductoring/upgrading the existing 230kV line in Route 1 and other work in Fairfax County.

51. *Pedestrian and Bicycle Master Plan – Complete Streets Manual (Vision Zero) (TES, PZ)*

The Pedestrian and Bicycle Master Plan identified priority pedestrian, bicycle and trail projects, case study area recommendations, and pedestrian and bicycle strategies. One of the key strategies of importance is the development of a Vision Zero policy and program. Starting in FY 2016 and continuing through FY 2017, T&ES will work with the Transportation Commission and other departments including P&Z, Police and RPCA to develop a Vision Zero policy, to be adopted by Council. Following the development of the policy, T&ES will develop a program that outlines the methodology and resources for the Vision Zero program.

52. *Fire Station Location Study (OPA, GS, Fire, GIS)*

The Office of Performance and Accountability (OPA) is leading the Fire Station Location Study. The study will help address where the City should locate emergency response facilities and resources to achieve the City's Fire and Emergency Medical Service (EMS) performance goals. This project will consider current and future demand for emergency services, current and future approaches to and features of the emergency response, and current and future Fire and EMS performance goals, among other factors. The project commenced in July 2014. The final draft of the study is in process and should be completed in the first half of 2017.

53. *Arlandria Action Plan/Four Mile Run Implementation (PZ, Housing, TES), Four Mile Run (RPCA, TES)*

In FY 2017, plan implementation and community engagement will continue. An interdepartmental work team coordinates key areas of responsibility and includes P&Z, T&ES, Housing, AEDP and RP&CA.

54. *Braddock Plan Implementation (PZ, RPCA, TES, Housing)*

Plan implementation will continue to focus on streetscape improvements on Fayette Street and the design for the one-acre park on the U.S. Post Office block. The Andrew Adkins site, located near the Braddock Metro, will continue its DSUP process through FY 2018.

55. *Beauregard Plan Implementation (PZ, DPI, TES, RPCA, Housing)*

In FY 2017-18, plan implementation will continue with an emphasis on the review of development applications by staff and the Beauregard Design Advisory Committee (BDAC), including the proposed first phase of JBG's Town Center neighborhood redevelopment. Coordination will also continue with long-term planning for the West End Transitway and the Seminary-Beauregard Ellipse. In FY 2018, Housing will continue outreach to the Beauregard tenant community, development and updating of a resident database, including

the prioritized wait list for committed affordable units (CAUs), and placement of eligible households into the 105 Southern Towers 10-year CAUs by December 2017. Housing and Planning will also continue to process and monitor development and financing of future affordable housing resources for Beauregard, which currently include St. James Plaza (93 affordable units under construction), The Gateway at Beauregard King (74 affordable units to be under construction by early 2017), and the Church of the Resurrection site (113 affordable units proposed). In addition to these “leveraged projects”, a public-private-nonprofit joint venture to develop a substantial number of affordable units in future phases of the Town Center neighborhood is also being preliminarily explored.

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

Implementation to continue.

57. *Citywide and Neighborhood Parks Plan Implementation (RPCA)*

Implementation of these plans will continue.

58. *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 will propose 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.

59. *Urban Forestry Master Plan Implementation (RPCA)*

Implementation of this plan will continue.

60. *DASH (TES, DASH)*

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

61. *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*](#).

62. *Fort Ward Management Plan Implementation (RPCA, OHA)*

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. This effort will include coordination of the implementation of the plan with the City Manager-appointed Fort Ward Plan Implementation Monitoring Group representing all stakeholders. Initial phase of the plan implementation includes storm water management, site

archeology, interpretative plan development, oral history project, tree planting and ADA accessibility.

63. *Oakville Triangle Route 1 Corridor Plan Implementation (PZ, DPI, TES, RPCA, Housing)*

Implementation of the recently approved Plan will occur through development review and coordination/monitoring to ensure that public benefits and infrastructure are implemented consistent with the phasing established in the Plan.

64. *Complete Streets Program (TES, PZ, RPCA)*

This 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.

65. *Regional Transportation Initiatives (TES)*

Many important regional transportation and transit planning initiatives are shown in the FY 2017 Interdepartmental Long Range Planning Work Plan, most notably the Potomac Yard Metrorail Station. There are also important transportation implications for all of the small area plan updates in which Transportation Planning staff will collaborate. 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.

66. *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). For FY 2017, staff will be participating in several initiatives including the Round 9.0 Forecast based on a new, regional economic model. A regional assessment of how local jurisdictions affirmatively further fair housing has been proposed by COG in FY 2018. The City will also participate in COG's planned Global Export Initiative planning in 2016.

67. *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, beginning in the second half of FY 2017 and bringing one or two issues to Council per fiscal year. Because the infill regulations are complex and interlocking, addressing one issue at a time will allow staff to ensure that proposed changes do not have unintended outcomes.

