

City of Alexandria

*301 King St., Room 2300
Alexandria, VA 22314*



Docket - Final

Tuesday, May 28, 2013

7:00 PM

Council Chambers

City Council Legislative Meeting

- 1 **Calling the Roll.**
- 2 **Moment of Silence and Pledge of Allegiance**
- 3 **Reading and Acting Upon the Minutes of the Following Meetings of City Council:**

[13-1480](#) The Regular Meeting Minutes of May 14, 2013.

Attachments: [13-1480_may 14 minutes.rtf](#)

RECOGNITION OF YOUTH BY MEMBERS OF CITY COUNCIL

None.

PROCLAMATIONS

None

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER (five min.)

CONSENT CALENDAR (4-9)

(Resignations and Uncontested Appointments)

- 4 [13-1486](#) Receipt of the Following Resignation from Members of Boards, Commissions and Committees:

(a) Health Systems Agency of Northern Virginia
 Barbara D. Cohoon

(b) Waterfront Commission
 Kathleen K. Seifert

Attachments: [13-1486_resignations](#)

Uncontested Appointments to Boards, Commissions and Committees:

- 5 [13-1489](#) Uncontested Appointments to Boards, Commissions and Committees:
- (a) Archaeological Commission
1 Planning District III Representative
 - (b) Citizen Corps Council
1 Citizen Member
 - (c) Commission on Employment
1 Citizen Member
 - (d) Commission on HIV/AIDS
1 Citizen Member
 - (e) Community Criminal Justice Board
1 Citizen Member
 - (f) Convention and Visitors Association Board of Governors
1 National or International Trade or Professional Association Executive
 - (g) Human Rights Commission
1 Citizen Member
- Attachments:** [board uncontested appoints may 28 2013-a](#)

(Reports and Recommendations of the City Manager)

- 6 [13-1411](#) Alexandria Fund For Human Services FY 2014 Grant Awards.
- Attachments:** [FY 14 Grant Awards Attachment I](#)
 [Attachment II City Manager Report](#)
- 7 [13-1357](#) Consideration of Authorization of Recommended Capital Project Allocations and Planned Expenditures.
- Attachments:** [13-1357_1_May 2013 Capital Allocations](#)
- 8 [13-1491](#) Consideration of Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman
- Attachments:** [13-1491_Joshua Weissman - Obituary.pdf](#)
- 9 [13-1510](#) City Council Consideration and Approval to Dock the Presidential Yacht Honey Fitz at the City Marina for Ten (10) Days and Waive the Associated Docking Fees.
- Attachments:** [13-1510_Alexandria Seaport Foundation Honey Fitz Docking Request](#)
 [13-1510_Waterfront Commission Endorsement Honey Fitz](#)

END OF CONSENT CALENDAR**CONTESTED APPOINTMENTS**

- 10 [13-1487](#) Alexandria-Caen Sister City Committee
1 Citizen Member
Attachments: [13-1487 alex caen sister city committee](#)
- 11 [13-1490](#) Alexandria Gang Task Force
1 Member From and Representing T.C. Williams High School
Attachments: [13-1490 gang task force.docx](#)
- 12 [13-1488](#) Community Criminal Justice Board
1 Representative of Local Education to be Nominated by the Superintendent of Schools
Attachments: [13-1488 comm criminal justice bd.docx](#)

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER FOR DISCUSSION (60 min.)

- 13 [13-1298](#) Adoption of the Long Range Planning and Plan Implementation Work Program for FY 2014 and Beyond
Attachments: [13-1298 Attachment1 May 8 Memo.docx](#)
 [13-1298 Attachment2 Interdept Work Program Bar Chart for FY2014.pdf](#)
- 14 [13-1315](#) Consideration of Acceptance of a Funding Allocation from the 2012 National Capital Region (NCR), Urban Area Security Initiative Grant in the Amount of \$145,200 for the Fire Department.

REPORTS AND RECOMMENDATIONS FROM BOARDS, COMMISSIONS AND COMMITTEES**ORAL REPORTS BY MEMBERS OF CITY COUNCIL****ORAL PRESENTATIONS BY MEMBERS OF CITY COUNCIL****ORAL REPORT FROM THE CITY MANAGER****ORDINANCES AND RESOLUTIONS**

- 15 [13-1134](#) Consideration of A Resolution to Proceed with the Eisenhower Avenue Widening and Roadway Improvements Project. [ROLL-CALL VOTE]
Attachments: [13-1134 Attachment 1 RESOLUTION Eisenhower Design.doc](#)
 [13-1134 Attachment 2 Public Meeting Notice.pdf](#)
 [13-1134 Attachment 3 Eisenhower Design.pdf](#)
 [13-1134 Attachment 4 Eisenhower Brick Sidewalk.pdf](#)
 [13-1134 Attachment 5 Map.pdf](#)
 [13-1134 EISENHOWER DESIGN POWERPOINT.pptx](#)
- 16 [13-1406](#) Consideration of Adoption of a Title VI Program by the City of Alexandria. [ROLL-CALL VOTE]
Attachments: [13-1406 2013-05-20 The City of Alexandria Title VI Program.docx](#)
 [13-1406 Attachment 2 Resolution.docx](#)
- 17 [13-1504](#) Final Passage of an Ordinance to Establish a Requirement that Taxicabs Accept Credit Card Payments. [ROLL-CALL VOTE]
Attachments: [13-1504 Attachment 1 Cover Ordinance Taxicab Credit Card.docx](#)
 [13-1504 Attachment 2 Ordinance Taxicab Credit Card.doc](#)
 [13-1504 Attachment 3 Parking Board.pdf](#)

OTHER

- 18 [13-0696](#) Consideration of City Council Schedule.
Attachments: [13-0696 Council Calendar May 2013 to August 2013.docx](#)

EXECUTIVE SESSION

- 19 [13-1521](#) Consideration of Convening a Closed Meeting for Consultation with Legal Counsel and Staff Regarding Actual or Probable Litigation and Consultation with Legal Counsel Regarding Specific Legal Matters.

Attachments: [13-1521 executive session resolution](#)

*The Cablecast schedule of Government meetings on Channel 70 can be found here:
<http://apps.alexandriava.gov/Calendar/AltDisplay/VideoList.aspx>*

This docket is subject to change.

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Full-text copies of ordinances, resolutions, and agenda items are available in the Office of the City Clerk and Clerk of the Council. Meeting materials are also available on-line at alexandriava.gov/council.

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Individuals with disabilities who require assistance or special arrangements to participate in the City Council meeting may call the City Clerk and Clerk of Council's Office at 703-746-4550 (TTY/TDD 838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.

City Council meetings are closed-captioned for the hearing impaired.

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Legislation Details (With Text)

File #: 13-1480 **Name:** minutes
Type: Minutes **Status:** Agenda Ready
File created: 5/16/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: The Regular Meeting Minutes of May 14, 2013.
Sponsors:
Indexes:
Code sections:
Attachments: [13-1480_may 14 minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Title
The Regular Meeting Minutes of May 14, 2013.

**City of Alexandria
Meeting Minutes
Tuesday, May 14, 2013
7:00 P.M.
Council Chambers**

Present: Mayor William D. Euille, Members of Council John Taylor Chapman, Timothy B. Lovain, Redella S. Pepper, Paul C. Smedberg and Justin M. Wilson.

Absent: Vice Mayor Allison Silberberg.

Also Present: Mr. Young, City Manager; Mr. Banks, City Attorney; Mr. Spera, Deputy City Attorney; Mr. Jinks, Deputy City Manager; Mr. Gates, Deputy City Manager; Police Captain Wemple; Deputy Police Chief Corle; Fire Chief Thiel; Mr. Browand, Recreation, Parks and Cultural Activities; Ms. Davis, Director, Office of Housing; Mr. Baier, Director, Transportation and Environmental Services; Ms. Baker, City Engineer, Transportation and Environmental Services; Mr. Maslanka, Transportation and Environmental Services; Mr. Skrabak, Transportation and Environmental Services; Ms. Bevis-Carter, Transportation and Environmental Services; Mr. Garbacz, Transportation and Environmental Services; Ms. Smith, Director, Office of Management and Budget; Ms. Anderson, Acting Deputy Director, Planning and Zoning; Ms. Wright, Planning and Zoning; Ms. Williamson, Planning and Zoning; Ms. Boyd, Special Assistant to the City Manager; Mr. Martinez, Information Technology Services; and Mr. Lloyd.

Recorded by: Jacqueline M. Henderson, City Clerk and Clerk of Council

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5:30 p.m. Work Session on the Housing Master Plan

City Council held the work session.

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1. Calling the Roll.

The meeting was called to order by Mayor Euille, and the City Clerk called the roll. All the members of Council were present, with the exception of Vice Mayor Silberberg, who was absent with an excused absence.

2. Moment of Silence and Pledge of Allegiance

City Council observed a moment of silence and recited the Pledge of Allegiance.

3. Reading and Acting Upon the Minutes of the Following Meetings of City Council:

The Public Hearing Meeting Minutes of April 13, 2013;

The Regular Meeting Minutes of April 23, 2013; and
The Special Meeting Minutes of May 6, 2013

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, City Council approved the public hearing meeting minutes of April 13, 2013, the regular meeting minutes of April 23, 2013, and the special meeting minutes of May 6, 2013. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

RECOGNITION OF YOUTH BY MEMBERS OF CITY COUNCIL

4. Presentation of a Certificate of Appreciation to Iesha Kenney.

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Councilman Chapman and carried unanimously, City Council presented a proclamation to Miss Kenney. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

PROCLAMATIONS

5. Presentation of a Proclamation Declaring the Month of May as Safe Graduation Month.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, City Council endorsed the proclamation. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

6. Recognition of Citizen Academy Graduates.

City Council recognized the members of the Citizens Academy.

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER

CONSENT CALENDAR (7-18)

(Resignations and Uncontested Appointments)

7. Receipt of the Following Resignations from Boards, Commissions and Committees:

- (a) Alexandria-Caen Sister City Committee
James Lewis
- (b) Alexandria Gang Task Force
Maria Muhtadi-Roach
- (c) Community Criminal Justice Board
Raighne C. Delaney

(A copy of the above resignations is on file in the Office of the City Clerk and Clerk of Council, marked collectively as Exhibit No. 1 of Item No. 7 (a-c); 5/14/13, and is incorporated

as part of this record by reference.)

Uncontested Appointments to Boards, Commissions and Committees:

8. Uncontested Appointments to Boards, Commissions and Committees:

- (a) Archaeological Commission
1 Member from the Alexandria Historical Society
- (b) Citizen Corps Council
1 Citizen Member
- (c) ~~Commission on HIV/AIDS
1 HIV/AIDS Service Organization Which Provides Services in the City to the
Minority Community~~
- (d) Historic Alexandria Resources Commission
1 Alexandria Historical Restoration and Preservation Commission Representative
1 Planning District II Representative
- (e) Sister Cities Committee
2 Citizen Members

(A copy of the above appointments is on file in the Office of the City Clerk and Clerk of Council, marked collectively as Exhibit No. 1 of Item No. 8 (a-e); 5/14/13, and is incorporated as part of this record by reference.)

(Reports and Recommendations of the City Manager)

9. Consideration of a Request to Vacate a Position on the Alexandria Waterfront Commission.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 9; 5/14/13, and is incorporated as part of this record by reference.)

10. Consideration of the One-Year Action Plan for Housing and Community Development for Fiscal Year (FY) 2014.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 10; 5/14/13, and is incorporated as part of this record by reference.)

11. Consideration of Submission of a Reimbursement Grant Application by the Alexandria Sheriff's Office Through the United States Department of Justice, Bureau of Justice Assistance, Bulletproof Vest Partnership Program.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 11; 5/14/13, and is incorporated as part of this record by reference.)

12. Consideration of the Annual Reports from Council-Appointed Boards and Commissions for FY 2012.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 12; 5/14/13, and is incorporated as part of this record by reference.)

13. Consideration of the Monthly Financial Report for the Period Ending March 31, 2013.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 13; 5/14/13, and is incorporated as part of this record by reference.)

(Ordinances for Introduction)

14. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to Increase the City's Cigarette Tax.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 14; 5/14/13, and is incorporated as part of this record by reference.)

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 14; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 14; 5/14/13, and is incorporated as part of this record by reference.)

15. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to Amend and Reordain Section 2-2-11 (Establishment of Central Absentee Voter Election District and Voting Place) by Adding Charles E. Beatley, Jr. Central Library as a Permanent Additional Absentee Voting Place for November Elections.

(A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 15; 5/14/23 and is incorporated as part of this record by reference.)

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 15; 5/14/13, and is incorporated as part of this record by reference.)

16. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to Create a Towing Services Advisory Board.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 16; 5/14/13, and is

incorporated as part of this record by reference.

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 16; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 16; 5/14/13, and is incorporated as part of this record by reference.)

17. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to Amend the Sewer Connection Fee.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 17; 5/14/13, and is incorporated as part of this record by reference.

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 17; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 17; 5/14/13, and is incorporated as part of this record by reference.)

18. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance Authorizing the City Manager to Execute a Three-Year License Agreement to Authorize the Waterfront Market, LLC to Utilize a Portion of the City Marina Plaza Right-of-way and to Implement the Agreement.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 18; 5/14/13, and is incorporated as part of this record by reference.

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 18; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 18; 5/14/13, and is incorporated as part of this record by reference.)

END OF CONSENT CALENDAR

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Councilman Wilson and carried unanimously, City Council adopted the consent calendar, with the removal of items 12, 17 and 18, which were considered under separate vote, as follows:

7. City Council received the following resignations: (a) James Lewis, Alexandria-Caen Sister City Committee; (b) Maria Muhtadi-Roach, Alexandria Gang Task Force; and (c) Raighne C. Delaney, Community Criminal Justice Board.

8. City Council made the following appointments to boards, commissions and committees: (a) reappointed Georgia (Katy) Cannady as the one member from the Alexandria Historical Society to the Archaeological Commission; (b) reappointed Michelle McQueeney as the one citizen member to the Citizen Corps Council; (d) appointed Michael Comisso as the one Alexandria Historical Restoration & Preservation Commission representative and reappointed Susan Hellman as the one Planning District II representative to the Historic Alexandria Resources Commission; and (e) appointed Michael Hillburg and Monica Johnson as the two citizen members to the Sister Cities Committee.

9. City Council declared as vacant the position for a citizen representative from Park Planning District I and authorized the City Clerk to advertise the vacancy.

10. City Council: 1. approved the one-year action plan for Housing and Community Development for FY 2014, which includes the City's application for Federal Fiscal Year 2013 funding for \$678,236 in Community Development Block Grant (CDBG) and \$373,796 in Home Investment Partnerships Program (HOME), as summarized in attachments 1 and 2; 2. authorized the City Manager to make adjustments to the FY 2014 Action Plan and grant application based on the approved FY 2014 budget and final grant numbers when received from the U.S. Department of Housing and Urban Development; and 3. authorized the City Manager to execute all necessary documents.

11. City Council: 1. authorized the City Manager to continue the City's participation as an applicant jurisdiction for the Bulletproof Vest Partnership Program to permit the City's law enforcement agencies to apply for reimbursement for bulletproof vests purchased from April 1, 2013 through June 30, 2014. Applications for the 2014 funding period are due by May 20, 2013; 2. authorized all City law enforcement agencies eligible under the requirements of the Bulletproof Vest Partnership Program to participate and apply for reimbursement under the City's comprehensive application in each year that federal funding is available for this program; and 3. authorized the City Manager to execute any necessary documents.

13. City Council received the monthly financial report for the period ending March 31, 2013.

14. City Council introduced the ordinance on first reading and set it for public hearing on May 18, 2013.

15. City Council introduced the ordinance on first reading and set it for public hearing on May 18, 2013.

16. City Council introduced the ordinance on first reading and set it for public hearing on May 18, 2013.

The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

12. Consideration of the Annual Reports from Council-Appointed Boards and Commissions for FY 2012.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 12; 5/14/13, and is incorporated as part of this record by reference.)

Questions were asked by Council regarding those boards who did not submit their report, and what training and reporting was given to the chairs, Ms. Boyd, Special Assistant to the City Manager and Ms. Henderson, City Clerk and Clerk of Council, responded to Council.

WHEREUPON, upon motion by Councilmember Lovain, seconded by Councilwoman Pepper and carried unanimously, City Council received the reports and thanked the boards and commissions for their hard work over the past year. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

17. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance to Amend the Sewer Connection Fee.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 17; 5/14/13, and is incorporated as part of this record by reference.)

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 17; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 17; 5/14/13, and is incorporated as part of this record by reference.)

Ms. Baker, City Engineer, Transportation and Environmental Services, briefed Council on the proposed changes and she, along with Mr. Baier, Director, responded to questions of City Council.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, City Council introduced the ordinance on first reading and set it for public hearing on May 18, 2013. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

18. Introduction and First Reading. Consideration. Passage on First Reading of an Ordinance Authorizing the City Manager to Execute a Three-Year License Agreement to Authorize the Waterfront Market, LLC to Utilize a Portion of the City Marina Plaza Right-of-way and to Implement the Agreement.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office

of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 18; 5/14/13, and is incorporated as part of this record by reference.

A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 18; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 18; 5/14/13, and is incorporated as part of this record by reference.)

Councilman Smedberg asked staff to have comments ready for Saturday as to how the number of seats were determined and in general how the use fits into the implementation of the Waterfront Plan.

WHEREUPON, upon motion by Councilman Smedberg, seconded by Councilwoman Pepper and carried unanimously, City Council introduced the ordinance on first reading and set it for public hearing on May 18, 2013. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

CONTESTED APPOINTMENTS

19. Alexandria Marketing Committee
1 Member With Experience or Expertise in the Following Areas:
Marketing/Communications, Advertising Agency/Public Relations, Media Buyer, Graphic Design/Production and/or Media Relations/Media Outlet

(The following persons volunteered for appointment to the above Commission)

NAME: ENDORSED BY:

Theresa Cuddington
Patricia Gaston
Stephen Reidy

(Material pertaining to the above appointment is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 19; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, ballots were distributed, tellers were appointed and ballots tallied with following results: City Council reappointed Patricia Gaston as the one member with experience or expertise in the following areas: marketing/communications, advertising agency/public relations, media buyer, graphic design/production and/or media relations/media outlet to the Alexandria Marketing Committee. The voting was as follows:

Euille	-	Gaston
Silberberg	-	absent
Chapman	-	Gaston

Lovain	-	Gaston
Pepper	-	Gaston
Smedberg	-	Gaston
Wilson	-	Gaston

20. Commission for Women
4 Citizen Members

(The following persons volunteered for appointment to the above Commission)

NAME:	ENDORSED BY:
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Shauntae Barber
Kathleen Barnett
Kelly Booz
Alicia Daly
Lateisha Garrett
Brian Morreale
Maribel Ramos
Susan Ross-O'Brien
Erica Rossi

(Material pertaining to the above appointment is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 20; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, ballots were distributed, tellers were appointed and ballots tallied with following results: City Council reappointed Brian Morreale and Susan Ross-O'Brien and appointed Erica Rossi as three of the four citizen members to the Commission for Women. The voting was as follows:

Euille	-	Morreale, Ross-O'Brien, Rossi
Silberberg	-	absent
Chapman	-	Morreale, Ross-O'Brien, Rossi
Lovain	-	Morreale, Ross-O'Brien, Rossi
Pepper	-	Morreale, Ross-O'Brien, Rossi
Smedberg	-	Morreale, Ross-O'Brien, Rossi
Wilson	-	Morreale, Ross-O'Brien, Rossi

WHEREUPON, ballots were again distributed, tellers were again appointed and ballots were again tallied with following results: City Council appointed Maribel Ramos as the fourth citizen member to the Commission for Women. The voting was as follows:

Euille	-	Ramos
Silberberg	-	absent
Chapman	-	Garrett
Lovain	-	Barnett
Pepper	-	Ramos
Smedberg	-	Ramos
Wilson	-	Ramos

21. Emergency Medical Services Council
1 Representative of the Alexandria Red Cross

(The following persons volunteered for appointment to the above Commission)

NAME: ENDORSED BY:

Ethel Susan Roe

(Material pertaining to the above appointment is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 21; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, ballots were distributed, tellers were appointed and ballots tallied with following results: City Council waived the residency requirement and appointed Ethel Susan Roe as the one representative of the Alexandria Red Cross to the Emergency Medical Services Council. The voting was as follows:

Euille	-	Roe
Silberberg	-	absent
Chapman	-	Roe
Lovain	-	Roe
Pepper	-	Roe
Smedberg	-	Roe
Wilson	-	Roe

22. Local Emergency Planning Committee
1 Owner and Operators of Facilities Subject to the Federal Emergency Planning Requirements of Super Fund Amendments and Reauthorization Act of 1986 (SARA)

(The following persons volunteered for appointment to the above Commission)

NAME: ENDORSED BY:

Kevin McGunnigle

(Material pertaining to the above appointment is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 22; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, ballots were distributed, tellers were appointed and ballots tallied with following results: City Council waived the residency requirement and appointed Kevin McGunnigle as the one owner and operators of facilities subject to the federal emergency planning requirements of Super Fund Amendments and Reauthorization Act of 1986 (SARA) to the Local Emergency Planning Committee. The voting was as follows:

Euille	-	McGunnigle
Silberberg	-	absent
Chapman	-	McGunnigle

Lovain	-	McGunnigle
Pepper	-	McGunnigle
Smedberg	-	McGunnigle
Wilson	-	McGunnigle

22.1 Commission on HIV/AIDS

1 HIV/AIDS service organization which provides services in the City to the minority community

(The following person volunteered for appointment to the above Commission)

NAME: ENDORSED BY:

Viacheslav Lunkin

(Material pertaining to the above appointment is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 22.1; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, ballots were distributed, tellers were appointed and ballots tallied with following results: City Council waived the residency requirement and appointed Viacheslav Lunkin as the one HIV/AIDS service organization which provides services in the City to the minority community to the Commission on HIV/AIDS. The voting was as follows:

Euille	-	Lunkin
Silberberg	-	absent
Chapman	-	Lunkin
Lovain	-	Lunkin
Pepper	-	Lunkin
Smedberg	-	Lunkin
Wilson	-	Lunkin

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER FOR DISCUSSION

None.

