

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #10 –TRANSPORTATION COMMISSION CY 2019 WORK PLAN AND INTERDEPARTMENTAL LONG RANGE WORK PLAN

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

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

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

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

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

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

Plans/Projects

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

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

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

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

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

Per the City Council's Eco-City Alexandria initiative, the Environmental Action Plan 2030 (EAP) was adopted by City Council in 2009 following an extensive public outreach campaign. The EAP calls for updating the EAP at least every five years and the Eco-City Charter every ten years. These updates are aimed at maintaining the EAP's relevance, prioritizing efforts, and enhancing its effectiveness in leading the City further toward environmental sustainability and achieving the City's long-term goal of becoming a true Eco-City. In consultation with the Environmental Policy Commission (EPC), staff is updating the EAP in two phases. Phase 1 was completed in Fall 2018. Phase 2 will focus on the remaining short-term principle areas and all mid- and long-term action items is planned for Council consideration in June 2019.

Transit Vision Study (TES, DASH, PZ) *

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

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

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

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

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

Alexandria Mobility Plan (TES, PZ, ITS) *

The Transportation Master Plan was approved by City Council in 2008. The Transportation Commission has recommended that the City conduct an update to this plan every 5 to 8 years to stay current with the changes occurring in the City including new development, implementation of high capacity transit corridors, and more recent programs and policies such as Vision Zero and Complete Streets. An updated Bicycle-Pedestrian chapter was approved by City Council in 2016. Periodic updates also ensure that the City's policies and recommendations are current with best practices, industry standards and changing technology and behavior. This effort will take place in two phases with additional funding planned in FY 2021 to complete the update. Internal work for the first phase has begun. This phase will update the content and format of the Streets chapter and will create standalone chapters for Transportation Demand Management and Smart Mobility. The Smart Mobility chapter will be focused on the City's efforts to better manage traffic and mobility through use of new technology. The second phase will update the Parking chapter, expand the Smart Mobility Chapter and utilize the results from the Transit Vision Study to help update the Transit Chapters.

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

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

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

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

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

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

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

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

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

Studies/Policy Initiatives

Residential Parking Permit Program (TES)

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

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

Plan Implementation

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

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

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

Parking Technologies *

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

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

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

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

Wayfinding (TES, PZ, RPCA, DPI)

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

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

West End Transitway Design (TES, DPI)

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

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

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

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

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

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

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

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

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

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

Regional Transportation Initiatives (TES)

Many important regional transportation and transit planning initiatives are shown in the Interdepartmental Long-Range Planning Work Plan. In addition, staff continues to allocate significant time to coordinating with regional agencies such as NVTA, NVTC, TPB, WMATA, and VRE to address issues related to state and federal funding for local and regional transportation projects, improving air quality and relieving congestion throughout the region, and providing an efficient and effective public transportation network which connects the City to the rest of the region.

Interdepartmental Development Review.

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

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

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

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

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

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

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

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

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

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

other improvements as part of the Waterfront Plan implementation.