Projects Not Currently Scheduled

68. Green Building Policy (PZ, GS, RPCA, Housing)

Upon completion of the Environmental Action Plan, staff will initiate an update to the City's Green Building Policy. City staff will work with the Environmental Policy Commission and other relevant stakeholders to conduct a multi-phase research effort that will inform the policy update and provide guidance on its content. These phases reflect areas of importance identified by the City's Environmental Policy Commission, described in detail in the research initiatives below.

- *Green Building Policy Research: LEED Equivalency & Updated Benchmarking*
The current Green Building Policy permits use of rating systems that are “equivalent” to LEED and more applicants are choosing “equivalent” rating systems. As additional rating systems expand in use throughout the construction industry, it's important to understand these systems to ensure that the rating system criteria are at the same level as LEED. Staff would work with EPC (coordinated with the development community and public) to catalogue and analyze green building rating system requirements for equivalency to LEED. The final output would be an evaluation matrix and standard conditions to be used for development projects proposing non-LEED certification.
- *Green Building Policy Research: Prioritizing Green Building Elements*
As the City's Green Building Policy continues to evolve, prioritization of green building elements in conjunction with the current rating systems can produce a larger impact on the overall sustainability goals. During this phase, staff will work with the EPC to prioritize green building elements such as energy efficiency, water use, etc. by building type. In addition to the priority list, the final output of this phase will include policy recommendations (and possibly incentives) that can be incorporated in the FY 2018 Green Building Policy update.

The timing of this project is proposed to be delayed because existing resources (staff and funds for outside technical assistance) are insufficient for its inclusion in the FY2018 work program and competing projects have a higher priority. Staff recommends focusing available resources on the update of the Environmental Action Plan, which is the City's overarching environmental policy guidance, and use the results of that effort to guide the Green Building Policy Update when it can be scheduled. Currently, Alexandria's Green Building Policy is among the most stringent in the region and Alexandria regularly achieves near-total compliance with the policy for new buildings.

69. Backyard Hens Text Amendment

Some members of the community have requested that the City amend the Zoning Ordinance to allow backyard hens on lots smaller than currently permitted. This effort will require a significant community outreach process and staff resources beyond those currently available.

Interdepartmental Development Review

On the development side, the number of known major redevelopment projects that will require significant staff resources from multiple departments in FY2018 is anticipated to continue to be very high. A number of projects will require a level of effort that is well beyond the average development case, including considerable additional public engagement. In addition, considerable staff resources are necessary in the post-approval process, during final site plan review and during construction, to ensure that constructed projects comply with approvals. These include:

ACPS Capital Projects: ACPS has submitted a CIP proposing a significant number of projects to add capacity, the majority of which would require going through a development review process, including public hearings, for the necessary approvals.

Affordable Housing (Church of the Resurrection, Fairlington Presbyterian):

- *2280 N. Beauregard/Church of the Resurrection:* The Church of the Resurrection redevelopment project is proposed to provide approximately 113 new affordable rental housing units as well as new worship and mission space for the church. This project will continue to require significant coordination with City staff, including development review and analysis of the potential for city investment in the affordable housing element of this project as one of the leveraged projects envisioned in the Beauregard Small Area Plan. The City has provided approximately \$500,000 in predevelopment funding for the project and, if approved, would be the City-supported 2018 tax credit project.
- *Fairlington Presbyterian:* Wesley has been selected to develop the rear portion of the FPC site. Wesley proposes an 81 unit affordable rental building and will submit a predevelopment loan request to AHAAC in February. This project is currently anticipated to be the City-supported 2019 tax credit project.

Alfred Street Baptist Church: A major church expansion, including addressing the existing affordable housing within the redevelopment site, is in the development review process now. Construction is not expected until after FY2019 or later when the affordability status of the on-site affordable housing expires.

ARHA Redevelopment Sites: Redevelopment of the ARHA RFP sites into mixed-income communities will continue with processes related to the pending DSUP for Andrew Adkins in FY 2018, and initial community engagement related to the future redevelopment of ARHA's Cameron Valley sites. Redevelopment initiatives will involve coordination and participation of City staff from multiple departments, including Housing, Planning and Zoning, T&ES and others as well as robust community engagement and coordination with the ARHA Redevelopment Work Group (which includes representatives from City Council, Planning Commission and the ARHA Board of Commissioners). An expedited review process is likely as ARHA hopes to secure land use approvals for the Adkins site by late 2017 in order to submit an application for low income housing tax credits in March 2018, however staff anticipates that significant challenges may have to be addressed related to city requirements regarding replacement (Resolution 830) units and temporary and permanent relocation of ARHA residents impacted by redevelopment.