ORAL REPORTS BY MEMBERS OF CITY COUNCIL

ORAL PRESENTATIONS BY MEMBERS OF CITY COUNCIL

1. Mayor Euille extended congratulations to Councilman Chapman on being recognized on May 7 by the Virginia Leadership Institute as one of its top 10 under 40 awardees to honor ten of the region's rising African-American leaders in the business community and politics.

2. Mayor Euille said his next TV show will center around the topic of the Boston bombings and he reminded citizens that if they see something, they should say something.

3. Mayor Euille noted the recognition of Iesha Kenney, an eighth grader, for her boxing prowess, and also two students who have been recognized as finalist for the National Merit

Scholars Award - Charlotte Clinger and Alexandra Eichner, who were among 2,500 students chosen from 15,000 finalist to receive a \$2500 National Merit Scholarship.

4. Mayor Euille asked for an update on the HOTLanes issue.

Mr. Baier, Director, Transportation and Environmental Services, updated Council on the meeting held on the proposed new ramp under construction at Edsall Road and I-395 and the environmental impacts it will cause.

5. Councilman Chapman spoke on the closing of the Giant Food on Beauregard and in Bradlee Shopping Center and the renovation of Safeway. He said he is working with staff on those timelines and to see in terms of gaps in service whether the City can work with outside vendors to provide farmers markets that aren't there so people can get fresh produce and meats. He said they are looking into seeing what they can do to provide those folks with necessary services.

ORAL REPORT FROM THE CITY MANAGER

Mr. Young called attention to the memo sent today regarding the Four Mile Run bridge and also the email received from Judy Noritake, the chair of the co-jurisdictional task force that looked at the issue. If Council has any feedback, he asked that they give that to him quickly, as he intended to move forward with the administrative approvals necessary to do the demolition of Bridge B.

ORDINANCES AND RESOLUTIONS

23. Consideration of a Resolution to Endorse WMATA's Strategic Plan, Momentum: The Next Generation of Metro. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 23; 5/14/13, and is incorporated as part of this record by reference.)

Mr. Baier, Director, Transportation and Environmental Services, along with Gregory Potts, with WMATA, were available to answer questions.

WHEREUPON, upon motion by Councilman Smedberg, seconded by Councilman Wilson and carried unanimously by roll-call vote, City Council adopted the resolution endorsing WMATA's strategic plan, Momentum: The Next Generation of Metro. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2557

Resolution Endorsing the Metro Momentum Strategic Plan

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) is charting a new course to ensure the transit system meets the needs of the region through a strategic planning effort, the first for the Authority in more than a decade; and

WHEREAS, Planning for the future and investing in WMATA is critical because Metro is the backbone of the region, with two million jobs located within a half mile of Metrorail or Metrobus routes; and

WHEREAS, WMATA and its riders relieve the jurisdictions' need to construct at least 1,000 lane miles of roads and tens of thousands of parking spaces; and

WHEREAS, While WMATA continues rebuilding virtually the entire system to improve safety, reliability and customer service, the Authority must be able to serve the expected millions of more future riders, and support the region's economic growth; and

WHEREAS, Demand is already outstripping capacity and more growth is expected, and thus, additional investments are needed to prepare WMATA's core, and ultimately, to ensure the continued prosperity of the region; and

WHEREAS, The plan, *Momentum: The Next Generation of Metro*, benefits from more than a year of unprecedented outreach to nearly 12,000 customers and stakeholders, provides a road map to achieve the goals, and guides WMATA's annual business plan; and

WHEREAS, Recognizing that the region's mobility depends on the continued operation of WMATA's core network, *Momentum* includes the following key priorities for completion by 2025: Operation of all eight-car trains during rush hour; completion of the Metrobus Priority Corridor Network; a one-stop shop for all regional transit trip planning and payment; and a better, more efficient MetroAccess service; and

WHEREAS, *Momentum* would provide a regional return by carrying 35,000 more passengers on trains per hour during rush hour; moving bus customers 50% faster using 12% less fuel while also removing *an additional* 100,000 trips from roadways each day; providing customers with one convenient hub to plan, pay for, and take a transit trip seamlessly and effortlessly; serving more customers with brighter, safer, and easier to navigate stations; offering customers information, everywhere, all the time, to keep them informed during trips; and increasing Blue Line service so that trains arrive every six minutes during rush hour; and

WHEREAS, *Momentum* will require a partnership of funding partners from the federal, State and local governments and from the private sector to implement; and

WHEREAS, *Momentum* has been vetted by business leaders, advocacy groups, legislative decision makers, jurisdictional partners, and riders;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA

The City Council endorses *Momentum: The Next Generation of Metro*, contingent upon WMATA determining a funding source for the plan.

24. Consideration of a Resolution to Establish a Taxicab Task Force. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 24; 5/14/13, and is incorporated as part of this record by reference.)

Mr. Baier, Director, Transportation and Environmental Services, made a presentation of the report and responded to questions of City Council.

WHEREUPON, upon motion by Councilman Smedberg, seconded by Councilwoman Pepper and carried 5-1 by roll-call vote, City Council adopted the resolution establishing a nine member Taxicab Task Force, with the following amendments: the task force report is due by October 30, 2013, and to add a sentence to read: "the issue of the operation of cab companies which operate below the Code required thresholds", and authorized the Mayor to appoint the members of the Task Force and authorized the City Clerk to advertise the vacancies and request representatives from the following groups to participate in the work of the Task Force: Commission on Aging, 1 representative; Alexandria Police Department/Hack Office, 1 representative; Traffic and Parking Board, 1 representative; Taxicab Company Owner, 1 representative; Taxicab Driver, 1 representative; City Council, 1 representative; Community Services Board, 1 representative; Alexandria Commission on Persons with Disabilities, 1 representative; and Department of Transportation and Environmental Services, 1 staff representative. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Smedberg; Opposed, Councilman Wilson.

The resolution reads as follows:

RESOLUTION NO. 2558

WHEREAS, Virginia Code Sections 46.2-2062 through -2067 grants the governing body of any county, city or town the authority to regulate taxicab service; and

WHEREAS, the City of Alexandria, to better serve the public and implement and promote the City's ongoing commitment to provide outstanding taxicab service, has adopted comprehensive rules regulating such service within the City, as is set forth more fully in Alexandria City Code Sections 9-12-1 through -144 and certain administrative regulations as authorized therein; and

WHEREAS, Tenants and Workers United has provided a proposal to liberalize the taxicab driver transfer process.

NOW, THEREFORE, BE IT RESOLVED that the Alexandria City Council establishes a nine-member Taxicab Task Force, and hereby authorizes the Mayor to appoint members as follows:

- 1) Commission on Aging, 1 representative
- 2) Alexandria Police Department/Hack Office, 1 representative
- 3) Traffic and Parking Board, 1 representative
- 4) Taxicab Company Owner, 1 representative
- 5) Taxicab Driver, 1 representative
- 6) City Council, 1 representative
- 7) Community Services Board, 1 representative

- 8) Alexandria Commission on Persons with Disabilities, 1 representative
- 9) Department of Transportation and Environmental Services (T&ES), 1 staff representative

to review and make recommendations to City Council on: 1) the Tenants and Workers United proposal to liberalize the taxicab driver transfer process; 2) the Traffic and Parking Board's proposal to allow grandfathered certificates to become permanently affiliated with the company with whom the driver is affiliated when the grandfathered certificate holder retires; and 3) the issue of the operation of cab companies which operate below the Code required thresholds.

BE IT FURTHER RESOLVED that the Taxicab Task Force will be disbanded upon the receipt of its report to City Council, due by October 30, 2013.

25. Consideration of a Resolution Opposing the Issuance of a Virginia Department of Environmental Quality (VDEQ) Air Permit for the Norfolk Southern Ethanol Transloading Facility. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 25; 5/14/13, and is incorporated as part of this record by reference.)

Mr. Young, City Manager, made a presentation of the issue and he, along with Mr. Skrabak, Transportation and Environmental Services, and Fire Chief Thiel responded to questions of City Council.

WHEREUPON, upon motion by Councilmember Lovain, seconded by Councilwoman Pepper and carried unanimously by roll-call vote, City Council: 1. adopted the resolution strongly opposing the issuance of the proposed VDEQ Air Permit for the Norfolk Southern Ethanol Transloading Facility, with the following amendments: in the 'now therefore be it resolved" section to add the words "noise pollution and quality of life impacts" after "air emissions"; in the next to the last "be it further resolved" add "discuss" after "means to" and after the word "expansion" add "including arranging for a meeting with the Norfolk Southern President/or his designee as soon as possible."; 2. directed the City Manager to develop comments in opposition to the permit, submit those to VDEQ as part of the public comment period, and work with VDEQ staff to facilitate as much time as possible and increased opportunity for the public to comment; 3. direct the City Manager and the City Attorney to explore if there are any other means to prevent this facility expansion; and 4. transmit the resolution to the City's federal and state legislative delegations and request their assistance in this matter. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2559

WHEREAS, Norfolk Southern Corporation has established an ethanol transloading operation at its intermodal facility in Alexandria's West End; and

WHEREAS, Norfolk Southern Corporation made a unilateral and ill-advised decision to locate such a facility near the homes of thousands of City residents, a public elementary school, the Capital beltway which is a main north-south interstate highway serving the East Coast, and the WMATA Metro Rail Blue Line; and

WHEREAS, a facility for the transport, storage and handling of multiple railcars, each with a capacity of 30,000 gallons of highly flammable liquid, presents an unacceptable threat to public safety, vital infrastructure, and private property; and

WHEREAS, Norfolk Southern has proposed plans to enable them to further expand the throughput at their Alexandria facility; and

WHEREAS, Norfolk Southern appears to have been planning this increase in offloading for some time, having applied for an air pollution control permit to VDEQ at the beginning of 2013, yet failed to inform the City and its residents about their planned expansion; and

WHEREAS, the proposed increase in throughput necessitates an air pollution control permit from Virginia Department of Environmental Quality (VDEQ); and

WHEREAS, potential impacts of such increase in throughput include further threats to public safety, vital infrastructure, private property and air quality; and

NOW, THEREFORE, BE IT RESOLVED that the City opposes issuance of the air permit that would enable the expansion of throughput at the facility and would result in increased air emissions, noise pollutions and quality of life impacts; and

BE IT FURTHER RESOLVED that the City Manager is directed to develop comments in opposition to the Permit and submit those to VDEQ as part of the public comment period and otherwise work with VDEQ staff to allow as much time as possible for public outreach and comment; and

BE IT FURTHER RESOLVED that the City Manager and the City Attorney are directed to explore if there are any other means to discuss and prevent this facility expansion, including arranging for a meeting with the Norfolk Southern President/or his designee as soon as possible; and

BE IT FURTHER RESOLVED that this resolution be transmitted to the City's federal and state legislative delegations and their assistance where feasible be sought to prevent this facility expansion.

26. Introduction and First Reading. Consideration. Passage on First and Second Reading of an Ordinance to Adopt Supplement 105 of the City Code of the City of Alexandria. [ROLL-CALL VOTE]

(A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 26; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the

City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 26; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously by roll-call vote, City Council passed on first and second reading an ordinance to adopt supplement 105 to the City Code. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

The ordinance reads as follows:

ORDINANCE NO. 4803

AN ORDINANCE adopting supplemental pages for The Code of the City of Alexandria, Virginia, 1981, as amended, and providing for the repeal of ordinances not included therein, except those saved from repeal by this ordinance, and for other purposes.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the sections and portions thereof set forth in the supplemental and replacement pages for The Code of the City of Alexandria, Virginia, 1981, each of which pages is identified in the lower left-hand corner by the notation "Supp. No. 105," are hereby adopted as and shall constitute "The One Hundred and Fifth Supplement to The Code of the City of Alexandria, Virginia, 1981."

Section 2. That the sections and portions thereof set forth in "The One Hundred and Fifth Supplement to The Code of the City of Alexandria, Virginia, 1981" shall be in force and effect on and after the effective date of this ordinance, and all ordinances of a general and permanent nature which were adopted between December 14, 2012 through March 12, 2013, inclusive, and which are not included in such supplement or in The Code of the City of Alexandria, Virginia, 1981, as amended, are hereby repealed, except as otherwise provided in section 3 of this ordinance.

Section 3. That the repeal provided for in section 2 of this ordinance shall not affect any offense or act committed or done, or any penalty or forfeiture incurred, or any contract established or accruing prior to the effective date of this ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to said date; nor shall it affect any ordinance adopted after March 12, 2013, which amends the Zoning Ordinance of the City of Alexandria, Virginia, 1992, as amended; nor shall it affect any ordinance saved from repeal by Ordinance No. 1250; nor shall it affect any ordinance listed in appendices A through J, both inclusive, of The Code of the City of Alexandria, Virginia, 1981, or any pages supplemental to such appendices; nor shall it affect any provision of any ordinance adopted between December 14, 2012 through March 12, 2013, inclusive, and which is inadvertently omitted from or erroneously incorporated into "The One Hundred and Fifth Supplement to The Code of the City of Alexandria, Virginia, 1981," or any other supplement to the code; nor shall it affect any ordinance adopted after the effective date of this ordinance.

Section 4. That one complete set of pages comprising "The One Hundred and Fifth Supplement to The Code of the City of Alexandria, Virginia, 1981," shall be stapled or otherwise permanently fastened together, shall be manually signed on the front sheet by the

mayor and the city clerk, and shall be filed in the office of the city clerk and made available to any person desiring to inspect the same. In addition, one complete set of the supplemental and replacement pages of such supplement shall be properly inserted into the copy of The Code of the City of Alexandria, Virginia, 1981, which bears the manual signatures of the mayor and the city clerk, and such code, as amended and supplemented, shall be kept on file in the office of the city clerk and be made available to any person desiring to inspect the same.

Section 5. This ordinance shall become effective upon the date and at the time of its final passage.

27. Introduction and First Reading. Consideration. Passage on First and Second Reading of an Ordinance to adopt Supplement 58 of the Zoning Ordinance. [ROLL-CALL VOTE]

(A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 27; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 27; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Councilman Wilson and carried unanimously by roll-call vote, City Council passed on first and second reading an ordinance to adopt supplement 58 of the Zoning Ordinance. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

The ordinance reads as follows:

ORDINANCE NO. 4804

AN ORDINANCE adopting supplemental pages for the Zoning Ordinance of the City of Alexandria, Virginia, 1992, as amended, and providing for the repeal of ordinances not included therein, except those saved from repeal by this ordinance, and for other purposes.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the sections of the Zoning Ordinance of the City of Alexandria, Virginia, 1992, as amended ("Zoning Ordinance"), and the portions thereof, set forth in the supplemental and replacement pages for the Zoning Ordinance, each of which pages is identified in the lower left-hand corner by the notation "Supp. No. 58," are hereby adopted as and shall constitute "The Fifty-Eighth Supplement to the Zoning Ordinance of the City of Alexandria, Virginia, 1992."

Section 2. That the sections of the Zoning Ordinance, and the portions thereof, set forth in "The Fifty-Eighth Supplement to the Zoning Ordinance of the City of Alexandria, Virginia, 1992," shall be in force and effect on and after the effective date of this ordinance, and all ordinances amending the text of the Zoning Ordinance which were adopted between

October 9, 2012 and March 12, 2013 inclusive, and which are not included in such supplement or in the Zoning Ordinance are hereby repealed, except as otherwise provided in section 3 of this ordinance.

Section 3. That the repeal provided for in section 2 of this ordinance shall not affect any offense or act committed or done, or any penalty or forfeiture incurred, or any contract established or accruing prior to the effective date of this ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to said date; nor shall it affect any provision of any ordinance amending the Zoning Ordinance which was adopted between October 9, 2012 and March 12, 2013, inclusive, and which is inadvertently omitted from or erroneously incorporated into "The Fifty-Eighth Supplement to the Zoning Ordinance of the City of Alexandria, Virginia, 1992"; nor shall it affect any ordinance adopted after March 12, 2013.

Section 4. That one complete set of pages comprising "The Fifty-Eighth Supplement to the Zoning Ordinance of the City of Alexandria, Virginia, 1992," shall be stapled or otherwise permanently fastened together, shall be manually signed on the front sheet by the mayor and the city clerk, and shall be filed in the office of the city clerk and made available to any person desiring to inspect the same. In addition, one complete set of the pages comprising such supplement shall be properly inserted into the copy of the Zoning Ordinance of the City of Alexandria, Virginia, 1992, which bears the manual signatures of the mayor and the city clerk, and such code, as amended and supplemented, shall be kept on file in the office of the city clerk and be made available to any person desiring to inspect the same.

Section 5. That this ordinance shall become effective upon the date and at the time of its final passage.

28. Second Reading and Final Passage of an Ordinance to Establish a Requirement that Taxicabs Accept Credit Card Payments. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 28; 5/14/13, and is incorporated as part of this record by reference.

(A copy of the informal memorandum explaining the ordinance is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 2 of Item No. 28; 5/14/23 and is incorporated as part of this record by reference.

A copy of the ordinance referred to in the above item, of which each Member of Council received a copy not less than 24 hours before said introduction, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 3 of Item No. 28; 5/14/13, and is incorporated as part of this record by reference.)

Mr. Baier, Director, Transportation and Environmental Services, responded to questions of City Council.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, City Council deferred passage of the ordinance to establish that taxicabs accept credit card payments to the May 28 City Council meeting so that staff can put the suggested corrections noted in the staff memorandum into the ordinance for

adoption, as follows:

- 1) If a taxicab company mandates that drivers use a specific credit card processor that company will:
 - a. Charge drivers no more than 5% of the transaction for processing;
 - b. Provide a direct deposit option for drivers;
- 2) Taxicab companies are responsible for uniformity of service and can determine the type of credit card device that is allowable in their fleet;
- 3) Taxicab companies operating in the City provide an annual report to be reviewed by staff in analyzing the effects of the mandatory credit card acceptance policy.
 - a. The report will contain information regarding the number of transactions per driver, the percentage of trips paid for using a credit card, and the transaction fees paid by the driver to the taxicab company to process the credit card payments.
 - b. Companies that do not provide this data to the City will be considered to be out of compliance with the taxicab ordinance;
- 4) The certificate holder will ensure that drivers will issue a paper receipt showing date of transaction, cab number, driver name, and the amount of the transaction for all credit card transactions. The receipt can be hand written;
- 5) All credit card processing equipment shall be PCI DSS compliant;
- 6) Taxicabs will be taken out of service if their credit card processing equipment is inoperable; and
- 7) Establish September 1, 2013 as a compliance date.

The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

OTHER

29. Consideration of City Council Schedule.

(A copy of the City Manager's memorandum dated May 8, 2013, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 29; 5/14/13, and is incorporated as part of this record by reference.)

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Councilman Chapman and carried unanimously, City Council: 1. received the updated City Council Schedule which includes: bike to work day 2013 on Friday, May 17 at 8:00 a.m. on Market Square, the Project Discovery Reception is scheduled for Wednesday, May 29 at 6:30 p.m. in the Vola Lawson Lobby; the annual Waterfront Walk with staff is scheduled for Saturday, June 8 from 9 a.m. to 11 a.m. at Oronoco Bay Park (Madison Street); the annual Alexandria/USA Birthday Celebration on Saturday, July 13 at Oronoco Bay Park (100 Madison Street) from 7 p.m. to 10 p.m.; and 2. approved the Council Schedule.

Mayor Euille noted that Council received an invitation today to participate in the North Old Town Walk on Monday from 9:30 to 11:00 a.m.

Councilman Wilson added the groundbreaking for Jefferson Houston on May 21 at 3:00 p.m.

Mayor Euille said he would be attending a Mayor's Forum in Philadelphia May 22-24, so

he would be out of the City.

The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

30. Consideration of Convening a Closed Meeting for the Purpose of Consulting with Legal Counsel Regarding a Pending Legal Matter.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, at 9:28 p.m., City Council convened in executive session to consult with staff and legal counsel regarding threatened or pending litigation; specifically, the settlement of a pending legal matter and probable litigation related to environmental infrastructure improvements, pursuant to Section 2.2-3711(a)(7) of the Code of Virginia. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, at 10:02 p.m., City Council reconvened the meeting. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously by roll-call vote, City Council adopted a resolution pertaining to the Executive Session. The voting was as follows: In favor, Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2560

WHEREAS, the Alexandria City Council has this 14th day of May 2013, recessed into executive session pursuant to a motion made and adopted in accordance with the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 of the Code of Virginia requires a certification by the city council that such executive session was conducted in accordance with Virginia law;

NOW, THEREFORE, BE IT RESOLVED, that the city council does hereby certify that, to the best of each member's knowledge, only public business matters that were identified in the motion by which the executive session was convened, and that are lawfully exempted by the Freedom of Information Act from the Act's open meeting requirements, were heard, discussed or considered by council during the executive session.

* * * * *

THERE BEING NO FURTHER BUSINESS TO BE CONSIDERED, upon motion by Councilman Wilson, seconded by Councilman Smedberg and carried unanimously, the regular meeting of May 14, 2013, was adjourned at 10:03 p.m. The voting was as follows: In favor,

Mayor Euille, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper, Councilman Smedberg and Councilman Wilson; Opposed, none.

APPROVED BY:

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson
City Clerk and Clerk of Council



Legislation Details (With Text)

File #: 13-1486 **Name:** resignations from bds
Type: Appointment **Status:** Agenda Ready
File created: 5/17/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Receipt of the Following Resignation from Members of Boards, Commissions and Committees:

(a) Health Systems Agency of Northern Virginia
Barbara D. Cohoon

(b) Waterfront Commission
Kathleen K. Seifert

Sponsors:

Indexes:

Code sections:

Attachments: [13-1486 resignations](#)

Date	Ver.	Action By	Action	Result
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Title

Receipt of the Following Resignation from Members of Boards, Commissions and Committees:

- (a) Health Systems Agency of Northern Virginia
Barbara D. Cohoon
- (b) Waterfront Commission
Kathleen K. Seifert

May 17, 2013

Receipt of the following resignations from Members of Boards, Commissions and Committees:

- (a) Health Systems Agency of Northern Virginia
Barbara D. Cohoon (effective May 3, 2013)
- (b) Waterfront Commission
Kathleen K. Seifert (effective May 17, 2013)

These resignations are for information only.



Legislation Details (With Text)

File #:	13-1489	Name:	uncontest appointments
Type:	Appointment	Status:	Agenda Ready
File created:	5/17/2013	In control:	City Council Legislative Meeting
On agenda:	5/28/2013	Final action:	
Title:	Uncontested Appointments to Boards, Commissions and Committees:		

(a) Archaeological Commission
1 Planning District III Representative

(b) Citizen Corps Council
1 Citizen Member

(c) Commission on Employment
1 Citizen Member

(d) Commission on HIV/AIDS
1 Citizen Member

(e) Community Criminal Justice Board
1 Citizen Member

(f) Convention and Visitors Association Board of Governors
1 national or international trade or professional association executive

(g) Human Rights Commission
1 citizen member

Sponsors:

Indexes:

Code sections:

Attachments: [board uncontested appoints may 28 2013-a](#)

Date	Ver.	Action By	Action	Result
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Title

Uncontested Appointments to Boards, Commissions and Committees:

(a) Archaeological Commission
1 Planning District III Representative

(b) Citizen Corps Council
1 Citizen Member

(c) Commission on Employment
1 Citizen Member

(d) Commission on HIV/AIDS

1 Citizen Member

(e) Community Criminal Justice Board

1 Citizen Member

(f) Convention and Visitors Association Board of Governors

1 National or International Trade or Professional Association Executive

(g) Human Rights Commission

1 Citizen Member

Name of Council Member

Endorsement

UNCONTESTED APPOINTMENTS

Archaeological Commission

(4-year term)

1 Planning District III representative

_____ Janice Magnuson *

Citizen Corps Council

(3-year term)

1 citizen member

_____ John Aucott *

Commission on Employment

(2-year term)

1 citizen member

_____ Kendra Gillespie *

Commission on HIV/AIDS

(3-year term)

1 citizen member

_____ Kannessia Jordan

Community Criminal Justice Board

(2-year term)

1 citizen member

_____ Michael Tilghman

Convention and Visitors Association Board of Governors

(2-year term)

1 national or international trade or professional association executive

_____ Victor Parra *
(residency waiver required)

Patricia Washington, President &
CEO, Alexandria Convention and
Visitors Association

* incumbent

Name of Council Member

Endorsement

UNCONTESTED APPOINTMENTS

Human Rights Commission

(3-year term)

1 citizen member

_____ Kristy Herrick *

* incumbent



Legislation Details (With Text)

File #: 13-1411 **Name:**
Type: **Status:** Agenda Ready
File created: 4/30/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Alexandria Fund For Human Services FY 2014 Grant Awards.
Sponsors:
Indexes:
Code sections:
Attachments: [FY 14 Grant Awards Attachment I](#)
[Attachment II City Manager Report](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Alexandria Fund For Human Services FY 2014 Grant Awards.

BODY

ISSUE: Report of the Alexandria Fund for Human Services (AFHS) grant awards for FY 2014.

RECOMMENDATIONS: That City Council:

- (1) Receive the report of the Alexandria Fund for Human Services FY 2014 grant awards, which includes the grant awards for Community Partnership, Children, and Youth Priorities; and
- (2) Thank the members of the citizen review panels of the AFHS for their leadership in the allocation process.

DISCUSSION: AFHS is the umbrella fund through which the Department of Community and Human Services (DCHS) staff coordinates and administers grants and special initiatives for the two human service grant funds, the Children's and Youth Fund (CYF), and the Community Partnership Fund (CPF). The CYF assists organizations in providing quality early childhood education programs and comprehensive services for at-risk children, birth through age five; and supports programs, services and activities that promote positive youth development for youth, ages six to 21. The CPF supports human service priorities that address self-sufficiency, prevention, protection and treatment.

All grants are awarded on a competitive basis. Review panels evaluate applications and make funding recommendations based on the selection criteria set forth in the Request for Grant Proposal guidelines.

There were a total of 69 applications seeking funding for FY 2014, requesting a total of \$3,148,534. Of this total, eight were submitted to the CYF, Children's Priority, 26 to the CYF, Youth Priority and 35 to the CPF.

Seventeen of the 69 proposals (25%) submitted were for previously unfunded programs. Nine (9) of the new programs were funded. AFHS grant allocations will support 60 programs.

The City's FY 2014 approved budget, allocates \$2,033,259 for AFHS, which is equal to the amount of funds budgeted for AFHS in FY 2013. Of the amount proposed for FY 2014, \$907,202 is for CYF-Children Priority, \$277,147 for CYF-Youth Priority and \$848,910 for CPF. Descriptions of the FY 2014 grant applicants' proposed programs and services are in Attachment I.

Since the consolidation of the formerly three separate funds under the AFHS, staff continue to improve the grant process. The City implemented a new online application process. The grant award process will be further refined next year as staff become deliberate in ensuring the grant priorities and metrics align with the City's Strategic Plan.

FISCAL IMPACT: Funding for AFHS awards of \$2,033,259 for FY 2014 is included in the City's FY 2014 budget. Grant funding is for a one-year period July 1, 2013 through June 30, 2014. Copies of all of the

proposals are available for review at DCHS, 2525 Mt. Vernon Avenue.

ATTACHMENTS:

Attachment I – Alexandria Fund for Human Services Grant Awards for FY 2014

Attachment II – Excerpt from City Manager's Report – May 10, 2013 (The Alexandria Fund for Human Services appoints FY 2014 Grant Reviewers)

STAFF:

Debra R. Collins, Deputy City Manager

Mike Gilmore, Department Director, DCHS

Suzanne Chis, Deputy Director, DCHS

Ronald Frazier, Director, Office of Youth Services, DCHS

**ALEXANDRIA FUND FOR HUMAN SERVICES
CHILDREN/YOUTH FUND & COMMUNITY PARTNERSHIP FUND
FY 2014 PROPOSAL PROGRAM DESCRIPTIONS**

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
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CHILDREN & YOUTH FUND – CHILDREN PRIORITY

Capital Youth Empowerment Program	Fathers in Touch	\$10,200	\$34,868	\$10,200	Fathers in Touch program (FIT) is a 12-week fatherhood program that includes classroom education using the 24/7 DadTM curriculum, monthly supervised activities, and personalized coaching. FIT's goals are to increase positive interaction between father and child and to reduce the father's risk of abusive and neglectful behaviors against the child by educating the father to be a responsible, nurturing parent.
Carpenter's Shelter	Carpenter's Children Program	-	\$10000	0	Carpenter's Shelter supports homeless children and helps their families stabilize their life during a crisis and promotes positive physical health, developmental milestones, communication and positive parenting. The Shelter serves over 30 homeless children (0-5) each year.
Child and Family Network Centers (CFNC)	Child and Family Network Centers (CFNC)	\$248,337	\$318,000	\$248,337	CFNC's programs support their mission: to provide caring, high-quality, free education and related services to at-risk children and families in their own neighborhoods to prepare and empower them for success in school and life. Early Education, Social Services, Ancillary Health Services, English as a Second Language and Financial Literacy programs are provided onsite in neighborhoods that have high concentrations of LEP and immigrant families living in poverty.
Family Support Project/ Alexandria Child Care Directors' Association	Family Support Project (FSP)	\$157,440	\$215,000	\$157,440	Family Support Workers provide culturally competent, comprehensive supportive services, including home visits; individual, family and group counseling; social skills groups; play therapy; parent education; advocacy; case management; support in addressing family issues (i.e., need for housing, financial help, information on job training); and linkages to the available network of community services.
Hopkins House - A Center For Children and Their Families	Preschool M.E.N Project	-	\$80,000	\$0	The Preschool M.E.N Project, formally known as the "Preschool Male Engagement Necessary Project", will work with preschool families, childcare providers in the City of Alexandria, and the Alexandria City Public Schools to inspire and increase engagement of fathers and father-figures in the early care and education of young children.
Northern Virginia Family Service	Healthy Families Alexandria	\$302,995	\$347,610	\$302,995	Healthy Families Alexandria provides comprehensive and intensive home visiting and assessment services to help new parents develop positive parenting skills. Home visits focus on maternal and child health; child development; early literacy/school readiness; parent-child interaction; parent education; family goal planning; and healthy family functioning.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Northern Virginia Urban League, Inc.	Alexandria Resource Mothers Program	\$58,030	\$93,335	\$58,030	The ARMS program provides comprehensive support and intervention services to pregnant and parenting adolescents and their newborn infants through mentoring, advocacy, home visitation, parent education, and case management. A team of Community Health Workers provide the services beginning in the early stages of the prenatal period and continuing through the child's first or second birthday or upon the participant's successful achievement of goals and objectives.
SCAN of Northern Virginia	ABC's of Parenting Classes	\$10,200	\$10,200	\$10,200	SCAN seeks funding for parents with early childhood-age children to participate in SCAN's ABCs of Parenting classes. SCAN is currently the only entity providing free multi-week parent education classes open to all parents in need in the City. Half of these parents have young children, ages 0-5.
Early Childhood Initiatives Set Asides					
Department of Human Services	Child Care Training Budget	\$25,000	\$25,000	\$25,000	The cost associated with training child care center staff and family child care providers.
Virginia Preschool Initiative	Co-Pay Scholarships for Children	\$60,000	\$60,000	\$60,000	Quality early childhood programs with comprehensive services.
Virginia Preschool Initiative	The Campagna Center VPI Classroom	\$35,000	\$35,000	\$35,000	Quality early childhood programs with comprehensive services.

CHILDREN & YOUTH FUND - YOUTH PRIORITY

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Alexandria Police Youth Camp Inc.	APYC Summer Camp Program	\$0	\$15,000	\$0	The APYC, Inc has provided a traditional camping experience to Alexandria children since 1947and provides valuable interaction between officers and youth through a traditional camping experience.
Alexandria Redevelopment and Housing Authority	Momentum Leadership Program	\$9,000	\$20,170	\$9,000	The program provides low-income minority youth who reside in ARHA housing training and experiences to develop themselves as leaders, through workshop and training sessions, interviews with business and political figures, exposure to cultural experiences, engagement in health related activities, opportunities for community service.
Alexandria Seaport Foundation	Boatbuilding Apprenticeship Program	\$18,000	\$30,000	\$18,000	The Apprenticeship Program is a paid apprenticeship program that provides job training in the building trades, academic instruction, and life skills training through positive adult mentoring to youth ages 16-22 through year round and summer programs. The program teaches apprentices valuable job skills while helping them prepare for the GED exam, improve math and literacy skills, and/or prepare for post-secondary education and job entrance exams.
Best Buddies Virginia	The Best Buddies Alexandria Middle and High School Project	\$10,000	\$10,000	\$10,000	School- and community-based programming that promotes inclusion and leadership development for middle and high school students with intellectual and developmental disabilities and their typical peers.
Big Brothers Big Sisters Of The National Capital Area	"Making A Positive Difference" In the Lives of City of Alexandria Children and Strengtheing Families	\$8,647	\$45,000	\$8,600	Funds are requested to support collaborative effort with Concerned Citizens Network of Alexandria to offer the One-To-One School-Based Mentoring Program at Frances Hammond Middle School. BBBS will reach 30 students and provide 30 volunteer mentors who have been recruited, processed, trained and matched. BBBSNCA will also maintain program services to 198 Alexandria individuals in the City Community-Based mentors program.
Boys & Girls Clubs of Greater Washington - Dunbar Alexandria - Olympic Branch	Project Learn	\$0	\$38,128	\$15,000	Project Learn addresses Developmental External Asset Commitment to Adult Role Models: the Developing Responsible Behavior through program vehicles such as: Power Hour, Goals for Graduation/Career Launch, SMART (Skills Mastery and Resistance Training) Girls, Passport to Manhood, SMART Moves, Torch and Keystone Clubs, and Triple Play which includes a Healthy Habits component. Project Learn features homework help and tutoring, learning and leisure activities, collaboration with schools, and incentives.
Carpenter's Shelter	Carpenter's Youth Program	\$10,000	20000	\$10,000	Carpenter's Shelter supports the homeless youth stabilize their life during a crises and promotes positive physical health, mental health, communication and academic achievement; and serves over 40 homeless and 100 formerly homeless youth each year. The program not only mitigates the physical, mental and academic harm that common for homeless youth, and puts them on a path of success as they transition to permanent housing.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Center for Alexandria's Children, Inc. (CAC)	Children's Advocacy Center	\$18,000	20,000	\$18,000	Through a public private partnership with the City, the CAC leads and coordinates the Children's Advocacy Center Program, the multidisciplinary collaboration responsible for the coordination, comprehensiveness, and effectiveness of investigations, prosecutions and treatment services for children and families affected by abuse and neglect. A Multidisciplinary Team of professionals in child welfare, law enforcement, prosecution, victims' advocacy, mental health, and medical services coordinate their work from a single, safe, child-friendly facility.
Community Lodgings	Afterschool & Summer Youth Education Programs for Alexandria's At-Risk Children	\$15,000	30,000	\$15,000	Community Lodgings requests funds for the Youth Education Program's Education Director's salary to Fully-funding this grant will allow the program to serve 40 elementary school students, including 20 who are currently on the Waiting List and attend the Homework Help Hour, a full-service afterschool program that provides academic and behavioral support as well as parent and teacher outreach.
DreamDog Foundation	ABS - Alexandria Book Shelf	\$0	\$35,720	\$0	The goal of ABS is to ensure that all children in Alexandria have access to books in their homes. As the lowest scoring Developmental Assets, reading for pleasure is a City priority. The Foundation will provide books that can be traded each week or kept. The program uses and leverages volunteers to collect books and staff will inventory sticker and organize books into appropriate collections.
EDUSEED	SisterMentors	\$0	\$15,000	\$0	The program will provide Mentoring and tutoring of girls of color from low income families to stay in school, do well and go to college with a focus on STEM ---4 day college visits during spring break ----Workshops on life, social and leadership skills.
Higher Achievement	Increasing Academic Excellence	\$14,000	\$16,000	\$14,000	Higher Achievement provides out-of-school time academic enrichment and preparation for honors and AP programs in high school. The program has three main components: Summer Academy, Afterschool Academy, and High School Placement.
Libertys Promise Inc (aka Liberty's Promise)	Civic Engagement for Low-Income, Immigrant Youth	\$10,000	\$50,000	\$10,000	Liberty's Promise offers an after-school program of civic engagement for low-income, immigrant youth, ages 15-21, which introduces them to the civic life of Alexandria, and helps promote a sense of belonging to and participation in the shared American community.
Northern Virginia Family Service	Alexandria Intervention, Prevention and Education (IPE) Program	\$10,000	\$50,000	\$10,000	The IPE program ensures that youth who are vulnerable to recruitment by gangs are able to develop the skills necessary to resist joining, and that their parents and community members are able to provide the support and structure needed to keep them safe from the negative influence of gangs.
Northern Virginia Urban League, Inc.	Grandfathers Group Mentoring Program	\$12,500	\$20,000	\$12,500	The mentoring program will facilitate mentoring between fatherless boys ages of 9 and 15 and responsible, mature men. The program will match fatherless male African American and Hispanic youth with a positive, successful African American or Hispanic male mentors over the age of 50, through one-on-one mentor-mentee contact, group sessions, cultural outings, and reading/presentation assignments.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Northern Virginia Urban League, Inc.	Science, Technology, Engineering, and Math (STEM) Program	\$8,000	\$26,000	\$8,000	The STEM Program provides extended learning opportunities to lower- to moderate-income minority youth living to help them meet and exceed academic standards and develop important social and personal skills. The program entails weekly, afterschool sessions and a Saturday session, with such activities as tutoring and homework assistance, engaging computer and multimedia activities, field trips, reading assignments, and other experiential learning opportunities.
Project Discovery-Alexandria	Project Discovery	\$18,000	\$20,000	\$18,000	Project Discovery is a college access program that prepares and motivates low income students who are eligible to attend college. The program is requesting funding to continue to provide individualized educational coaching for juniors and enhance the College Access Parent Program (CAPP).
SCAN of Northern Virginia	Nurturing Parents Teen Parent Support Groups	\$10,200	\$13,600	\$13,600	SCAN seeks funding for parenting education and support to pregnant or parenting teens at TC Williams High School and the satellite campus, utilizing an educational lesson from the Nurturing Parenting Program for Teen Parents, and discussions to engage young parents in self-assessment, problem-solving and providing each other support and suggestions for being successful as parents and students.
Smilee Trollee Transportation	Making Each Ride A Smilee Ride •	\$0	\$39,334	\$0	Smilee Trollee seeks to partner with the City to provide a safe and secure ride for school age children with disabilities (Autism, Mental Retardation). Riding in a small environment, aggressive behaviors can be redirected immediately; offering a more personal and stimulating ride to and from school and for all after school appointments.
Stop Child Abuse Now (SCAN) of Northern Virginia	Alexandria/Arlington Court Appointed Special Advocate (CASA) Program	\$21,000	\$21,000	\$21,000	The Court Appointed Special Advocate (CASA) Program recruits, trains, and supervises community adult volunteers who speak up for the best interests of abused and neglected children in the Alexandria juvenile court, advocating for safety and permanency in children's lives.
T.C. Williams International Academy Network	Getting to Graduation: Supports for English Language Learners at the T.C. Williams International Academy Network	\$12,000	\$15,500	\$12,000	This program offers: (1) Courses for English Language Learners (ELL's), with the goal of meeting graduation requirements; (2) Multi-disciplinary projects combining academic instruction with community service and student empowerment; (3) Advisory goal-setting and self-advocacy skills period; (4) Parent outreach programs; (5) Reunification support groups for families separated due to immigration; (6) Additional supports including after-school tutoring, counseling services, prevention programs, and supports for teen parents.
The Art League, Inc.	Space of Her Own (SOHO)	\$10,000	\$10,000	\$10,000	SOHO pairs economically disadvantaged 5th grade girls, who are at-risk for delinquent behavior, with an adult, female mentor. They meet weekly at The Art League for art classes with professional artists, nutritional meals, life skills classes addressing self-esteem, decision making, personal power, sex, refusal skills, and more. Upon program completion, the girls bedrooms are renovated using artwork made at SOHO.
The Campagna Center	Build Better Futures	\$15,000	\$20,000	\$15,000	Building Better Futures provides at-risk students, including but not limited to Latino, English Language Learners and low-income immigrant high school students with tutoring and mentoring; weekly College Leadership meetings; community service activities, and parent/family meetings.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
The Concerned Citizens Network of Alexandria	Reach and Rise for Excellence (RARE)	\$0	\$40,000	\$0	RARE brings together local community organizations and the Alexandria Schools to address low academic achievement and high dropout rates among Black, Hispanic, and Economically Disadvantaged students. The program serves 6th to 8th graders. It focuses on the following key components: Academic Achievement, Leadership Development, Cultural Education and Parent Involvement.
Volunteer Alexandria, Inc	Youth Service Coalition	\$0	\$15,000	\$0	YSC: supports volunteerism, to benefit individuals, organizations and the community; provides specific opportunities for youth to get engaged in community service and focuses on development and leadership. The program will focus on year-round outreach to ensure diverse participation from all middle and high schools. YSC will partner with nonprofit and city youth serving agencies. VA will help young people plan and develop additional service projects throughout the year.
Wright to Read	Family +	\$0	\$35,000	\$15,000	Wright to Read a successful and well respected literacy organization for 33 years promotes literacy through the tutoring and mentoring of elementary school students. The Tutor/Mentor program, volunteer tutors work with a student for one hour each week on reading. Wright to Read recruits and screens volunteers and trains them on reading instruction and strategies for helping children.
Youth Priority Set Asides					
Alexandria Youth Council	Youth Council Program	\$10,000	\$10,000	\$10,000	Funding for the group's operating budget.
Youth Surveys	Developmental Asset/Youth Risk Behavior Surveys	\$5,000	\$5,000	\$4,447	Partial cost for conducting surveys.