Beauregard Town Center Development: The first phase of this project, a major focus of the Beauregard Small Area Plan, is currently scheduled to come to public hearing no earlier than late FY 2017. Tenant relocation and assistance, including referral and placement processes, coordinated with JBG and others, are anticipated pursuant to the guidelines established in the Plan and CDD#22. It is also expected that a future phase of the development may include an affordable housing development.

Braddock Metro Station: The City and WMATA have completed guidelines for the redevelopment of the Braddock Metro Station consistent with the Braddock Metro Neighborhood Plan. These guidelines have been posted to the WMATA website. Interested developers are now able pursue redevelopment through an unsolicited bid process. Progress on the Andrew Adkins redevelopment is likely to spark new interest in the Metro site.

Braddock Road Metro Neighborhood Plan Projects: Braddock Gateway, Phase 1 is under construction and the City is currently processing amendments to the CDD concept plan which covers Phase 2 of Braddock Gateway. Related DSUP cases may follow in FY 2018. Ramsey Homes, which received DSUP approval this past fall is expected to go into Final Site Plan review in early 2017 with construction to follow in FY 2018. Similarly Carpenter's Shelter and affordable housing project is expected to go to Final Site Plan early in 2017 with construction to follow as soon as funding is available and a temporary location for the shelter operations has been confirmed. A nearly two block area containing ARHA's Andrew Adkins community is slated to come in for Concept review in early 2017 with construction to begin in FY 2019.

Eisenhower East Projects: Development interest in the Eisenhower East area is high, stimulated by the National Science Foundation (NSF) and the transit proximate location. In coordination with the Eisenhower East Phase 1 Plan update, it is anticipated that several new projects will be submitted, including in the near term two hotels, residential and retail projects to serve NSF and other existing development. These projects have major access and infrastructure elements that will require significant staff review and coordination.

Eisenhower West Redevelopment Projects: Several property owners in the Eisenhower West plan area have submitted redevelopment concepts that will require rezoning per the Plan. As part of the review and analysis of these projects, various city departments and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group will be engaged.

Landmark Mall: Staff continues to provide any technical or administrative support required to keep the redevelopment project moving forward, including negotiations on tax increment financing between The Howard Hughes Corporation and the City. The Howard Hughes Corporation, owner of the Mall, is actively pursuing real estate agreement with Seritage/Sears, has recently purchased the 11-acre Macy's site, and the Mill Creek agreement is largely set.

Old Town North Projects: It is anticipated that a developer for WMATA's Royal Street Bus Garage will be solicited and selected by WMATA in FY 2017-18 with the development process to follow. Engagement with neighborhood groups in this location and managing the ongoing development process will require significant staff involvement in the redevelopment of this city

block in FY 2018. Other Old Town North properties may also submit development applications to be considered concurrent with the update to the Old Town North Small Area Plan. Ongoing development approval activities and substantial community outreach will continue in FY 2018.

Potomac Yard North: Additional major projects in Landbays G and H will likely be moving forward in FY 2018, followed by DSUP review for Phase 1 of Landbay F in FY 2018-19.

Robinson Terminals North and South: The two terminal properties will continue to require significant staff resources in FY 2018. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordination on the final site plans for Robinson Terminal South, grading and building permits and site inspections will be a priority in FY 2018. Robinson Terminal North's plans are likely to undergo a review and revision starting in FY2017 and continuing in to FY 2018.

2017 Transportation Commission Work Plan - DRAFT (Updated 2/1/2017)

	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
City Planning Studies													
Vision Zero Policy / Action Plan		▲ Vision Zero policy						▲ Update			▲ Action Plan Recs		
Eisenhower West Implementation													
Potomac Yard Metrorail Station				▲ Written Update			▲ Written Update			▲ Written Update			
Pedestrian / Bicycle Master Plan Implement.				▲ Performance Measures									
Motorcoach Study		▲ Recs Memo											
Old Town North SAP					▲ Update	▲ Recommendations / Endorsement							
Commercial Parking Ratio Study							▲ Update on TF				▲ Recommendation		
North Potomac Yard SAP Amendment			▲ Update			▲ Recommendations / Endorsement							
Transportation Funding													
Transportation Long Range Plan					▲ Guidance	▲ Projects	▲ Scoring	▲			▲ PH		
Capital Improvement Program (CIP)				▲	▲ Public Hearing						▲ Guidance		
6 Year Plan / RSTP / CMAQ Funding Request												▲ Recommendation	
NVTA 70% Funding													Process ▲
Transportation Programs													
TDM Program												▲ Update / Grant	
Complete Streets				▲ Status / Pavement program									
Capital Bikeshare		▲ Written memo										▲ Written Update	
Del Ray Parking Implementation			▲ Written Update										
OTAPS Implementation													
72 Hour Parking Ordinance				▲ Written Update		▲ Written Update							
Regional Projects / Plans													
TransAction					▲ Written Update					▲			
I-395 Express Lanes								▲ Written Update					
DC to Richmond High Speed Rail		▲ Update											
Jones Point Master Plan													

Commission Update / Presentation ▲

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – NORTH POTOMAC YARD SMALL AREA PLAN

ISSUE: Receive an update on the North Potomac Yard Small Area Plan.