COMMUNITY PARTNERSHIP FUND

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Alexandria Redevelopment and Housing Authority	3 C's Employment Program	\$0	\$30,777	\$15,388	The 3 C's Employment Program (3CEP) promotes self-sufficiency and independence through helping individuals access and maintain employment. The program focuses on the creation of employment in the fields of Catering (cooking & baking), Cleaning/Janitorial Services, and Care-giving (Child care & Elderly care). Additionally ARHA will provide employment through contractors and sub-contractors.
ALIVE! Inc	Last Saturday Food Distribution and Family Emergency Program	\$20,000	\$40,000	\$21,200	The Last Saturday Food Distribution and Family Emergency Program provides (1) 5-day supplies of supplemental food distributed at 3 sites, 11 times each year; (2) 3-day supplies of groceries delivered five days per week to individuals and families including seniors, the disabled, and families with young children; and (3) emergency financial assistance to help pay for rent, utilities, prescriptions, and other emergency needs.
Arlington-Alexandria Coalition for the Homeless	Alexandria Adopt-A-Family Program	\$30,400	\$40,000	\$30,400	The program assists Alexandria families who have become homeless to once again secure permanent housing by providing rental assistance and a range of services designed to improve their employment readiness, money management skills
Brain Injury Services	Specialized Case Management Services for Adults with Brain Injury	\$0	\$54,385	\$27,192	Brain Injury Services provides case management to address the complex needs of survivors who have experienced disabilities involving cognition, behavior, and physical functioning. This intervention focuses on minimizing institutionalization and maximizing an individual's strengths. Support services offered by BIS includes an adult day program, specialized groups and therapeutic interventions, supported living coaches, volunteer/paid employment opportunities and other unique opportunities for success.
Capital Youth Empowerment Program	Fathers in Touch	\$18,000	\$34,868	\$19,080	FIT addresses the Community Partnership Fund priorities of self-sufficiency, prevention, protection and treatment. FIT is a 12-week fatherhood program that includes classroom education using the 24/7 Dad™ curriculum, monthly supervised activities, and personalized coaching. FIT's goals are to increase positive interaction between father and child; and to reduce the father's risk of abusive and neglectful behaviors against the child by educating the father to be a responsible, nurturing parent.
Carpenter's Shelter	Carpenter's Shelter's Continuum of Care	\$71,400	\$90,000	\$76,328	Carpenter's Shelter supports the homeless achieve sustainable independence through shelter, guidance, education and advocacy, and serves over 1,000 homeless and formerly homeless children and adults. The program empowers clients to address the issues which led them to homelessness, and provides the tools necessary to achieve lasting independence.
Catholic Charities Diocese of Arlington	Christ House Transitional Shelter and Community Table Programs	\$19,000	\$35,000	\$20,140	The Christ House Transitional Shelter Program (TSP) provides onsite mental health, job attainment and job retention testing and support, Psycho-educational classes on the Out of Poverty program, and group treatment addressing issues of interpersonal deficits, neglect and trauma. The Community Table Program provides evening meals to anyone in the community.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Catholic Charities of the Diocese of Arlington	St. Martin de Porres Senior Center	\$32,000	\$40,000	\$32,000	Culturally sensitive activities and services that support clients with basic needs such as recreation, socialization, congregate meals, ESL classes, exercise, blood pressure checks, education, intergenerational visits, field trips, volunteer opportunities, and assistance obtaining basic social services.
Community Lodgings	Transition-in-Place Housing Program	\$23,000	\$50,000	\$24,380	The Transition-in-Place has designated 14 apartments as housing for homeless families enrolled in our Transition-in-Place Housing Program, designed to empower families by providing round-the-clock case management and a variety of services tailored for each family's specific goals and situations, and which transition homeless families from homelessness to independence.
Computer C.O.R.E.	Career and Educational Pathways to Self-Sufficiency	\$15,200	\$22,500	\$15,200	The goal of the program is to increase client self-sufficiency in the community by providing clients who do not have home computers and their families with access to technology at home and to engage clients and help advance their learning by providing homework and email/Internet exercises.
CrisisLink	24/7 Crisis and Suicide Prevention Hotline	\$0	\$30,000	\$15,000	CrisisLink serves individuals facing serious life challenges, suicidal thoughts, and emotional or situational problems. Since 1969 CrisisLink has served the DC Metro region primarily through a 24/7/365 free and confidential hotline service. In FY 2012 CrisisLink handled nearly 54,000 calls.
ENDependence Center of Northern Virginia	Independent Living Services for People with Disabilities Residing in the City of Alexandria	\$25,920	\$30,000	\$25,920	ECNV will provide independent living services, Independent Living Skills Training, Advocacy & Outreach, Information and Referral, Peer Counseling, Systems Advocacy, Travel Training, Personal Care Assistant Program & Registry through peer-based, consumer-controlled, cross-disability and self-advocacy approach
Friends of Guest House	Friends of Guest House	\$45,000	\$60,000	\$47,700	Residential, Aftercare and Outreach Programs provide female ex-offenders structure, supervision, support and assistance to become self-sufficient and responsible members of the community. Starting in FY 2014, VA Department of Corrections has asked Guest House to serve 33% more Residential-to-Aftercare clients; Therefore, the grant amount requested was increased by 33%.
Hopkins House	ECLI - Early Childhood Learning Institute	\$35,000	\$50,000	\$28,000	The Hopkins House Early Childhood Learning Institute (ECLI) is a program in partnership with Northern Virginia Community College and ten Alexandria Childcare centers, that helps lower-income adults gain college credits and professional certifications that enable them to gain meaningful employment in the childcare field at higher salaries plus benefits.
K.I.Services, Inc	Health Outreach, Prevention, Education (HOPE)	\$25,000	\$50,000	\$23,250	K.I. Services proposes to provide intensive street outreach, individual and support group sessions, prevention health education, HIV testing and counseling and linkages to mental health, alcohol and drug service, primary medical and other healthcare services to individual age 25-65 years old, who participates in high risk sex and drug behaviors.
Legal Aid Justice Center	Immigrant Advocacy Program	\$7,390	\$10,000	\$7,390	Legal Aid Justice Center will provide free civil legal assistance and education in the areas of employment, housing, and consumer law to the low-income immigrant populations of Northern Virginia.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Legal Services of Northern Virginia	Legal Services for Low-Income, Elderly, and Disabled Residents of the City of Alexandria	\$119,000	\$161,000	\$119,000	LSNV proposed to provide free civil legal assistance to residents who without legal advocacy would lose a critical human need, such as housing, family stability, employment, medical care, personal safety and other similar needs.
Literacy Council of Northern Virginia	LCNV Adult Literacy and Language Education Programs	\$14,400	\$20,000	\$13,392	LCNV provides education programs that address the critical need for affordable language, life-skills and workplace readiness education among Northern Virginia's functionally illiterate adult population, especially low-income immigrants, so they may become more self-sufficient, active members of the community. Programs include ESOL classes and one-to-one tutoring for both ESOL and Basic Adult Literacy (BAL).
National Rehabilitation & Rediscovery Foundation, Inc.	Alexandria Builds Supports for Individuals with Brain Injuries and other Neurological Disabilities and their Families	\$18,000	\$42,200	\$18,000	The grant seeks to build community supports for Alexandrians with brain injuries and other neurological disabilities and their families by providing case management and information and referral and follow-up services to promote self-sufficiency and independence. The program assists individuals and their families with housing, employment, transportation, financial, medical, legal, psycho- social, and recreational.
Northern Virginia Resource Center for Deaf and Hard of Hearing Persons	HEAR - Alexandria	\$14,400	\$15,500	\$13,392	HEAR-Alexandria will provide community education and outreach programs, specialized information, advocacy and peer support, hearing assistive technology trainings to deaf and hard of hearing seniors, their families and caregivers.
Northern Virginia Dental Clinic, Inc.	Northern Virginia Dental Clinic	\$0	\$40,000	\$37,000	NVDC provides comprehensive oral health care services including: Examinations with digital intraoral and panoramic radiographs; Oral cancer screenings; Detailed treatment planning; Restorative (fillings); Oral surgery (extractions, oral tori reduction, alveolectomy, and other); Hard and soft tissue biopsies; Endodontics (root canal therapy); Periodontics (soft tissue management); Prosthetics (full & partial dentures, crowns, occlusal guards, etc.); Oral prophylaxis (cleanings); Emergency care; and Patient education.
Northern Virginia Family Service	Alexandria Medication Access Program	\$38,000	\$38,000	\$38,000	AMAP screens, enrolls and assists 400 Alexandria City residents to apply to Patient Assistance Programs in order to receive free medications for chronic medical and mental health illnesses. Through a partnership with the Alexandria Neighborhood Health Services, Inc., a part-time, bilingual health access specialist will save low-income residents money.
Offender Aid and Restoration (OAR)	Transitional Assistance for Former Offenders	\$0	\$48,000	\$24,000	This program is a collaborative effort between OAR, the Alexandria Sheriff, Probation and Parole, Job Link, and local churches to provide case management, weekly meetings and trainings, and one-on-one mentoring for former offenders, helping them develop soft and hard skills needed to take their place in the workforce.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
Parent Leadership Training Institute of Alexandria, Inc.	Parent Leadership Training Institute (PLTI)	\$24,000	\$40,000	\$22,320	PLTI provides leadership training and parental engagement in an intensive 20-week interactive process, beginning with a daylong retreat focusing on community-building; followed by interpersonal skills, group dynamics and process, and public speaking; concluding with learning about law, public policy, budgets, and city and state government. Students complete a community project to benefit children. Classes include translation, dinner, childcare & children's leadership program.
PRS, Inc. (formerly Psychiatric Rehabilitation Services)	Project HOPE for Alexandria	\$20,000	\$40,000	\$16,000	Project HOPE provides PRS Community Support Services to Carpenter's Shelter clients who are living with mental illness, substance use disorders, mild intellectual disabilities, autism spectrum disorders or any combination of these, and who are not covered by Medicaid. Services. PRS will commit an additional \$10,000 toward the project to serve clients.
PRS, Inc. (formerly Psychiatric Rehabilitation Services)	Stable Lives in Alexandria	\$0	\$40,000	\$0	Stable Lives will provide PRS Community Support Services to Alexandria Community Shelter clients who are living with mental illness, substance use disorders, mild intellectual disabilities, autism spectrum disorders or any combination of these, and who are not covered by Medicaid. PRS will commit an additional \$10,000 toward the project to serve City of Alexandria clients.
Rebuilding Together Alexandria	Critical Need Fund	\$7,850	\$10,000	\$7,850	Rebuilding Together Alexandria improves the quality of life of low-income homeowners in need, allowing them to remain safe, comfortable, healthy, and independent in their homes. Funding will continue to be applied to our Critical Need Fund, which supports year-round emergency repairs and fall prevention modifications.
SCAN of Northern Virginia	Educational Parent Support Groups	\$0	\$14,400	\$6,696	SCAN seeks funding to continue 2 weekly (Spanish & English) educational parent support groups for parents. SCAN first established parent support groups in the City in 2001 (in English) and in Fairfax in 2003 (in Spanish). Many Spanish-speaking families from Alexandria were requesting transportation support to attend SCAN's Fairfax County support group. This proposal requests support to sustain both the English and Spanish groups.
SCAN of Northern Virginia	Educational Parent Support Groups in English and Spanish	\$14,000	\$14,400	\$13,392	SCAN seeks funding to continue 2 weekly (Spanish & English) educational parent support groups for City of Alexandria parents. SCAN first established parent support groups in the City in 2001 (in English) and in Fairfax in 2003 (in Spanish). Many Spanish-speaking families from Alexandria were requesting transportation support to attend SCAN's Fairfax County support group. This proposal requests support to sustain both the English and Spanish groups.
Senior Services of Alexandria	Meals on Wheels of Alexandria	\$12,000	\$22,000	\$12,720	SSA manages the Alexandria Meals on Wheels. In collaboration with the City, SSA delivers over 40,000 meals per year to Alexandria seniors 60 years old and older who are unable to leave their home to shop, or who have difficulty preparing a meal on their own. SSA provides client management, intake of self-pay clients, volunteer recruitment and training for over 500 volunteers annually. The program has been greatly expanded to include weekend and holiday delivery.

Organization Name	Program Title	FY 13 Funding Amount	FY 14 Grant Request	FY 14 Awarded Amount	Program Description
The Arc of Northern Virginia	Transition POINTS: Employment for People with Intellectual and Developmental Disabilities	\$0	\$32,638	\$16,319	The Transition POINTS: Employment for People with Intellectual and Developmental Disabilities project that will: 1) create employment opportunities for people with disabilities by providing resources and guidance to employers on hiring people with ID/DD and building a network of employer partners; and 2) inform and empower people with ID/DD and their families about vocational options.
The Campagna Center	New Neighbors English Language Learners and Family Literacy Program	\$19,200	\$30,000	\$19,200	New Neighbors helps adult immigrants become self-sufficient, fully participating members of the community, by providing eight levels of adult English classes; childcare; supports child development; family literacy activities; and access to other services.
The Child and Family Network Centers (CFNC)	The Child and Family Network Centers' ESL/Family Literacy Programs	\$8,000	\$14,000	\$8,000	The ESL/Family Literacy Program is based on practical curriculum that focuses on pre-employment literacy, community engagement, and strategies for students to read with their families and encourage literacy. The program is located in the West End, which has a disproportionately high concentration of Limited English Proficiency (LEP) families living in poverty.
The Salvation Army. A Georgia Corporation for National Capital Area Command	Emergency Assistance Program	\$0	\$25,000	\$12,500	This program aims to prevent homelessness and promote family stability by assisting clients to alleviate emergency situations such as eviction, utility disconnection or food insecurity through case management and financial assistance.
Volunteer Alexandria, Inc	Mobilizing Hands and Hearts	\$28,200	\$45,000	\$22,560	The program benefits the community through development and delivery of programs/services that: promote community and corporate volunteerism, strengthen local nonprofits and supplement City services and build nonprofit capacity. Volunteer Alexandria manages its volunteers through a comprehensive database of more than 3,500 people, and allows agencies to post their volunteer needs on the web portal at no cost.

City Manager's Office **Manager's Report - May 10, 2013**

The Alexandria Fund for Human Services Appoints FY2014 Grant Reviewers

The Alexandria Fund for Human Services, which coordinates grants and special initiatives for the Community Partnership Fund and the Children and Youth Fund, has appointed the following FY 2014 grant reviewers. **Community Partnership Priority:** Jason Deschant, Chair of the Alexandria Social Services Advisory Committee; Kendra Gillespie, owner of FAVHR, a Human Resources consulting firm; and Joseph Valenti, member of the Alexandria Economic Opportunities Commission. **Youth Priority:** Andrew Baldwin, member of the Alexandria Economic Opportunities Commission; Francis M. Chase, Sr., Cultural Competency Specialist with ACPs; and Andria Cook, a school board-appointed representative to the Children, Youth and Families Collaborative Commission. **Children Priority:** Victoria Cattaneo, a school board-appointed representative to the Children, Youth and Families Collaborative Commission; Anne-Marie Twohie, Director of the Office for Children, Fairfax Department of Family Services; and Sonia Price, Esq., member of the Children, Youth and Families Collaborative Commission.



Legislation Details (With Text)

File #: 13-1357 **Name:** May 2013 Capital Allocations Report
Type: **Status:** Agenda Ready
File created: 4/22/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Consideration of Authorization of Recommended Capital Project Allocations and Planned Expenditures.
Sponsors:
Indexes:
Code sections:
Attachments: [13-1357 1 May 2013 Capital Allocations](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:
TITLE

Consideration of Authorization of Recommended Capital Project Allocations and Planned Expenditures.

BODY

ISSUE: City Council authorization of the recommended capital project allocations and planned expenditures.

RECOMMENDATION: That City Council authorize \$785,000 for capital project allocations and planned expenditures for the capital projects as detailed in the Capital Improvement Program (CIP) Expenditure Summary (Attachment).

DISCUSSION : This docket item provides a summary of Capital Improvement Program planned expenditures

(Attachment). It includes projects reflected in the City's Fiscal Year 2013 Capital Budget approved by City Council, or approved in capital budgets prior to FY 2013 with a CIP budget document page reference in the Attachment. A project title listing appears below and a detailed summary appears in the Attachment.

Allocations are recommended for the following projects:

Transportation & Transit – Non-Motorized Transportation (\$400,000)

Capital Bikeshare (CMAQ Funds)	\$400,000
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Sanitary Sewers (\$300,000)

Mitigation of Combined Sewer Overflows (CSOs)	\$300,000
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Stormwater Management (\$85,000)

Miscellaneous Extensions and Reconstructions of Storm Sewers	\$85,000
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ATTACHMENTS: Capital Improvement Program Planned Expenditures

STAFF:

Mark Jinks, Deputy City Manager

Thomas Gates, Deputy City Manager

Laura Triggs, Chief Financial Officer

Nelsie L. Smith, Director, Office of Management and Budget

Chris Bever, Analyst, Office of Management and Budget

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
May 28, 2013 Report, Docketed May 28, 2013**

This attachment provides summary information on capital improvement program projects for which work will be initiated and expenditures incurred during the upcoming months. Except as noted, funding for all of the projects discussed below is included in the City's Approved FY 2012 and FY 2013 Capital Improvement Program (CIP) budgets or in prior year capital budgets.

Capital Project (Category 2/3) Name		CIP Section & Page	Allocation Request	OCA / Subobject	Project #
Capital Bikeshare		Transit & Transportation – Non-Motorized Transportation – p. 11-44 (FY 2013 Approved CIP)	\$400,000 (CMAQ Funds)	TBD	TBD
Project Funding Summary		<u>Use of Funds</u> This requested allocation of \$400,000 from CMAQ (federal and state) funding will provide for additional Capital Bikeshare stations. This funding, identified as part of the Approved FY 2013 CIP, will be used to expand the system by adding eight new stations to be installed in Del Ray, Carlyle, and Old Town. Specific locations will be confirmed over the next few months during the public outreach process. Funding is requested for allocation at this time because there is a 16-week period between when the stations are ordered and when they are delivered. In addition, ordering the stations now allows the City to place the order at current prices under the existing vendor contract. Of the total \$400,000 allocation, approximately \$25,000 will be used to fund the design of the stations and \$375,000 will be used to purchase the stations and bicycles.			
*Total Approved Project Funding To-Date	\$948,341	In planning for expansion, it will be taken into consideration that successful bike share programs tend to have stations that are tightly clustered, spaced approximately a quarter mile from one another, near Metrorail stations, commercial centers, tourist centers, and mixed-use development. Proposed station sites will also take into consideration public input received from community meetings in the spring/summer of 2013. Station installation is planned for summer/fall 2013.			
Total Project Allocations	\$548,341				
Current Allocation Request	\$400,000				
Remaining Unallocated Project Balance	\$0				
*Total Project Budget Including CIP Out-Years	\$1,808,341	<u>Project Background</u> Capital Bikeshare was implemented in Arlington County and the District of Columbia in 2010 as the largest bike share program in the country. Alexandria joined the system and opened			

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
May 28, 2013 Report, Docketed May 28, 2013**

		eight Capital Bikeshare stations in Old Town in September 2012. The initial eight stations were also funded with federal and state CMAQ/RSTP funds. Operating costs for the Capital Bikeshare program are funded through the City's Transportation Improvement Program (TIP).
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**Total approved funding to-date and total project budget includes \$548,341 in CMAQ/RSTP funding which was accounted for in a grant fund outside of the CIP. Beginning in FY 2013, Capital Bikeshare was added as a project to the CIP, with an additional \$860,000 in CMAQ/RSTP funding included in the out-years as part of the Approved FY 2013 – 2022 CIP. It is noted that the City Council Approved FY 2014 – 2023 CIP includes \$1,995,000 million in funding from FY 2014 – 2023. This includes \$1,275,000 million in TIP funding, \$670,000 in CMAQ/RSTP funding; and \$50,000 in private capital contributions. When using the City Council Approved FY 2014 – 2023 CIP budget amounts combined with total approved funding to-date, the total project budget is \$2,943,341.*

Attachment: Capital Improvement Program (CIP) Planned Expenditures
May 28, 2013 Report, Docketed May 28, 2013

Ongoing Maintenance Program (Category 1 Title)		CIP Section & Page	Allocation Request	OCA / Subobject	Project #
Mitigation of Combined Sewer Overflows (CSOs)		Sanitary Sewers – p. 12-12 (FY 2013 Approved CIP)	\$300,000 (Sanitary Sewer Fees)	255208-2102	013-101
Program Funding Summary		<u>Use of Funds</u> The requested allocation of \$300,000 will provide for implementing flow monitoring, water quality analysis of overflows and receiving streams, modeling, and annual reporting for calendar year 2013. All of the activities outlined above are mandatory to be completed in 2013. All monitoring and sampling activities must be completed by the end of summer 2013. This project is aimed at meeting state and federal regulatory requirement.			
Prior Year Unallocated Balance	\$1,521,690	<u>Project History / Background</u> The City, for its combined sewer system and associated combined sewer overflows, maintains a VPDES (Virginia Pollutant Discharge Elimination System) Permit from Virginia Department of Environmental Quality. This permit allows discharge of combined sewer overflows from the four permitted outfalls. The current permit became effective on January 17, 2007 and is currently administratively continued. The City is currently in discussions with Virginia Department of Environmental Quality for renewal of the permit. The requirements of the City's Combined Sewer System permit include but are not limited to extensive monitoring, water quality analysis of overflows and receiving streams, annual reporting, and implementation of nine minimum controls.			
FY 2013 Program Budget	\$319,000				
Total Fiscal Year Allocations to Date	\$0				
Current Allocation Request	\$300,000				
Remaining Unallocated Project Balance	\$1,540,690				

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
May 28, 2013 Report, Docketed May 28, 2013**

Ongoing Maintenance Program (Category 1 Title)		CIP Section & Page	Allocation Request	OCA / Subobject	Project #
Miscellaneous Extensions & Replacements of Storm Sewers		Stormwater Management – p. 12-26 (FY 2013 Approved CIP)	\$85,000 (\$60,000 General Obligation Bonds; \$25,000 Stormwater Management Tax)	250076-2121	012-301
Program Funding Summary		<u>Use of Funds</u> The requested allocation of \$85,000 will be utilized for various critical stormwater infrastructure projects. Specific initiatives include: <ol style="list-style-type: none"> Repairs to a damaged storm sewer pipe behind 220 Virginia Avenue (\$60,000). Funding will be utilized for construction. Construction is scheduled for the spring of 2013. DASH Storm Sewer Test Pits (\$25,000). Funding will be utilized to provide design services for test pits to determine the location of existing utilities in the area of the proposed DASH facility storm sewer pipes that are proposed to be installed beneath Metro, CSX, and Norfolk Southern RR tracks. This project is currently under design. 			
Prior Year Unallocated Balance	\$3,214,113	<u>Project History / Background</u> This project provides funding for essential infrastructure maintenance on the City's storm sewer system. Projects are identified as reconstruction projects due to deterioration or require needed additional capacity to reduce flooding.			
FY 2013 Program Budget	\$0				
Total Fiscal Year Allocations to Date	\$480,000				
Current Allocation Request	\$85,000				
Remaining Unallocated Project Balance	\$2,649,113				



Legislation Details (With Text)

File #: 13-1491 **Name:**
Type: **Status:** Agenda Ready
File created: 5/17/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Consideration of Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman
Sponsors:
Indexes:
Code sections:
Attachments: [13-1491_Joshua Weissman - Obituary.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:
.TITLE

Consideration of Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman

.BODY

ISSUE : Consideration of recommendation of the City Council Naming Committee to name the Alexandria Fire Department Professional Development Center at the Lee Center in honor of Paramedic Joshua A. Weissman who died in the line of duty on February 9, 2012, and setting this report for public hearing and consideration on Saturday, June 15.

RECOMMENDATION: That City Council:

- (1) Receive the recommendation of the City Council Naming Committee; and
- (2) Set it for public hearing and consideration on Saturday, June 15

The Naming Committee recommended unanimously that Council receive and consider their recommendation that the Fire Department Professional Development Center be named in honor of Paramedic Joshua A. Weissman.

DISCUSSION: Alexandria Paramedic Joshua A. Weissman died in the line of duty while responding to an emergency call for a car fire on Route 395 in Arlington County near Glebe Road the night of February 8, 2012. Paramedic Weissman fell from the roadway and suffered a severe head injury. He was rescued by City of Alexandria and Arlington County firefighters and paramedics, with assistance from Alexandria, Arlington and Virginia State police officers. In spite of valiant efforts by the medical team at Washington Hospital Center, Paramedic Weissman died of his injuries at 4:25 pm on Thursday, February 9, 2012.

He was seven year, well-regarded member of the Alexandria Fire Department, who was known to have a great passion for Emergency Medical Services (EMS). He was an active instructor, role model, mentor and field training officer throughout his career. He obtained specialty instructor certifications in Advanced Cardiac Life Support, International Trauma Life Support, Pediatric Life Support, and Geriatric Education for Emergency Medical Services.

During his career in Alexandria he received an Alexandria Chamber of Commerce Valor Award, and an Alexandria Jaycees Award for his contributions to the Field Training Program for EMS interns.

The Alexandria Fire Department has requested that their Professional Development Center, located at the Lee Center, be named in honor of Paramedic Weissman.

The City Council Naming Committee (Councilwoman Pepper, Mayor Euille and Deputy City Manager Michele Evans, the City Manager's designee) discussed the request at its meeting on May 9, 2013. The Naming Committee recommended unanimously that City Council name the Alexandria Fire Department Professional Development Center at the Lee Center in honor of Paramedic Joshua A. Weissman. They asked that this recommendation be forwarded to Council for receipt in May with public hearing and consideration in June.

ATTACHMENT: Joshua A. Weissman Obituary

STAFF:

Michele Evans, Deputy City Manager
Adam Thiel, Fire Chief

Joshua Weissman



WEISSMAN JOSHUA WEISSMAN Joshua Weissman, 33, died February 9, 2012, as a result of injuries sustained while responding to an emergency as a paramedic with the Alexandria, VA Fire Department. Joshua was born in Ithaca, N.Y. on February 23, 1978. As a young child he developed a strong interest in construction equipment and fire engines. This fascination grew over time and at the age of 16 Joshua began volunteering with the Cayuga Heights Fire Department. With the department, he soon realized his passion for providing emergency medical care. While continuing to gain education and experience as a volunteer firefighter, Joshua studied at Ithaca College receiving his B.A. in history in 2000. As a student volunteer, he lived at the fire station. There he met and fell in love with another volunteer, Rebecca Updike. They married in 2005. Joshua served with several ambulance companies including Bangs in Ithaca, N.Y., TLC in Cortland, N.Y., Rural-Metro in Syracuse, N.Y. and the Washington, D.C. Fire Department. At 26, he joined the Alexandria Fire Department where he served for more than seven years. Joshua's peers and supervisors praised his clinical skills and his commitment to those he served. He was known to visit the homes of the individuals and families he helped, to provide comfort after an emergency subsided. Beyond serving as an emergency responder, Joshua participated in numerous committees for the department and as an instructor. His former students have expressed enormous respect for his work with some crediting Joshua for changing their lives with his teaching. Joshua's work has been recognized by numerous awards including the Alexandria Jaycees Award in 2011 for his contributions to the Field Training Program for EMS Interns, and the Alexandria Chamber of Commerce Valor Award. He loved and was loved by those with whom he worked. Dedication to his work was equaled only by Joshua's dedication to his beloved wife Rebecca and his family and friends. He was an amazing husband and filled Rebecca's life with so much love and a lifetime of wonderful memories to cherish. Beyond work and family Joshua filled his life with his love of construction equipment, American history, caring for his garden, playing with his most loved cat Nahla and as a proud fan of the New York Rangers, New York Jets and the New York Mets. Joshua was an exemplary human being. By the young age of 33, he had lived more than half his years as an emergency responder. At the same time, he created an existence both whole and balanced. Contentment and gratification were the result. What he would have accomplished had he lived will never be known. Yet, all who knew him knew his was a life full and well lived. He is survived by his loved and loving wife Rebecca; his adoring parents, Edward and Frances Weissman; his admiring brother and sister-in-law Gabriel and Jessica Weissman; and respecting extended family, father and mother-in-law Ronald and Maureen Updike and Rebecca's sisters and brother-in-laws Sarah and Rodney Smith, Michelle Updike and Charles McCreless, Kristin and Steven Pronko and finally his nephew and niece Trevor and Madison Smith. A viewing will be held at the Everly-Wheatley Funeral Home on Wednesday, February 15 at 5 p.m. and the funeral will be held at Beth El Hebrew Congregation, 3830 Seminary Road, Alexandria VA 22304 on Thursday, February 16 at 1 p.m. www.everlyfuneralhomes.comwww.everlyfuneralhomes.com



Published in The Washington Post on February 12, 2012



Legislation Details (With Text)

File #: 13-1510 **Name:**

Type: Resolution **Status:** Agenda Ready

File created: 5/20/2013 **In control:** City Council Legislative Meeting

On agenda: 5/28/2013 **Final action:**

Title: City Council Consideration and Approval to Dock the Presidential Yacht Honey Fitz at the City Marina for Ten (10) Days and Waive the Associated Docking Fees.

Sponsors:

Indexes:

Code sections:

Attachments: [13-1510 Alexandria Seaport Foundation Honey Fitz Docking Request](#)
[13-1510 Waterfront Commission Endorsement Honey Fitz](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

City Council Consideration and Approval to Dock the Presidential Yacht Honey Fitz at the City Marina for Ten (10) Days and Waive the Associated Docking Fees.

BODY

ISSUE: City Council consideration and approval to dock the Presidential Yacht Honey Fitz at the City Marina for ten (10) days and waive the associated docking fees.

RECOMMENDATION: That City Council approves the request to dock the Presidential Yacht Honey Fitz at the City of Alexandria Marina for ten (10) days and waive the associated docking fees (Attachment 1).

BACKGROUND: The Presidential Yacht Honey Fitz, sponsored by the Alexandria Seaport Foundation, will provide free public tours during its ten (10) day docking. In addition, the owner of the Honey Fitz is coordinating four fundraiser charters to metro region nonprofits, including the Alexandria Seaport Foundation, at no charge to the nonprofit.

DISCUSSION: As noted in City Ordinance Number 3121, 4/12/86, Sec. 6-3-5, “All commercial vessels docking more than four (4) times per month are subject to approval by City Council pursuant to section 13-1-36 of the city code.” The Honey Fitz, which is considered a commercial vessel, is a 93-foot wooden ship, built in 1931 for Montgomery Ward tycoon Sewell Avery, serving from luxury cruiser to commandeered World War II mine sweeper. It has been restored to its most famous era, when it was the pleasure vessel for President Kennedy and his family. The Honey Fitz, in several names, served five (5) United States Presidents from Truman to Nixon.

The Alexandria Seaport Foundation has requested to dock the Honey Fitz at the City of Alexandria Marina from June 7, 2013 through June 17, 2013 which is a period of ten (10) days of docking and thus evokes section 13-1-36 of the city code.

Consistent with other City Council approved historic vessel docking, staff is requesting the waiver of the normal docking fees for commercial vessels, \$2,790, and utility fees, \$140, for a total of \$2,930. The docking agreement with the Honey Fitz will identify that the scheduling of commercial, for profit, activities, including but not limited to paid charters, would subject them to the full docking rate of \$2,930 and must comply with established City policy.

At its May 21, 2013 meeting, the Waterfront Committee voted to endorse the visit of the Presidential Yacht Honey Fitz and urges City Council to approve the Alexandria Seaport Foundations docking request (Attachment 2). Department of Recreation, Parks and Cultural Activities staff will coordinate the notification of the Old Town Civic Association and Founders Park Citizens Association membership, and any supporting activity by City staff.

In addition, the chair of the Old Town Civic Association and the Waterfront Commission’s representative from Founders Park Citizens Association were present at the Waterfront Commission’s May 21 discussion and are aware of the Commission’s support of this docking request.

FISCAL IMPACT: Loss of potential docking and associated fees, \$2,930.

ATTACHMENTS:

1. Alexandria Seaport Foundation Docking Request
2. Alexandria Waterfront Commission Endorsement

STAFF:

Debra Collins, Deputy City Manager

James Spengler, Director, Recreation, Parks and Cultural Activities

Jack Browand, Division Chief, Recreation, Parks and Cultural Activities

James Hixon, Dockmaster, Recreation, Parks and Cultural Activities

Request for Honey Fitz Goodwill Tour for the City of Alexandria

The Alexandria Seaport Foundation requests the use of the waterfront dock in Old Town, Alexandria for the historic Honey Fitz Presidential Yacht from Friday, June 7th until Monday, June 17th.

The Honey Fitz will provide free access to board her ship for tours while she is in Old Town, Alexandria for the public to view and enjoy while she is in the Washington, DC region.

The Alexandria Seaport Foundation will work in partnership with the Historic Alexandria and the Alexandria Tourist Council to coordinate her visit, outreach, historical ties to Alexandria and community.

This request is to waive the fee for the marina dockage while she is in port in Alexandria as well as to provide 2 50AMP outlets and water for the boat use from June 7th until June 17th for Old Town, Alexandria waterfront and the Alexandria community and residents.

2013 GOODWILL TOUR MISSION STATEMENT



"THE ENERGY, THE FAITH, THE DEVOTION WHICH WE BRING TO THIS ENDEAVOR WILL LIGHT OUR COUNTRY AND ALL WHO SERVE IT – AND THE GLOW FROM THAT FIRE CAN TRULY LIGHT THE WORLD. AND SO MY FELLOW AMERICANS: ASK NOT WHAT YOUR COUNTRY CAN DO FOR YOU – ASK WHAT YOU CAN DO FOR YOUR COUNTRY."

JOHN FITZGERALD KENNEDY

JANUARY 20, 1961

Inspired By The Resonating Words Of John Fitzgerald Kennedy, The 35th President Of The United States, The Mission Of The Presidential Yacht Honey Fitz And The Goodwill Tour Is:

To Raise Awareness For Charitable Organizations And Their Causes.

<http://www.myhoneyfitz.com/About.html>



Contact: Mari Lou Livingood, Executive Director, Alexandria Seaport Foundation

703-549-7078 or 703-297-5961



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

May 21, 2013

The Honorable Mayor and members of City Council
City Hall
301 King Street, Room 2300
Alexandria, VA 22314

Dear Mayor Euille:

On behalf of the Alexandria Waterfront Commission, I would like to request that City Council approve the request of the Alexandria Seaport Foundation to dock the Presidential Yacht *Honey Fitz* at the City of Alexandria Marina for 10 days and waive the associated docking fees.

At its May 21, 2013 meeting, the members of the Waterfront Commission voted to endorse the visit of the Presidential Yacht *Honey Fitz* and encourage City Council to approve its docking request. The request will have a modest fiscal impact and will provide several benefits to City residents and visitors. Historic vessels contribute to the character of Old Town and Alexandria's historic seaport. During its port call June 7 – 17, 2013, the *Honey Fitz* will offer the public an opportunity to learn about historic sailing vessels and Presidential history free of charge. In the process, the ship will attract visitors to the Waterfront..

We understand that the vessel will host four fundraisers for local charities, however, there will be no paid for hire private parties/charters.

The Waterfront Committee also requests that City staff mitigate the impact of additional visitors to the Waterfront during the visit as follows:

- Review staff requirements to facilitate additional pedestrian traffic at the Marina and in adjacent Founders Park;
- Evaluate the adequacy of existing toilet facilities to serve projected visitors and provision of temporary portable toilets, if required; and
- Trash collection as needed to remove garbage generated by additional visitors
- Confirm motorcoach and/or school bus loading/unloading within current rules and regulations.

Thank you for your consideration.

Sincerely,

Charlotte A. Hall, Acting Chair
Alexandria Waterfront Commission

CC: Rashad M. Young, City Manager
James B. Spengler, Director, Department of Recreation Parks and Cultural Activities
Jack Browand, Division Chief, Department of Recreation Parks and Cultural Activities
James Hixon, Dockmaster, Department of Recreation Parks and Cultural Activities
Waterfront Commission Members



Legislation Details (With Text)

File #: 13-1487 **Name:** alex caen sister city
Type: Appointment **Status:** Agenda Ready
File created: 5/17/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Alexandria-Caen Sister City Committee
1 Citizen Member
Sponsors:
Indexes:
Code sections:
Attachments: [13-1487 alex caen sister city committee](#)

Date	Ver.	Action By	Action	Result
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Title
Alexandria-Caen Sister City Committee
1 Citizen Member

Name of Council Member

CONTESTED APPOINTMENT

Endorsement

Alexandria-Caen Sister City Committee
(2-year term)
1 citizen member

_____ Thomas Christianson

Jennie Reading

_____ Sarah Greiner



Legislation Details (With Text)

File #: 13-1490 **Name:** gang task force
Type: Appointment **Status:** Agenda Ready
File created: 5/17/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Alexandria Gang Task Force
1 Member From and Representing T.C. Williams High School
Sponsors:
Indexes:
Code sections:
Attachments: [13-1490 gang task force.pdf](#)

Date	Ver.	Action By	Action	Result
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Title
Alexandria Gang Task Force
1 Member From and Representing T.C. Williams High School

Name of Council Member

CONTESTED APPOINTMENT

Endorsement

Alexandria Gang Task Force

(3-year term)

1 member from and representing T.C. Williams High School

_____ Michael Cohen
(residency waiver required)



Legislation Details (With Text)

File #: 13-1488 **Name:** comm criminal justice bd
Type: Appointment **Status:** Agenda Ready
File created: 5/17/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Community Criminal Justice Board
1 Representative of Local Education to be Nominated by the Superintendent of Schools
Sponsors:
Indexes:
Code sections:
Attachments: [13-1488 comm criminal justice bd.pdf](#)

Date	Ver.	Action By	Action	Result
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Title
Community Criminal Justice Board
1 Representative of Local Education to be Nominated by the Superintendent of Schools

Name of Council Member

CONTESTED APPOINTMENT

Endorsement

Community Criminal Justice Board

(2-year term)

1 representative of local education to be nominated by the Superintendent of Schools

Victor Martin
(residency waiver required)

Morton Sherman,
ACPS School Superintendent



Legislation Details (With Text)

File #: 13-1298 **Name:** FY2013 Interdepartment Work Program
Type: **Status:** Agenda Ready
File created: 4/8/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Adoption of the Long Range Planning and Plan Implementation Work Program for FY 2014 and Beyond
Sponsors:
Indexes:
Code sections:
Attachments: [13-1298 Attachment1 May 8 Memo.pdf](#)
[13-1298 Attachment2 Interdept Work Program Bar Chart for FY2014.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Adoption of the Long Range Planning and Plan Implementation Work Program for FY 2014 and Beyond

BODY

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

RECOMMENDATION: That the City Council approve the proposed FY2014 planning initiatives and work program as described in this memorandum. The proposed work program is consistent with the FY2014 budget in regard to staffing and other budget resources and reflects the City Council's comments at their March 23, 2013 retreat.

BACKGROUND: There is one substantive change from the proposed work program that the Council reviewed at its recent retreat. Staff had proposed to immediately start the transportation data collection as was budgeted in 2013 for the Eisenhower West Small Area Plan even though the plan itself would not start until the conclusion of the Old Town North Plan. Staff and the Council have received input from members of the public questioning the wisdom of separating the Eisenhower transportation analysis from the balance of the planning effort by as much as a year. Staff agrees there are benefits to keeping them together. However, in this case, there is an overriding need for much upfront data collection and coordination with the Federal Highway Administration and the Virginia Department of Transportation which staff would like to complete beforehand so that transportation analyses do not slow down the planning process once it starts. The proposed timetable shows this element of the transportation analysis beginning in July 2013 and concluding in January 2014.

Proposed New Interdepartmental Planning Initiatives for FY2014:

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

Continuing Interdepartmental Planning Initiatives

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

Ongoing Implementation Work

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

- Continue to conduct 2010 Census data analysis, reporting and forecasting

BUDGET IMPACT: The FY 2014 Operating Budget does not contain additional funds (beyond those already budgeted and state costs) to conduct this work program in FY 2014. Funds will be needed in FY 2015 for outside technical assistance and other support for Old Town North small area planning (approximately \$500,000). In addition, the two of the proposed new projects require funding of \$175,000 FY 2013 carryover funds can be used for this purpose.

DISCUSSION: As in previous years, City departments and agencies that are engaged in long range planning and plan implementation have jointly prepared a preliminary work program for the upcoming fiscal year. This preliminary work program was shared with the public and reviewed with the City Council at their March 23, 2013 retreat (and has been available online since then). With one adjustment (to the timing of the Eisenhower West areawide transportation analysis), the bar chart/timeline that is attached is the same as that reviewed by the Council at its retreat.

Although the Council is being asked to approve the FY 2014 work program only, the chart covers the mid-FY 2013 to FY 2016 time period to give a broader picture of the proposed schedule of major planning projects. In addition, the chart shows work associated with plan implementation, which continues to occur after each plan is adopted.

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

The preliminary work program coordinates the planning work programs of the Department of Planning and Zoning; the Office of Housing; the Department of Recreation, Parks and Cultural Activities; the Department of Transportation and Environmental Services; the Office of Historic Alexandria; the Department of General Services. Potential work program elements are evaluated by the above departments with the City Manager's Office, the Department of Code Administration, Alexandria City Public Schools, the Alexandria Economic Development Partnership and the Alexandria Convention and Visitors Association.

The proposed work program reflects the City Council's Strategic Plan, the interdepartmental nature of the planning program, and the resources needed to complete each project at the recommended level of effort on each project. As is usually the case, **there is greater demand for work to be undertaken and completed than there are staff and technical resources to devote to it.**

The options for addressing this imbalance include:

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

A specific question is why there isn't capacity to conduct two small area planning processes at the same time, namely Old Town North and Eisenhower West, which is addressed in a memorandum to the Council on May 8,

2013 (and attached).

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

Evaluating Potential Planning Projects for FY 2014

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

Within that framework, there are still choices to be made, particularly during constrained budget times. Important guidance is provided by the City's Strategic Plan and the preliminary work program includes projects that pursue outcomes closely aligned with six of the seven goals:

- Goal 1: Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.
- Goal 2: Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.
- Goal 3: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.
- Goal 4: Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families.
- Goal 5: Alexandria is financially sustainable, efficient, community oriented and values its employees.
- Goal 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.

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

- Resuming progress in updating the City's small area plans
- Implementing the principles of civic engagement and the planning process framework created by the community in FY 2013
- Sustained and expeditious progress in plan implementation, which is a large and increasing element of the work program
- Continued attention to public facilities planning to meet future needs as efficiently as possible
- Pursuing transportation policies that emphasize non-auto forms of travel
- Projects that support existing neighborhoods as well as future growth in areas such as the environment, open space, and public art

Specifically in regard to the selection of the next small area plan, it has been the City's practice to prioritize plans in locations where there is strong and immediate pressure for change, often in the form of specific redevelopment proposals for key sites. This is true to a much greater degree in Old Town North than in other

areas of the City where a small area plan is needed. Specific redevelopment proposals are a strong indicator that an approved small area plan will result in significant economic investment in the near future.

Descriptions of Work Program Items

The attached chart shows 22 work program items that have some work expected in FY 2014 which are described in more detail below. Several of these are new projects for the Council to consider, including the selection of the next small area plan to update.

The Next Small Area Plan

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

Staff looked at a number of different options for addressing this issue, including staggering the work on the two plans so that both can be completed within a reasonable timeframe. The concept for that option was that during periods of intense community engagement on one plan, the work on the other plan would involve completing technical studies, much of which will need to be done by outside technical assistance. Staff received negative feedback on that idea because, among other problems, it would be confusing to the public to alternate work on the plans and it would stretch out the time spent on both plans.

The remaining option is to complete one plan after the other, with each plan taking about 18 months. At the March 23 City Council retreat, staff recommended that the Old Town North plan begin next and the Eisenhower West plan begin when the Old Town North plan is completed. Staff’s rationale is that while both plans are important, the need to complete the Old Town North plan is more urgent because there are several important parcels in Old Town North for which redevelopment proposals are imminent (ABC-Giant block, Royal Street Bus Barn block) and this is not the case in Eisenhower West.

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

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

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

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

The largest of the potential redevelopment sites is the Potomac River Generating Station (PRGS), which ceased operations in October, 2012. The 22-acre site is located between the George Washington Parkway and the

Potomac River and consists of a power plant and a PEPCO substation (which occupies about 5 acres). It is expected that the substation function will need to remain on or near the site, although not necessarily occupying as much acreage. Some decommissioning work has already occurred, including the removal of the coal pile. The site is served by a rail spur that continues through Old Town North through Oronoco Bay Park to Robinson Terminal North. With the PRGS closure and the expected redevelopment of Robinson Terminal North, the current use of the rail spur will cease and its future and purpose determined.

The PRGS site represents a significant potential benefit for the City of Alexandria, both in terms of the undesirable use that is departing as well as the prospect of creating new public amenities and economic opportunities. Among the amenities long identified as desirable: an increase in waterfront open space that significantly improves the connection between Daingerfield Island and Old Town North's waterfront. From a development point of view, the site has many positive attributes, including a waterfront location, great views, access to the GW Parkway and to National Airport, but considerable care will need to be taken to address potential neighborhood impacts and to maximize the public benefits to the degree feasible.

There is considerable interest by the Old Town North community in beginning the update to the Old Town North Small Area Plan. The North Old Town Independent Citizens Civic Association (NOTICE) has formed a land use subcommittee to explore long range planning issues. Both NOTICE and the Old Town North Urban Design Advisory Committee have sent letters to the Council supporting a small area plan update to include the PRGS site.

NRG, which controls the former GenOn/Mirant site has indicated that it is looking forward to the upcoming Old Town North planning process and is ready to actively participate in this planning process. Long range planning for the site will also involve:

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

The proposal is to have six months of community visioning and issue identification in FY 2014, followed by completion of the plan in FY 2015. The process would take 18 months and is intended to follow the steps outlined by the *What's Next Alexandria* process: (1) community visioning and issue identification; (2) development of options for land use, community facilities, transportation, and the environment for community review; (3) selection of recommendations based on community input; (4) final public review and approval; and (5) process evaluation.

The community visioning/issue identification phase will be documented in a report that the community will review to ensure that all issues and opportunities are fully captured before moving on to the next phase of planning. The community's vision and issues will inform the technical analyses (transportation, environmental, and market/financial) that will be conducted as planning continues in the next year (FY2015).