RECOMMENDATION: That the Transportation Commission receive the update on the North Potomac Yard Small Area Plan.

BACKGROUND: The North Potomac Yard Small Area Plan (SAP) was approved in 2010. The SAP provides a planning blueprint to guide public and private investment and development decisions in the northern portion of Potomac Yard (also called Landbay F). As written in 2010, *“The Plan focuses on the creation of dynamic urban forms, a complementary mix of land uses, community amenities, and a range of housing opportunities. The Plan is a framework to create one of the most sustainable series of neighborhoods within the region, known for its outstanding Four Mile Run waterfront, parks, public transportation, innovative architecture, environmentally sustainable design and practices, and incorporation of Alexandria’s rich history and culture.”*

In 2015, the North Potomac Yard developer representative indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group serves as the community engagement forum to review the Plan and proposed amendments. The Advisory Group began meeting in April 2016, and has held a total of 11 meetings.

The original SAP as adopted in 2010 includes approximately 7.5 million square feet of mixed use development east of Route 1, between Arlington County and E. Glebe Road. The original plan envisioned a realigned Potomac Avenue that would run parallel to the rail tracks, separating a linear park from the development west of Potomac Avenue within. The transportation strategy was designed to facilitate a significant mode shift – from private autos to alternative, more sustainable means of transportation, consistent with the City’s Transportation Master Plan. Recommendations include strategies to manage transportation demand, expand the street grid and multimodal connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network.

The transportation network includes a future Potomac Yard Metrorail station, a dedicated high-capacity transit corridor (Metroway) along Route 1, Silver Meteor Avenue and Potomac Avenue, and improved north-south and east-west pedestrian and bicycle facilities with improved connectivity to the regional trail system.

Throughout the SAP Update process, a number of scenarios have been developed and reviewed by the Advisory Committee. The Advisory Committee recommended a street alignment that positions Potomac Avenue through the center of the development on its current alignment. This provides an additional 1.5 acres of open space, creates a more active and pedestrian friendly space at the future Potomac Yard Metro station (north entrance), allows for a phased development of the Potomac Avenue and Transitway, maximizes ridership for the Metroway, and provides flexibility of for continued study of the design and character of Potomac Avenue.

The proposed total land use numbers under full buildout is similar to the 2010 adopted plan (7.5 million square feet), however, the proposed plan amendment includes nearly double the amount of office space, a reduced amount of retail space, less residential use, and more specificity with certain land uses including a gym, and restaurant uses.

A first phase of development, anticipated to be completed by 2021, will be located to the east of Potomac Avenue that includes a mixture of retail, office, hotel and residential uses. The transitway will operate along Route 1, Evans Lane and Potomac Avenue in mixed traffic, and an intermodal transit stop will be located within proximity to the future Potomac Yard Metrorail station. Phase 2 will include additional development between Route 1 and Potomac Avenue, and is anticipated to be fully built out by 2040. The full buildout assumes that the transitway will be built to accommodate transit in dedicated lanes.

The planning effort is anticipated to conclude in June 2017 with the Plan's adoption by Council, after endorsement by the Transportation Commission on May 17, and approval by the Planning Commission in June. More information on the plan can be found at:

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

DISCUSSION: The transportation analysis for the plan amendment is currently underway, and an update will be provided to the North Potomac Yard Advisory Committee on February 28, 2017. The transportation analysis is examining the impacts of the changes in land use, the new roadway network, but also builds in background and approved development that has changed since the 2010 adopted plan, including South Potomac Yard, the approved land uses and transportation network from the Route 1 / Oakville Triangle Corridor Plan. In addition, the updated transportation analysis also takes into consideration the Metroway service that has been operational since 2014.

A key consideration that has been raised by the Advisory Committee is the character of Potomac Avenue both during the interim Phase 1 condition, and the full buildout condition. Criteria for the design of Potomac Avenue for the first and second phases of development will be included in the small area plan amendment. It will include that Potomac Avenue be designed to be a north-south multimodal urban street that prioritizes pedestrians, bikes, transit and cars in that order. The future design considerations will include a generous (20-25') streetscape on each side, facilitation of safe pedestrian crossings, on-street parking where feasible, a street design that facilitates neighborhood connectivity on each side of the street, and Metroway service that maximizes accessibility and ridership.