The Plan will be completed in June 2015.

No funding for this plan is included in the FY2014 budget, but the plan will require up to \$500,000 in the FY 2015 budget to complete technical analyses (transportation, environmental, market and financial) and to support civic engagement.

Eisenhower West Small Area Plan

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

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

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

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

The preliminary work program presented to the City Council at the March retreat proposed to immediately start the transportation analysis for the Eisenhower West Small Area Plan even though the plan itself would not start until the conclusion of the Old Town North Plan. The transportation analysis, already funded in the FY 2013 budget from Transportation Improvement Program funding at \$175,000, is intended to help resolve broad transportation issues that impact the Eisenhower Valley, the Duke Street Corridor, and the Landmark/Van Dorn areas. The scope includes study of issues related to the former Eisenhower Connector project and more detail study of major planned transportation improvements (such as the multi-modal bridge in the Landmark/Van Dorn Corridor small area plan). Staff and the Council have received input from members of the public questioning the wisdom of separating the Eisenhower transportation analysis from the balance of the planning effort by as much as a year. Staff agrees there are benefits to keeping them together and have made that change. However, there is also a need for some upfront data collection and intergovernmental coordination which staff would like to complete beforehand so that transportation analyses do not slow down the Eisenhower West planning process once it starts. The data collection would not require public meetings.

The Eisenhower West Plan itself will require funds now estimated at \$500,000 for outside technical assistance for economic/market and financial analysis and local circulation within Eisenhower West itself.

Other Potential Small Area Plans

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

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

commercial area that are more pedestrian-oriented. The area is home to a variety of neighborhood-serving retail and service establishments, many of which are locally-owned. Nearby land uses include churches and TC Williams High School. A project to rebuild the Safeway has been approved and redesign of the Quaker/Braddock/King Street intersection is under consideration.

Other Proposed New Planning Projects

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

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

- *Public Facilities Location Strategy:* One goal of the project is to maximize the efficiency and utility of City and local public agency offices and other work locations. It would look at elements such as: city functions with adjacency benefits, locations that reduce travel time and fuel costs, and more efficient models of space configurations. This would begin in FY2014. This phase of the study would be carried out using existing staff and resources.
 - The other aspect of the project will produce a strategy or set of policies to guide planning for the major public facilities the City expects to need or to construct in the next 20 years (fire stations, schools, etc.) to identify the most efficient locations, facility models better suited for land cities like Alexandria, and opportunities for co-location.
 - In FY 2014, areas of particular emphasis will be City Hall (in advance of planned replacement of a 40-year-old HVAC system) and fire station locations.

- *Del Ray Historic Preservation Plan:* This plan which is estimated to cost \$75,000 to undertake will help to preserve the mid-20th century commercial Art Deco/Streamline Moderne buildings within the Del Ray neighborhood, along Mount Vernon Avenue as well as along Leslie Avenue. Specific tasks:
 - Create a new National Register Historic District to incorporate the Art Deco style warehouse buildings on Leslie Avenue.
 - Review the existing boundaries for the existing Town of Potomac National Register district for the possibility of an expansion that would include the Art Deco & Streamline Moderne buildings along Mt. Vernon Avenue.
 - Create a residential pattern book for new construction, additions and alterations in the Town of Potomac Historic District.

City staff has identified \$75,000 in potential carryover FY 2013 funds likely available for this project.

- *Bicycle Master Plan:* Updates to the plan include, but are not limited to: on-street bicycle network and associated facilities, Capital Bikeshare, bicycle parking, wayfinding, and Complete Streets. The 2008 Plan had a strong focus on recreational cycling; the update will be an opportunity to focus on Capital Bikeshare and bicycle commuting. The FY 2014 Transportation Improvement Program (TIP) includes \$500,000 to conduct this study.

Long Range Planning Started in FY 2013

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

- *Long Range Education Facilities Planning:* This is a joint City/Schools planning project with a work group appointed by the City Manager and Superintendent. With both City and ACPS staff support, the work group is looking at school enrollment trends and forecasts, conditions of existing school facilities, education specifications, and options for meeting future school capacity needs. This is an approximately 18-24 month project although there will be useful work products at each stage of the project, such as the school enrollment analysis prepared for the FY 2014-2023 CIP.
- *Open Space Master Plan Update:* Staff is reviewing progress made toward the goals set forth in the 2003 Open Space Master Plan, including the goal of gaining 100 acres of additional public open space by 2013 (7.5 acres/1000 residents). In conjunction with providing a status update, staff may propose additional recommendations to support continued implementation of the Open Space Master Plan. This staff led effort will occur in collaboration with the Park and Recreation Commission, Planning Commission, Environmental Policy Commission and the Historic Alexandria Resource Commission.
- *Public Art Master Plan:* This Plan is expected to outline a clear vision for public art in Alexandria that aligns with other relevant City master plans, including, but not limited to Small Area Plans, Transportation Master Plan, Recreation, Parks and Cultural Activities Strategic Plan, Waterfront Master Plan, Historic Preservation, and the Open Space Master Plan. The plan should also identify and prioritize locations for public art, outline a process for incorporating public art into future development,

provide recommendations for implementation and ways to ensure that the community has the opportunity for engagement and involvement in the public art program.

- *Large Park Planning Initiative:* From August 2012 through August 2013, The Department of Recreation, Parks and Cultural Activities is undertaking a large park planning process to inform Park Improvement Plans for the City's large multi-use Parks. The Citywide Parks include Four Mile Run Park, Simpson Stadium Park, Chinquapin Park, Henlsey Park, Holmes Run Park, and Ben Brenman Park. The goal of this effort is to study and understand the existing conditions and future needs for each of the Parks, guided by public input. The plans will advise upon incremental capital improvement projects in the six Parks.
- *Historic Preservation Management Plan:* The completion of the Alexandria Historic Preservation Management Plan, approved by City Council in 2009, is a continuing priority of the Historic Alexandria Resources Commission, Alexandria Historic Restoration and Preservation Commission and Alexandria Archaeological Commission, and is a clear objective in the City's Strategic Plan. To reduce potential costs, the Office of Historic Alexandria has already initiated preparation of certain components of the plan with departmental resources, and revised the task preparation schedule to fall in line with the departmental Strategic Plan ending in FY 2016.

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

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

Plan Implementation

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

Waterfront Plan Implementation: The Waterfront Plan as approved in January 2012. Implementation activities

completed since then have included: establishment of the Waterfront Commission, completion of the Union Street study and an update to the Old Town Parking study report, selection of consultants for design of flood mitigation and public spaces, an RFP for the reuse of the Beachcomber building, initial review of a proposal for a hotel, support for reuse of the food court building. In addition, an Art/History Committee has developed a joint strategy for integrating and implementing the art and history recommendations in the Waterfront Plan and is identifying priorities for input the landscape architecture work. The FY 2014-2023 CIP provides funds for continuing implementation work started in FY 2013.

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

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

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

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

The *Arlandria Action Plan* is being implemented with the support of an advisory group created by the City Council two years ago. In FY 2014, plan implementation will continue with executive committee and advisory group meetings (4-6 per year), continued emphasis on prioritizing and executing CIP projects, additional staff/advisory group research and analysis of key group interest areas, programs supporting vibrant retail and encouraging desired redevelopment. An interdepartmental work team coordinates key areas of responsibility for plan implementation and includes P&Z, T&ES, Housing, AEDP and RP&CA.

In *Braddock*, implementation work will continue to focus on working with the community to plan for the park on the Post Office block. Staff will continue to pursue an agreement with the U.S. Post Office. Planned development in the neighborhood is moving forward, and as it does, contributions are accruing from developers toward the Braddock open space and community amenities funds.

Housing Master Plan Implementation: Approval of this plan is anticipated for Fall 2013. Staff expects that

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

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

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

Census and Demographics: This program includes analysis of Census 2010 and annual American Community Survey data releases. It also includes preparation of the City's official long range forecasts of population, jobs and households, which are updated regularly to reflect approved plans and development projects as well as regional economic trends. This team has also been instrumental in analyzing school enrollment trends for the Long Range Education Facilities Plan.

FISCAL IMPACT: The total amount of carryover funds needed to complete this work program is \$175,000 (\$100,000 for the parking study and \$75,000 for the Del Ray Historic Preservation Plan). The funds which have been identified were originally budgeted for projected Landmark Mall site land use and financial consultant analysis. Given the proposed Phase I project put forward by the Howard Hughes Corporation, the consultant funds were not needed to be utilized. In earmarking these funds for FY 2014 use, this assumes that overall the City will be in a posture to have carryover funds from FY 2013. This will be determined later this summer when more information is known about the City's FY 2013 ending revenue and expense status.

ATTACHMENT:

- 1) May 8, 2013 Memorandum re: Capacity for Small Area Planning
- 2) Interdepartmental Work Program Bar Chart

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

Roy Priest, Alexandria Redevelopment and Housing Authority

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 8, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: FAROLL HAMER, DIRECTOR, DEPARTMENT OF PLANNING AND ZONING

SUBJECT: CAPACITY FOR SMALL AREA PLANNING

On May 28, the City Council will consider for approval a long range planning work program for FY 2014 and beyond. Probably the biggest decision before Council is the selection of which small area plan to do next. Staff has recommended that the next plan be Old Town North, which would mean, once again, deferring Eisenhower West. The memo for the May 28 docket will go into detail about the reasons why those plans are needed and the consequences of putting one ahead of the other. The City Council has received communication from civic groups and other stakeholders who support scheduling the Old Town North Plan first and communication from those who support scheduling the Eisenhower West Plan first.

A natural question is: why not do both? The purpose of this memo is to discuss the capacity of the City for small area planning and why there isn't capacity to conduct two small area planning processes at the same time. It will also discuss, briefly, our recent practice to schedule small area plans for areas with immediate redevelopment pressure ahead of plans for areas with limited redevelopment pressure.

Capacity for Small Area Planning

The City's capacity for small area planning includes the capacity of all stakeholders – members of the public, elected and appointed public officials, and staff – to jointly work on small area plans. Many of these same participants are also engaged in related decision-making activities that help shape our city, including major and minor infrastructure projects, development cases, and other plan implementation activities.

As you know, Alexandria has a practice to follow small area plans with a coordinated implementation strategy. Planning and Zoning staff are participating, and often coordinating, the work to implement the plans, along with the involvement of the community. This approach has

many benefits, including maintaining the integrity of the planning process by ensuring that the community gets the improvements and amenities that were promised. We also know that it is just as important to have the community involved in plan implementation as in the plan itself – either because there are important details to decide, or there are adjustments that need to be made based on new information. Having planners involved in implementation also produces better plans and breaks down silos among departments. I also believe that, as important as plans are, they do not benefit the City until or unless they are implemented.

Of course, a consequence of this approach is that, with every new plan that is approved, we increase the amount of P&Z staff time that must be allocated to plan implementation. With the approval of the North Potomac Yard Plan, we reached a kind of “tipping point” where we no longer have the capacity to conduct two small area plans simultaneously and engage in all of the necessary implementation work for the plans already adopted.

For FY 2014, major implementation work will occur on the Waterfront, North Potomac Yard (including the Metrorail station), Beauregard, Braddock, Arlandria, and Landmark. We’ll be wrapping up and implementing the results of *What’s Next Alexandria*. We’re co-leading the Long Range Education Facilities Plan with ACPS staff which, while not a small area plan, is a significant planning effort with a Citywide impact. We’ll be supporting planning work led by other departments, including the Bicycle Master Plan and the Public Art Master Plan. And we’re also working on King Street retail, wayfinding, and forecasting and demographics.

All of these projects, and many more, will have public meetings to provide information, gather feedback, and to respond to feedback. There will be docket items on City boards, commissions, and the City Council itself. In the *What’s Next Alexandria* dialogues, we’ve heard that many in the community are overwhelmed by the volume of public meetings and recommend we hold a smaller number of more effective meetings with broader outreach. I agree with that idea, but note that doing so will not reduce staff time spent on a project.

I think it is helpful to remember that the staff capacity issue isn’t limited to the number of Planning & Zoning staff available – the staff team working small area plans includes staff from T&ES, RPCA, Housing, OHA, AEDP, and others – and there isn’t capacity in these departments to support two small area plans at the same time.

There is potential for developer or landowner financial support of small area planning – usually in the form of funds to reduce the costs for outside technical assistance, such as traffic and market studies. This is helpful, but doesn’t address the staff and community capacity issue.

Priorities for Small Area Planning

When developing the long range planning schedule, it has been the City's practice to give priority to plans in areas seeing immediate development pressure. Braddock Metro Station is a particularly good case of this – since the plan was completed in 2008, the area has been transformed by the six major projects that are completed or under construction, with a total of approximately 1,500 dwelling units and 35,000 square feet of retail, and planning for the park is underway. We have started to see the benefits of the Landmark/Van Dorn plan with new development on Picket Street and the first phase of a mixed-use mall site. The Waterfront is more than a case of development pressure – we saw a whole range of near-term benefits to the City that would result from having that plan in place.

A reason for this practice is that it is very much in the City's interest to have a plan in place prior to approving redevelopment. The latest small area plans identify the public facilities and amenities that are desired by the public and needed by the redevelopment. They also estimate costs and identify a funding strategy, so that when development is approved, it is contributing in a systematic way to the amenities and infrastructure in the plan.

Old Town North is a location where there is immediate market demand. Some development projects have been approved and are under construction, others are just being approved, and a number of other development proposals are coming soon. The alternative to creating a plan for Old Town North would be to allow piecemeal rezonings that are not guided by an overarching set of principles created by the community (or to defer potentially desirable redevelopment projects while we re-plan an area that does not have an active development proposed).

People have pointed out that plans, in and of themselves, can stimulate redevelopment interest. That's true to a degree, and explains why all of our proposed plans are important, but not necessarily as urgently needed as plans for areas where market redevelopment pressure is high.

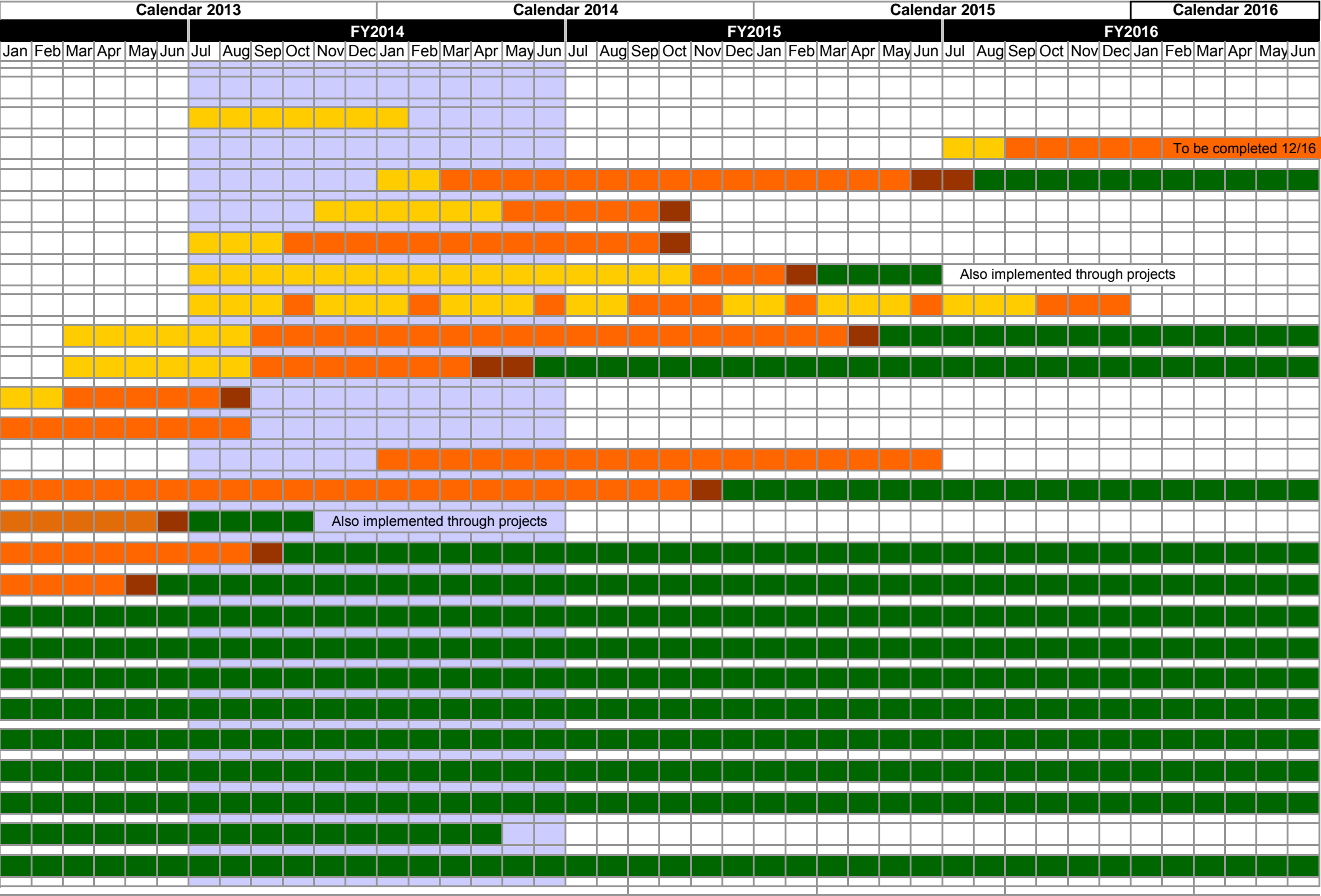
It should also be pointed out that in discussions with the stakeholders regarding the Eisenhower West plan, the issue of timing has been raised. Staff initially proposed that the transportation planning for Eisenhower West should come first, as there is a long lead time, then pause for the Old Town North process, and then conclude with the land use planning in 2015-2016. It now appears that there is a preference for keeping the transportation and land use work together, such that the Eisenhower West effort would begin in early 2016 with the transportation study and then continue straight through 2016, to better integrate transportation and land use and to maintain the momentum that's so important for community engagement process.

cc: Mark Jinks, Deputy City Manager
Rich Baier, Transportation and Environmental Services
Jim Spengler, Recreation, Parks and Cultural Activities

John Catlett, Department of Code Administration
Mildrilyn Davis, Office of Housing
Lance Mallamo, Office of Historic Alexandria

Housing; Planning and Zoning; Recreation, Parks and Cultural Activities; Transportation and Environmental Services; Office of Historic Alexandria; Code Administration; General Services; AEDP; ACVA

Proposed FY2014 Interdepartmental Long Range Planning Work Program



KEY

- Preparatory staff work & technical analysis
- Planning with public engagement
- Plan approval process
- Plan Implementation

ONGOING IMPLEMENTATION WORK/SPECIAL PROJECTS

- AEDP Strategic Plan Implementation
- Census, Forecasting and Demographics (P&Z)
- BRAC-133 Road and Transit Improvements (T&ES)
- Eco-City Alexandria/Green Building Phase II/Energy and Climate Change (P&Z/T&ES/General Services)
- Urban Forestry Master Plan Implementation (RPCA)
- King Street Retail



Legislation Details (With Text)

File #: 13-1315 **Name:** Consideration of acceptance of funding for swift water rescue equipment from the 2012 Urban Areas Security Initiative (UASI) grant for the National Capital Region (NCR)

Type: **Status:** Agenda Ready

File created: 4/15/2013 **In control:** City Council Legislative Meeting

On agenda: 5/28/2013 **Final action:**

Title: Consideration of Acceptance of a Funding Allocation from the 2012 National Capital Region (NCR), Urban Area Security Initiative Grant in the Amount of \$145,200 for the Fire Department.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Consideration of Acceptance of a Funding Allocation from the 2012 National Capital Region (NCR), Urban Area Security Initiative Grant in the Amount of \$145,200 for the Fire Department.

BODY

ISSUE: Council consideration of acceptance of a grant allocation in the amount of \$145,200 as a sub-grantee award from the Montgomery County Fire and Rescue Service, from the District of Columbia Homeland Security and Emergency Management Agency (DCHSEMA), on behalf of the National Capital Region (NCR), from the Federal Emergency Management Agency (FEMA). These funds will be used to enhance the surge capability for water rescue emergencies during severe weather events that cause dangerous flash flooding and coastal flooding events within the NCR by providing those jurisdictions with Swift Water Rescue capabilities Personal Protective Equipment (PPE), motorized swift water boats, and a support vehicle

BACKGROUND: The City of Alexandria routinely experiences coastal flooding along the Potomac River. There have been two major flash flooding events within the last eight years that required immediate rescue of individuals in multiple locations in the City due to flash flooding. In addition, the Fire Department has responded to more than two incidents per year on average over the last five years that called for rescues from bodies of water other than the Potomac River and swimming pools.

The flash flooding from Tropical Storm Lee in September 2011 stretched the Fire Department's available swift water resources beyond the needs to handle rescue. On September 8, 2011, the Fire Department responded to two major shift water incidents in the City that resulted in more than 30 rescues of people who were being swept downstream by the rapidly rising flood waters along Eisenhower Avenue and South Pickett Street. At the same time, Fire Department units responded to another flash flooding incident in nearby Fairfax County along Edsall Road where an individual was rescued from a car as his the car was being swept away by the raging water. All three of these incidents were handled without the assistance of trained swift water firefighters with proper PPE, equipment and boats because of the lack of regional capacity to provide these resources during a major flash flooding event.

In October 2011, the Fire Department requested funds of the Acting City Manager for equipment and training for a full flood water and swift water rescue capability in response to the flash flood events of September 8, 2011. This funding was to come from a portion of the General Fund surplus identified from FY 2011. The Acting City Manager recommended, and Council approved, \$213,950, a portion of the requested funding level, which could provide basic flood water awareness level training for all Fire personnel, e.g., training Fire personnel how to practice land-based rescue by throwing ropes to the flood water victims, and also provide needed basic safety equipment, e.g., personal protective equipment (PPE), helmets, lights and (rope) throw bags. City Council subsequently approved an allocation of \$213,950 and appropriated these funds for the stated purpose in a Supplemental Appropriation Ordinance on November 12, 2011. On May 2, 2012, City Council approved the planned use of up to \$161,780 of the special allocation as a 25 percent cash or in-kind match to a U.S. Department of Homeland Security (DHS) 2012 Port Security Program Grant (PSPG) application for water rescue PPE, training classes for the Fire Department's Marine Operations Team (MOT), and flood water/shallow water rescue equipment, leaving \$52,170 for basic flood water and shallow water response training and equipment.

The Fire Chiefs Committee of the Metropolitan Washington Council of Governments (COG), recognizing that a flash flooding event affects the entire region at the same time, established a priority for improving regional response capabilities to flash flooding and coastal flooding. On behalf of the Fire Chief Committee, the Technical Rescue Sub-Committee conducted an incident and resource analysis. The analysis identified that a few COG jurisdictions, including the City of Alexandria, had limited or no swift water response capabilities and that these jurisdictions had to rely upon mutual aid assistance to provide in-water swift water rescue teams. For other jurisdictions that had swift water capabilities, the Sub-Committee determined that these jurisdictions were overwhelmed during significant events that prevented them from lending assistance to others.

The Fire Chiefs Committee endorsed a UASI program management plan for establishing surge capabilities in the NCR by providing swift water PPE, motorized swift water boats and equipment, and a support vehicle to those jurisdictions lacking response capabilities; enhancing PPE supplies, swift water boats and support vehicles to jurisdictions that currently have response capabilities; and training a cadre of instructors in the NCR to provide regional swift water rescue training. The surge principal is to provide those jurisdictions without swift water response capabilities with the needed resources to allow for self-sufficiency when mutual aid is unavailable, and to enhance the available resources in the region during predicted weather events. The 2012 NCR UASI grant has distributed \$935,880 of grant funds throughout the NCR to provide surge capabilities for swift water rescue.

RECOMMENDATION: That City Council:

- (1) Authorize the City Manager to accept the funding from the NCR Urban Area Security Initiative (UASI) grant program in the amount of \$145,200; and
- (2) Authorize the City Manager to execute all the necessary documents that may be required.

DISCUSSION: AFD was notified on April 7, 2013 by Montgomery County Fire and Rescue Service, grantee of the swift water award, that the City is eligible to receive a total of \$145,200 for purchasing:

- Water rescue PPE, including dry suits, swift water/rescue personal floatation devices (PFD), helmets, and other water entry equipment (\$25,000);
- Two swift water boats, including trailers, outboard motors, and operating equipment (\$54,200); and,
- A boat support unit that is configured to tow swift water rescue boats and carry portable swift water equipment and PPE (\$66,000).

In addition to the grant award, separate training funding has been provided by the 2012 NCR UASI grant that is managed by the COG Exercise and Training Oversight Panel (ETOP) to pay for registration, attendance and backfill for up to seven Fire Department members to be trained as instructors for swift water awareness, operations, and technicians, and swift water boat operators. These instructors will be part of a regional training program for providing swift water training in the NCR.

The current capabilities for water rescue from the Fire Department is for river rescue utilizing a fire boat and shore-based water rescue for coastal flood water, shallow flood water, flat water, e.g., ponds and lakes, and swift water utilizing (rope) throw bags and life rings. The Department's Fireboat is limited in water rescue capabilities to City and private marinas and along the Potomac River shoreline because of the size of the vessel and the shallow depth of the water along the shoreline.

The addition of motorized swift water boats and PPE to the Fire Department's Marine Operations Team will enhance the capabilities for performing water rescue and hazardous materials response to incidents in the

marinas and along the shoreline, and, in addition, to performing in-water rescue at flat water and swift water rescue incidents.

The COG Technical Rescue Sub-Committee has requested additional funding through the 2013 NCR UASI Grant Program for sustainment of this FY 2012 UASI Grant to provide responder training for swift water operation, technicians and boat operators. The COG Fire Chiefs Committee has endorsed this grant proposal as a priority program for funding.

FISCAL IMPACT: The City is responsible for normal administrative costs associated with this grant, including procurement of the equipment and financial and reporting oversight provided by the Fire Department, the Office of Budget and Management, and the Finance Department. The ongoing operating and maintenance cost for the equipment to remain serviceable will be absorbed within the Fire Department's operating budget. There will be personnel costs for an estimated 20 Firefighters to maintain training proficiency at swift water training facilities outside of the City that is estimated at \$30,000 annually. This will pay for a combination of training costs and overtime funding needed for training that occurs on shift. Placing the PPE, boats and support vehicle on a ten year replacement cycle will cost \$18,876 per year. These additional costs will need to be added, respectively, to the Fire Department's operating and fleet replacement budget.

ATTACHMENT: None.

STAFF:

Michele Evans, Deputy City Manager

Adam K. Thiel, Fire Chief



Legislation Details (With Text)

File #: 13-1134 **Name:** Eisenhower Avenue Design
Type: Resolution **Status:** Agenda Ready
File created: 2/25/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Consideration of A Resolution to Proceed with the Eisenhower Avenue Widening and Roadway Improvements Project. [ROLL-CALL VOTE]
Sponsors:
Indexes:
Code sections:
Attachments: [13-1134 Attachment 1 RESOLUTION Eisenhower Design.pdf](#)
[13-1134 Attachment 2 Public Meeting Notice.pdf](#)
[13-1134 Attachment 3 Eisenhower Design.pdf](#)
[13-1134 Attachment 4 Eisenhower Brick Sidewalk.pdf](#)
[13-1134 Attachment 5 Map.pdf](#)
[13-1134 EISENHOWER DESIGN POWERPOINT.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Consideration of A Resolution to Proceed with the Eisenhower Avenue Widening and Roadway Improvements Project. [ROLL-CALL VOTE]

BODY

ISSUE: Consideration of a resolution to proceed with the first phase of the Eisenhower Avenue Widening

Roadway Improvements Project.

RECOMMENDATION: That City Council consider the attached resolution (Attachment 1) approving the major design features for the first phase of the Eisenhower Avenue Widening and Roadway Improvements Project.

DISCUSSION: The proposed at-grade improvements along Eisenhower Avenue between Mill Road and Holland Lane are the first phase of the ultimate vision for the roadway. The project will create a multi-modal environment and promote safety for pedestrians, bicyclists, and motorists by adding an additional left turn lane on westbound Eisenhower Avenue at Mill Road, widening the receiving lanes on Mill Road, constructing streetscape improvements, and replacing the traffic circle at Holland Lane with a signalized “T” intersection.

The Goals of the Eisenhower Avenue Project are:

- 1) Create a safe environment for all modes of transportation;
- 2) Provide wide sidewalks;
- 3) Upgrade pedestrian crossings;
- 4) Improve bicycle facilities;
- 5) Replace the traffic circle at Holland Lane with a “T” intersection;
- 6) Improve Street Lighting;
- 7) Construct a landscape buffer (between travel lane and sidewalk);
- 8) Reduce traffic delays in the corridor.

The full build out plan will accommodate all modes of transportation with six travel lanes, three in each direction, bike facilities, and wide sidewalks.

City staff met with the affected property owners on February 12, 2013, to discuss the process for acquiring the necessary easements and right of way required to construct the improvements. A public meeting was held on April 4, 2013 at the Lee Center (Attachment 2) and presented the project plan to the community. The City received comments from property owners, citizens, several organizations, and the bike community in response to the public meeting. These comments along with staff responses are attached (Attachment 3).

The main concerns raised by the public were a lack of bicycle facilities, the use of brick to build the sidewalks, the removal of the traffic circle and widening the roadway to increase traffic capacity. These concerns are addressed below.

The project will be constructed in phases. Future phases will include developer-constructed improvements along the south side of Eisenhower Avenue. These improvements will be constructed as the redevelopment occurs.

Bicycle Facilities

Staff received several comments regarding the lack of continuous dedicated bike lanes throughout the corridor. Right of way constraints prohibit the construction of these lanes. This plan does provide bike sharrow markings and shared bike lanes.

Transportation and Environmental Services (T&ES) staff is working in collaboration with other City departments to ensure that in the future bicycle facilities are part of the redevelopment plans in this area. The City’s Complete Streets Initiative provides for the construction of bike improvements in the Eisenhower corridor. This program includes the implementations of shared and dedicated lanes, markings and off-street facilities.

Brick Sidewalks

Staff received several comments from citizens concerned that brick sidewalks decrease mobility and are

expensive to maintain. At this time staff is recommending to continue with the installation of brick on this project in order to comply with the Eisenhower East Small Area Plan (EESAP) which calls for brick sidewalks, as discussed in a recent memo to City Council (Attachment 4). In addition, several of the adjacent developments already have brick sidewalks, including the Patent Trade Office (PTO) and Post Carlyle II. T&ES staff, together with Planning & Zoning, is currently evaluating the City's practice of requiring brick sidewalks. Staff is investigating the use of various alternative types of sidewalk paving materials. Staff will bring a summary of this evaluation, including alternative sidewalk materials to Council for future consideration. If Council makes a decision to change the sidewalk material before construction of this project begins, the sidewalk material can be changed.

Holland Lane Traffic Circle

Staff received comments from citizens concerned about removing the traffic circle; these concerns raised the issues of reducing the efficiency of the intersection, restricting fire access to the Carlyle Post Building, ability of delivery trucks to access loading docks and removing a unique feature of the community. The proposed project includes the replacement of the existing traffic circle at Holland Lane and Eisenhower Avenue with a signalized "T" intersection. These roadway improvements were approved in the EESAP. The removal of the circle promotes safety for pedestrians and bicyclists. Alternate routes for delivery trucks have been identified. T&ES Staff is working with Code Administration to ensure fire access is maintained. The land remaining after the traffic circle is modified will be converted into two parks.

The Planning Commission and City Council have approved adjacent developments based on the "T" intersection including the conversion of part of the existing roadway into parkland. If the traffic circle is retained, significant amendments would be required to the approved Carlyle Plaza development site plan, which has incorporated the circle area in its plaza area.

Traffic Capacity

Staff received comments questioning the necessity for additional travel lanes in this location. The need for additional lanes along Eisenhower and an additional turn lane on Mill Road is identified in the EESAP and supporting traffic studies. The Phase I plan will construct the additional left turn lane on Mill Road and this will reduce the delays at the Mill Road intersection for traffic entering the beltway. The traffic within this corridor is projected to increase each year. By 2022, the traffic capacity will double and will meet or exceed the current project's capacity improvements. The traffic studies have considered a 55% multi-modal split and the future roadway improvements are designed with this in consideration. In order to maintain the vehicular capacity throughout the corridor, the City will continue to encourage and promote the use of alternative means of transportation. By constructing these improvements, the impacts of the future increases in traffic volumes will be lessened and will allow the corridor to operate efficiently during non-peak periods.

Upon receipt of this VDOT required resolution, VDOT will review, approve, and obtain federal authorization to proceed with the project. Staff will bring a separate resolution to City Council in June, requesting authorization to proceed with right-of-way acquisition.

The project is currently at the 60% design phase. The proposed configuration is shown in Attachment 5. Project construction is scheduled to begin in the spring of 2014. The construction duration is anticipated to be eighteen months.

FISCAL IMPACT: This project is funded by prior year VDOT Urban Funds in the amount of \$7.5 million. The City has \$534,000 budgeted to cover the City's required match, and VDOT has the necessary Urban Funds set aside and available for this project.

ATTACHMENTS:

1. Resolution
2. Memo to Council dated March 22, 2013
3. Response to Comments from the April 4, 2013 Meeting
4. Memo to Council dated May 15, 2013
5. Design Exhibit

STAFF:

Mark Jinks, Deputy City Manager

Jerome Fletcher, Special Assistant to the City Manager

Richard J. Baier, Director, T&ES

Emily A. Baker, Deputy Director of Engineering, T&ES

Joel Marcuson, Deputy Director of Transportation, T&ES

Maurice F. Daly, Division Chief – Engineering & Design, T&ES

Malik Williams, Fiscal Operations Manager, T&ES

RESOLUTION NO.

LOCATION AND DESIGN PUBLIC HEARING APPROVAL: EISENHOWER
AVENUE WIDENING AND ROADWAY IMPROVEMENT PROJECT

WHEREAS, after due and proper notice, a public hearing was conducted on April 4, 2013, in the City of Alexandria at the Lee Center, for the purpose of considering the proposed design of roadway improvements on Eisenhower Avenue, VDOT Project Number U000-100-135, PE101, RW201, C501, in the City of Alexandria, at which Public Hearing drawings, NEPA documents and other pertinent information were made available for public inspection in accordance with state and federal requirement; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the Public Hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said Public Hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program the Project; and

WHEREAS, the area encompassing the Project is experiencing tremendous growth; and

WHEREAS, the project will improve multi-modal access throughout the corridor; and

WHEREAS, the project provides increased capacity to accommodate future growth; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Alexandria, Virginia hereby approves the major design features of the proposed project as presented at the Public Hearing; and

BE IT FURTHER RESOLVED that the City of Alexandria hereby requests the Virginia Department of Transportation to provide all necessary resources to expedite the Project.

Adopted _____ day of _____, 2013

William D. Euille, Mayor

ATTEST:


Jacqueline M. Henderson, City Clerk


City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 22, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: RASHAD M. YOUNG, CITY MANAGER 

FROM: RICHARD J. BAIER, P.E., LEED AP, ~~DIRECTOR~~, T&ES 

SUBJECT: EISENHOWER AVENUE WIDENING AND ROADWAY IMPROVEMENT PROJECT

The Department of Transportation and Environmental Services (T&ES) is continuing the design process for a roadway improvement project on Eisenhower Avenue between Mill Road and Holland Lane.

The proposed widening of Eisenhower Avenue between Holland Lane and Stovall Street was identified in the Eisenhower East Small Area Plan (EESAP) which sets out in detail the City's goals and objectives for the project, which will create a multi-modal environment and promote safety for pedestrians and motorists.

The final build-out plan envisioned Eisenhower Avenue as a six (6) lane roadway, accommodating three (3) travel lanes and bike facilities in each direction. The roadways will be separated by a tree-lined median with left turn bays and accentuated on both sides by wide active sidewalks. The roadway improvements were initiated through the development forecasts of the Eisenhower Valley in the early 2000's and the VDOT Woodrow Wilson Bridge project, which included access to northbound 495 from Mill Road. The project was identified and funded in the VDOT Six Year plan as an urban project.

As a result of limited right-of-way in some locations and a slower development build-out than was originally anticipated, the City revisited the scope of the project and made a decision to phase the construction of the roadway. The full build-out condition, as described above, will be completed by developers as a condition of development.

The project limits for the first phase of construction are from Mill Road to Holland Lane. The improvements include construction of an additional left turn lane on westbound Eisenhower Avenue at Mill Road, widening the receiving lanes on Mill Road, streetscape improvements at Mill Road and Holland Lane, and removing the traffic circle at Holland Lane and constructing a "T" intersection. These improvements are consistent with the Eisenhower East Small Area Plan. The remaining project limits from Stovall Street to Mill Road and between Elizabeth Lane and Hooffs Run Drive will be constructed by developers in the future as parcels redevelop. A plan view of the project improvements is attached.

The project is funded with State Urban Funds which consist of Federal (80%) and State (18%) funds with a City (2%) match. The City's share for this project was budgeted in prior year funding. The total funding for the project is \$7 million. The project is scheduled to begin construction in the spring of 2014. The construction duration is anticipated to be eighteen months.

On April 4, 2013 at 7:00 p.m., T&ES will hold a design public hearing at the Lee Center in the Gold Room, to discuss the proposed project improvements and project schedule, answer questions and review the plans, exhibits, and environmental document. Notification is being made via newspaper advertisement, E-news, Facebook, Twitter, the City's website, and weekly & official events. Letters will be mailed out to all the businesses and residential buildings along Eisenhower Avenue, in addition to various neighborhood and civic association groups in the project area. This meeting will provide an opportunity for staff to receive public comments on the project. Comments can also be submitted via email until April 18, 2013.

Following this meeting, staff will compile all of the public comments, generate responses and present these to council, along with a Resolution to proceed with the project.

If you have any questions or would like a briefing on this project, please contact me or Emily Baker, City Engineer at 703-746-4025.

Attachment

cc: Mark Jinks, Deputy City Manager
 Emily Baker, P.E. City Engineer, T&ES Engineering Division
 Maurice Daly, P.E. Division Chief, T&ES Engineering Division
 Lisa Jaatinen, P.E., Civil Engineer IV, T&ES Engineering Division
 Tony Castrilli, Director, Office of Communications & Public Information
 Kathleen Leonard, Public Information Officer, T&ES Strategic Management Services

**Eisenhower Avenue Widening and Roadway Improvements Project
Design Public Hearing Comments
April 4, 2013**

The following comments were received at the City's Design Public Hearing, held on April 4, 2013 at the Lee Center, or during the Public Comment Period held between April 4, 2013 and April 18, 2013. The comments have been sorted by category, with staff responses to each category of questions provided.

A full transcript of the April 4, 2013 public meeting is available on the City's website at <http://www.alexandriava.gov/tes/info/default.aspx?id=11248>. In addition, extensive comments were received from an entity identified as the Carlyle Architecture Society and from Mr. Jim Savage. The full comments are also posted on the website. A summary of these comments with responses has been incorporated into the comments listed below

Bicycle and Multi-Modal Facilities

1. I am writing about the Eisenhower widening project. I am a resident of Alexandria who often rides along Eisenhower by bicycle and who sometimes uses the Eisenhower Metro Station. I am concerned that Alexandria is trying to have it both ways with cars and transit by trying to add both pavement and transit lines. This is a wasteful strategy in terms of money and public safety. From where I sit, it seems that this have-it-both-ways approach is the reason that city staff is resistant to bike lanes or even bike parking. My points:
 - a. If we are going to widen Eisenhower Ave, we need bike lanes and sidewalks that will deliver people to high-capacity transit.
 - b. Even if VDOT provides part of the money for this project, we do not need to spend tax dollars adding traffic lanes that will fill with cars right away and are expensive to maintain.
 - c. Expanding Eisenhower Ave from four to six lanes right next to the Eisenhower Ave Metro Station makes walking to the station less safe and less attractive.
 - d. We need better quality of life and more fiscal responsibility, not more of our valuable land allocated gridlocked cars.
 - e. We cannot have it both ways. Either we provide transit options that work more effectively for more people, or we focus on moving cars. Trying to do both is a waste of taxpayers' money.
2. I am writing to express my opposition to the widening of Eisenhower Avenue. I believe expanding from four to six car traffic lanes in close proximity to the Eisenhower Avenue Metro Station will discourage transit use. This road should have bike lanes in both directions and sidewalks that will facilitate travel to transit and other destinations and improve the quality of life in our community without increasing air and noise pollution or

safety hazards. I live, work, and go to school in Alexandria and encourage the City of Alexandria to make smart transportation investments that will facilitate multimodal travel.

3. I am a resident and homeowner in Alexandria, and I am very dismay at the proposed addition of two additional traffic lanes to Eisenhower Avenue at the expense of alternate transportation modes.
4. Alexandria needs to do more to encourage residents and visitors to take additional trips as pedestrians and cyclists, and making it as safe as possible to reach transit such as the Eisenhower Avenue Metro Station. Converting Eisenhower Avenue into a 6-lane thoroughfare will be counterproductive to all three of these alternate modes of transportation. Instead, a 6-lane Eisenhower Avenue will encourage the expansion of "single occupancy vehicle" trips, which is not the way forward for the city. And unfortunately, an increase in lanes usually also results in increased vehicle speeds, regardless of the posted speed limit. Motorists behave as if the multi-lane street is a motorway / freeway. More vehicle lanes on Eisenhower Avenue is NOT the answer! Let me explain where I am coming from. After some years of reducing usage of my car, three years ago I took the final step to dispose of my car and rely completely on transit, walking, and cycling for transportation. Although I realize this option may not be practical for all people, most certainly our city government should not enact policies and / or construction that is detrimental to encourage additional residents and visitors to reduce their car usage, particular "single occupancy vehicle" trips, and use these alternate transportation modes instead. Instead, the city should be enacting policies / construction that encourages less use of vehicles and more use of transit, walking and cycling. A 6-lane Eisenhower Avenue will NOT do that.
5. I ask that if there is to be an expansion of Eisenhower Avenue, that you consider the addition of bike lanes on both the north and south side of Eisenhower Avenue. Those bike lanes would not only encourage more bicycle usage, but studies have shown that bike lanes also have the fringe benefit of calming traffic.
6. Bike lines should be installed on both the eastbound and westbound sides of Eisenhower Avenue.
7. I am writing to request that the Eisenhower Widening project deliver exemplary bicycle facilities. A few years ago, the City and many residents invested considerable efforts to develop the Eisenhower East Small Area Plan with Bicycling facilities as an essential and integral element of a multi-modal transportation network. Please ensure that this project delivers the planned facilities or improves upon them. Specifically:
 - a. Reserve space for an 8-foot wide cycle track on the South side of Eisenhower Avenue from Hoofs Run Drive to Holland Lane.
 - b. Coordinate with the development on the North side of Eisenhower Avenue (from John Carlyle Street to Holland Lane), so that Bicycle facilities can be installed in this area as soon as possible.

- c. These are important first steps. Request that you design and deliver a forward-looking multi-modal transportation project that can be emulated in follow-on developments, not only in Eisenhower East, but elsewhere in Alexandria and the region.
8. I am writing to express my opinion of the plans for the Eisenhower Widening Project. Based on the plans on the Alexandria City Website, I see that there is a bike lane being put in between Hooff's Run Drive and Holland Lane. Being that this is an extremely short distance, I can't help feel that this is nothing but a token offering which will not resolve the greater issue at hand. There is no good pedestrian or cyclist connection between the West End and Carlyle/Old Town at the moment and if the Eisenhower Widening Project is going through, I feel that a full bike lane with ample sidewalks is absolutely necessary to conform to our Complete Streets initiatives and the Eisenhower East Small Area Plan. I feel that the following initiatives ought to form part of this project:
- a. Reserve space for an 8-foot wide cycle track on the South side of Eisenhower Avenue from Hoofs Run Drive to Holland Lane and frankly, all the way to the bridge over Telegraph Road.
 - b. Coordinate with the development on the North side of Eisenhower Avenue (from John Carlyle Street to Holland Lane), so that Bicycle facilities can be installed in this area as soon as possible.
 - c. Achieve the City Council-approved Small Area Plan objectives: design and deliver a forward-looking multi-modal transportation project that can be emulated in follow-on developments, not only in Eisenhower East, but elsewhere in Alexandria and the region.

Response: Future phases of the Eisenhower Avenue project are planned to construct bike facilities on both sides of the roadway and improve pedestrian and bicycle safety. The Phase I plan will construct bicycle facilities from Holland Lane to John Carlyle Drive on westbound Eisenhower Avenue and on eastbound Eisenhower Avenue from Hooff's Run Drive to Holland Lane. This plan is the first phase in the planned Eisenhower Avenue improvements. The goal of the full build out plan is to accommodate all modes of transportation with six travel lanes, three in each direction, bike facilities, and wide sidewalks. The project will be constructed in phases, as the complete right of way necessary to construct the full build out will not be available until future development projects come forward. When the parcels along the south side of Eisenhower Avenue re-develop, they will be required to construct the roadway improvements along their frontage.

Staff is working to ensure that bicycle facilities are incorporated into the project and that bike facilities are continuous throughout the corridor. The bike facilities plans are part of the Complete Streets Initiative and will provide for construction of bike improvements in the Eisenhower corridor. These improvements will include a combination of shared and dedicated lanes, bike sharrow markings, and off-street facilities.

Replacing the traffic circle at Holland Lane with a "T" intersection will significantly enhance bicycle and pedestrian safety in this corridor.

Brick Sidewalks

I like the wider sidewalks but would prefer that the sidewalks not be brick. The City's Commission on Aging and Commission on Persons with Disabilities have expressed concern about maintenance issues as well as the difficulty mobility-limited individuals and those pushing baby strollers or grocery carts experience walking along brick sidewalks.

I am writing to you on behalf of the Alexandria Commission on Aging. We understand that the Eisenhower Avenue Small Area Plan calls for brick sidewalks, but view them as a hazard to older adults, those with disabilities, parents with strollers, those carrying packages, and many others. We have personal experience with those who have fallen and been injured on brick sidewalks. We also understand that maintenance of brick sidewalks is expensive and the City falls behind as the bricks buckle. This expense is unnecessary given the fact that budgets are constrained and other attractive sidewalks are available.

Response: T&ES is recommending at this time to continue with the installation of brick sidewalks on this project in order to comply with the Eisenhower East Small Area Plan (EESAP), which calls for brick sidewalks. The Eisenhower East Small Area Plan (EESAP) denotes areas designated for installation of brick sidewalks that include Eisenhower Avenue. Several developments in this area, including Carlyle Place, the Patent Trade Office (PTO) and Post Carlyle II have already installed brick sidewalks along Eisenhower Avenue, within the project limits, in accordance with the EESAP.

The T&ES staff, together with Planning & Zoning, is currently evaluating the City's practice of requiring brick sidewalks and appropriate locations. Staff is investigating the use of various alternative types of sidewalk paving materials. Staff will bring a summary of this evaluation, including alternative sidewalk materials to Council for future consideration. If Council makes a decision to change the sidewalk material before construction of this project begins, the sidewalk material can be changed at that time.

Transportation

1. The proposed project is flawed in that it facilitates more Single-Occupancy Vehicle (SOV) traffic to/from Alexandria, at the expense of and to the detriment of other transportation modes. The Design Public Hearing handout indicated that the Mill Road intersection currently operates at an unacceptable level with average daily traffic (ADT) volume exceeding 17,450 vehicles per day vpd). It is expected to have an ADT volume over 37,890 vpd in less than 10 years (in 2022.) This trend is unacceptable and needs to be reversed, not facilitated.
2. I am writing because I am concerned that Alexandria is wasting money on the Eisenhower Ave road-widening project. Does it make sense to spend a \$7 million to make the operation of the intersection of Eisenhower Avenue and Mill Road "acceptable" for seven years? And

what happens when the average daily traffic volumes again exceed acceptable levels, as the city projects they will?

3. For how long will the proposed changes at Eisenhower and Mill Road keep operation of this intersection at an acceptable level? Best case seems to be for about seven years from completion of construction in 2015 to 2022.
4. What happens after seven years (or earlier), when the operation of the intersection becomes unacceptable again?
5. When will action be taken that will reduce the average daily traffic volume, for example, by identifying the principal SOV traffic origins and destinations.
6. Do not allow the planned \$7 Million to be spent on this project as designed. Allocate available funding to transportation solutions that reduce the ADT such as the following:
 - a. Fund incentives to more effectively use encourage current Carlyle area (and other) SOV drivers to shift their mode share where possible, e.g. to the Metro, bus, van pooling, car-sharing, etc.
 - b. Conduct a survey and/or destination study to determine primary sources (originations and destinations points) of the SOV traffic and the impediments to using non-SOV alternatives.
 - c. Develop thoughtful and cost-effective options for changing the region's transportation plans to provide more non-SOV options to/from the Eisenhower/Mill Road area and eliminating the impediments to their use.
 - d. Plan and fund the non-SOV multi-modal transit options needed to reduce traffic to within acceptable levels rather than facilitating more traffic by widening Eisenhower Avenue.

Rationale: A recent non-scientific observation of rush hour traffic on Seminary Road, near N. Quaker Lane, identified 40% to 70% of rush hour traffic with Maryland license plates. Reducing the amount of this vehicular traffic will require ensuring we put regional, cross-jurisdictional transit options in place and then incentivize their use. Only through providing targeted non-SOV multi-modal options and incentivizing their use will we solve problems like excessive ADT at the intersection of Mill Road with Eisenhower Avenue.

7. After attending the public hearing on the Eisenhower Widening Project I am convinced the project is basically flawed. By designing for 6 lanes versus 4 the city is encouraging more cars and in opposition of the city's future design of transitioning to multi-modal transportation.
8. As a representative of the cycling and pedestrian community I attended many meetings on the design of Eisenhower Avenue which took place about 10 years ago. Around the time

the project stalled the design included 4 traffic lanes and included bike lanes. Although many things have changed since that time I certainly do not agree with the current design of 6 lanes with only a bike lane on the south side. The only logic I can see for this change is the developers wanted easier access for cars without regard to other transportation modes. If the city is serious about reducing traffic and transitioning to a multi-modal transportation system then it should follow its own recommendations. Had the experts who developed this plan had followed the city's policy guidance they would have recommended the following:

- a. Conduct a survey of SOV destinations and origins to determine traffic flow and offer alternative transportation modes.
- b. Make recommendations for the alternative transportation modes (new or revised bus routes, easier access to Metro, efficient bike and pedestrian route systems).
- c. Cost out those new systems and determine changing transportation modes. Offer incentives for alternate transportation modes and deterrents to SOV modes.

I would suggest the \$7 Million spent on this project could have been more effectively utilized than just adding more lanes which only encourages more car traffic.

9. Providing more viable transit options, such as new or revised bus routes, easier access to Metro, and efficient bike and pedestrian route systems, and incentivizing multi-modal transit options.
10. When will we truly adopt and meet transportation metrics that support our desire to move people instead of cars? Reducing the number of daily Vehicle Miles Traveled (VMTs) and counting person throughput for the road are better aligned with the city's goals than focusing on "level of service" for automobiles.

Response: Staff acknowledges that the traffic is projected to increase each year and by 2022 the traffic capacity will meet or exceed the current project's capacity improvements. By constructing these improvements, the impacts of the future increases in traffic volumes will be lessened and will allow the corridor to operate efficiently during non-peak periods. The traffic studies have considered a 55% multi modal split (multimodal transportation system including: private vehicles, public transportation, bicycle facilities, pedestrian facilities, parking and curb space management, and Transportation Demand Management (TDM); model split refers to the percentage of the traveling public using private vehicles, the remainder are utilizing other means of transportation.) and the future roadway improvements are designed with this in consideration. In order to expand the life of the roadway improvements, the City continues to promote and encourage the use of other modes of transportation. With each new development project the City places various restrictions on developments, such as parking maximums, which discourages residents and employees from owning or using automobiles within the City. The City continues to study commuter travel patterns in order to develop more efficient bus routes to promote higher ridership. The City also has an ongoing bicycle and pedestrian program that continuously surveys the city for areas that are deficient in bicycle and pedestrian facilities. Once these

areas are identified, projects are developed to resolve these deficiencies and to create more comprehensive bicycle and pedestrian routes around the City. The City also works with WMATA to ensure metro stations are accessible and inviting to encourage higher ridership. The City's TMP (Transportation Management Plan) requirements have been highly successful in the East Eisenhower Valley area in promoting the use of non-SOV (Single Occupant Vehicles) modes of transportation in the East Eisenhower Valley. The EESAP was designed to be a self-sustaining community, a mixed use area where people can live and work and where access to transit is readily available. Due to these aggressive traffic management practices, the Eisenhower East area is currently experiencing a modal split of 55%/45%, with 45% of the trips occurring by non-single occupancy vehicle modes.

In addition, the City continues to implement projects and programs to foster transit use and discourage SOV travel. Such projects include improvements to the Eisenhower Avenue and King Street metro stations, enhanced pedestrian signals, access ramps, and crosswalks improvement projects both along Eisenhower Avenue and throughout the City. In addition to these projects, the City is currently constructing its first BRT (Bus Rapid Transit) route and has plans for additional routes/corridors throughout the City.

Miscellaneous

1. I hope the city will negotiate the purchase or donation of the General Eisenhower statue that is currently in the traffic circle at Eisenhower and Holland. I'd suggest installing it in front of the Eisenhower Avenue Metro Station, an area that would benefit from some public art.

Response: The statue of General Eisenhower will be relocated to the Eisenhower Avenue Metro Station when the Metro Station improvements are constructed.

2. The public open space being created in the area by Holland Lane should receive at least some minimal programming and improvements as part of this project. I know there are long term plans for improving this space, but those improvements could be several years in the future. I'd like to see some project funds directed towards interim improvements to the space like the installation of benches.

Response: The Carlyle Block P development (Carlyle Plaza) will design and construct both open space areas (north and south of the proposed "T" intersection). Park improvements are not in the scope of the project; therefore, State Urban funding cannot be used. The Recreation, Parks, and Cultural Activities (RP&CA) department will evaluate placing benches or other amenities in the park if they have funding available in the interim.

3. All crosswalks in the project area should be high visibility.

Response: The crosswalks will be high visibility crosswalks.

4. Can any funding for this project be allocated towards the installation of a Capital Bikeshare station as is being done with the streetscape project along S. Washington Street? The

wider sidewalks being created along Eisenhower create an opportunity for adding a CABI station. A station in this area would be a great amenity and provide some reduction in automobile trips within the surrounding neighborhood.

Response: A bikeshare station is not included in the scope of this project; however, Capital Bikeshare stations are planned at Eisenhower and Holland, on the south side of Eisenhower, with a developer contribution, and the Eisenhower Metro Station with federal grant funds.

5. What is the current construction schedule should the project be approved?

Response: The project is scheduled to go to construction in the spring of 2014.

6. The left turn lane and streetscape improvements make sense and should be done.

Response: Thank you for your support of the improvements.

7. The existing road provides access to our Carlyle project for emergency vehicles. The new design does not appear to provide any similar means of access.

Response: Emergency vehicle access will still be maintained when the improvements are constructed.

8. While the developer has provided conceptual plans for the newly created park to the south, we have seen no plans for the newly created park adjacent of our property. We want to know what is planned there and to what standards it will be maintained. We do not want it to become simply a grassy area where residents take their dogs to use the facilities.

Response: The concept plans for the open space areas north and south side of Eisenhower Avenue are being designed by the developer of Carlyle Plaza and are being coordinated with the City. If you would like to see the design, please contact the Planning & Zoning Department.

Has T&ES considered adding a HAWK signal at the midblock crosswalk being added in the block where PTO is located? This would improve pedestrian safety on a roadway that is being widened to six travel lanes with vehicles that already travel at high speeds

Response: The City is looking at different options to improve the midblock crossing in front of the Patent Trade Office (PTO).

9. Concerns were raised about the Categorical Exclusion environmental document, including that low income and minority populations will be affected by the project and a public recreation/park area and wildlife will be impacted by the project.

Response: The most recent available census data was used to perform the environmental impact analysis. While populations may have shifted since the data was collected, it is not

anticipated that any long-term impacts (beyond the construction period) will occur to affect low income and/or minority populations. Access to all areas will be provided during construction, including access to the African American Heritage Park.

The Eisenhower Circle (open space within the existing roundabout, parcel (073.04-01-05)) is currently considered to be privately owned open space. There are no pedestrian or ADA compliant accommodations (crosswalks, signals, ramps, etc.) allowing for safe pedestrian access to the circle. The circle was not specifically designed or constructed to support passive or active park type activities for the public.

While there is occasional visitation by wildlife and or waterfowl to the circle area, it is not designated as a wildlife refuge and therefore was not identified as such in the environmental document. Transient animal visitation from animals such as foxes, squirrels, geese, and rabbits face a far greater risk to the health of the animals from vehicle conflicts than a similarly sized open space area that is not fully encircled by vehicular travel and turn lanes.

10. The monument to President Eisenhower was commissioned and erected in the Circle.

Response: The monument will be moved prior to road construction and removal of the roundabout. The statue will be relocated to the proposed plaza at the Eisenhower Avenue Metro Station.

11. Questions were raised regarding the accuracy of the traffic analysis performed for the project, particularly with respect to replacing the circle with a "T" intersection.

Response: The traffic studies performed for the project were completed in 2009 by A. Morton Thomas and Associates Inc. and were reviewed and accepted by the City and VDOT. Replacing the traffic circle at Holland Lane with a "T" intersection is a "complete streets" project, providing multi-modal improvements that will improve pedestrian and bicycle safety and create two new public parks.

Removal of the Traffic Circle at Holland Lane

1. It is likely that we would be significantly disturbed by the removal of the circle here, eliminating our green space and where we walk/bike and take our dog. This would definitely make us consider moving as well. There is hardly any traffic around the circle, even at rush hours. We know because we look right at it 24/7. Putting a light there is unnecessary and would only cause traffic, noise, and pollution in our front yard.
2. Converting the traffic circle to a "T" shape intersection should not be done because the current pattern is aesthetically appealing and distinguishes the Carlyle area in a positive way.
3. Thanks for forwarding the traffic information and pedestrian accident information. According to that data one can extrapolate that since the traffic circle was erected (perhaps

around 1997) there has been only one vehicle/pedestrian accident at the traffic circle; and this one accident occurred in spite of adding the millions of square feet of office space for the PTO office, a half a dozen high rise residences and two major hotels.

4. The decision to remove the traffic circle was based on faulty and obsolete design information.
5. I am also not supportive of removing the traffic circle at the end of Eisenhower since it allows traffic to flow well and doesn't contain stop signs at the moment which most people tend to ignore even when they are in place.
6. The Eisenhower Avenue/Holland Circle is part of the original design of Carlyle, included in the Design Guidelines and the surrounding architecture and should not be removed.
7. A traffic circle is more efficient, reduces noise, pollution, accidents and is more pedestrian friendly than a "T" intersection.
8. With the circle converting to a T intersection, most typically, our business delivery trucks for supplies will be on Eisenhower Avenue heading east. What they do is they loop around the circle and then they come back and then they make right-hand turns into our east loading dock and our west loading dock. We were concerned that they would not be able to make that loop anymore. What, alternatively, would your project recommend as a route for those delivery trucks to make their deliveries?

Response: The removal of the circle was discussed and approved in the Eisenhower East Small Area Plan (EESAP). Replacing the traffic circle at Holland Lane with a signalized "T" intersection will improve pedestrian, bicycle safety, and create two areas of useable open space on the north and south side of Eisenhower Avenue at the intersection with Holland Lane. The Planning Commission and City Council have approved adjacent developments based on the "T" intersection including the conversion of the existing roadway into parkland. If the traffic circle were retained, amendments would be required to the approved Carlyle Plaza development site plan that has incorporated the circle area in its plaza area.

Traffic circles operate best when traffic from all directions is relatively equal. There are charts and computations that show that when the major route through the intersection has a high percentage of traffic over the opposite route, then the traditional signalized intersection works best. The advantage to the signalized intersection is that the traffic entering the Eisenhower corridor can be adjusted to control traffic volumes and can be timed to work well with the other signals on Eisenhower Avenue.

The existing traffic circle has a larger than recommended radius and therefore does not slow traffic as much as would be preferred, making it difficult for pedestrians to judge the vehicle speed at cross walks and difficult for pedestrians to find openings in traffic to cross (during peak traffic).

Concerning pedestrian traffic, crossing a four legged signalized intersection can be more difficult as vehicles are approaching in all directions. However, at the Holland Lane and Eisenhower Avenue intersection, there are only three legs of the intersection and pedestrian signals and traffic control signals will make this a safe crossing location, especially for visually impaired pedestrians where a roundabout may have a more complex auditory environment.

The existing traffic circle has two lanes (vs. a single lane traffic circle), making driver decisions more complex and difficult for pedestrians to judge the direction vehicles will travel around the circle.

In response to the delivery truck routes, the trucks would be joining other delivery vehicles on City streets after exiting the Capital Beltway. Most deliveries would be made during the business day during non-rush hour times. The trucks coming from the Capital Beltway could alternatively exit from the Route 1 North exit and access Eisenhower Avenue via Duke Street and Holland Lane or make a left turn on Holland Lane and left onto Emerson and left onto John Carlyle and right onto Eisenhower.



April 18, 2013

Lisa Jaatinen, P.E., Civil Engineer IV
City of Alexandria
City Hall, Room 3200
Alexandria, VA 22314

Eisenhower Design Public Hearing Comments

Dear Ms. Jaatinen:

Carlyle Community Council (CCC) is submitting comments on the proposed widening of Eisenhower Avenue. The project would change a major corridor for Carlyle and will impact traffic circulation in and around Carlyle. Furthermore, CCC owns property the City must acquire in order to proceed with the project as planned.

Carlyle Community Council is a nonstock corporation comprised of the owners of the 30 properties contained within Carlyle totaling 4.3 million square feet of commercial space and over 1,700 residential units. Carlyle's boundaries run from Elizabeth Lane on the west along Eisenhower Avenue to Holland Lane on the south, in the heart of this road project. Carlyle includes the U.S. Patent and Trademark Office (PTO) campus and Post Property apartments that are both adjacent to Eisenhower Avenue. In addition, a parcel on the south side of Eisenhower, bordering the street widening, is also part of the CCC.

With our mix of business and residential properties, CCC has a keen interest in road construction near Carlyle. In addition to owning Eisenhower Circle, that would be demolished for this road widening, CCC also owns the statue of President Eisenhower, which is public art and the focal point of this public space. The City is seeking to acquire this parcel from CCC in order to proceed and we are engaged in discussions with City officials about terms for acquisition.

Carlyle Design Guidelines

Eisenhower Circle (aka the Rotary) was highlighted as a key design feature in the Carlyle Design Review Guidelines published in 1994 that provide standards and specifications to ensure high quality, integrated and compatible development within Carlyle. It was described as follows:

"The Rotary at the Intersection of Holland Lane and Eisenhower Avenue will be a place many people will associate with their image of Carlyle because they will drive around it. The rotary is a strong geometric form and this form is reinforced by the buildings surrounding the west side of it. The Rotary is like many of the circles in Washington which are a focus for a neighborhood."

Letter to Ms. Jaatinen
 April 18, 2013
 Page Two

While the Eisenhower Circle has design aesthetics, it also offers a beneficial function. The Circle allows delivery trucks heading east on Eisenhower Avenue to go around the circle and head back west to enter the two PTO loading docks that open onto Eisenhower Avenue. Elimination of the Eisenhower Circle will mean that those trucks will no longer be able to loop around. In addition, cars will have difficulty entering the PTO garage on Eisenhower Avenue during their morning commute.

It has been suggested that instead, trucks can turn left on Holland, turn left on Emerson and John Carlyle Streets, and get back to Eisenhower Avenue, effectively funneling large tractor trailers down side streets through our most concentrated residential area. Or, they could travel north on Mill Road, turn onto Jamieson Avenue and drive through the heart of Carlyle. Alternative routes outside of Carlyle include exiting the beltway at Route 1 or Telegraph Road and taking Duke Street into Carlyle. Our concerns relate to the uncertainty of the impact of new traffic patterns on Carlyle and each of these potential scenarios compromises existing traffic flows.

A partial solution to the loss of circular flow would be U-turns; however, as the plan is currently drafted, U-turns are to be prohibited at the new T-intersection. Additionally, to permit easier truck access into the loading docks, left turn lanes should be added from Eisenhower.

Bike and Pedestrian Safety

At the April 4th hearing, City staff stated that bike and pedestrian safety was a significant reason for eliminating the Circle, although no one present could cite any such accidents occurring at the Circle. If the City has information on the number of bike and pedestrian incidents at Eisenhower Circle, please forward that information to us. The CCC's information points to the contrary. In fact, traffic circles are considered a traffic *calming* measure while maintaining traffic flow and, nationwide, there has been a resurgence of the construction of traffic circles. For example, Seattle, Washington has installed over 1,000 new traffic circles in the last 30 years.

Categorical Exclusion Documentation Report

A Categorical Exclusion report was prepared (revised 5/2/2011) for this road project so that a full environment assessment or environmental impact statement would not be required. The report concluded that the project meets the criteria for a Categorical Exclusion.

Of note, the Eisenhower Avenue Categorical Exclusion report contains a section detailing Rights of Way and Relocations needed for the project. There is no mention of the Eisenhower Circle as a parcel to be acquired. In addition, on page 5 of the report it states that "There are no right of way or easement acquisitions from publically owned parks or refuges, or public areas open



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**Engineering & Design
Division**

(703) 746-4045

**P.O. Box 178 - City Hall
Alexandria, Virginia 22313
www.alexandriava.gov**

Site Plan Section

(703) 746-4064

May 16, 2013

**Carlyle Community Council
Philip D. Weber, President
1940 Duke Street, Suite 200
Alexandria, VA 22314**

Re: Eisenhower Avenue Widening and Roadway Improvements Project

Dear Mr. Weber:

Thank you for your interest in this project. I am writing this in response to your letter dated April 18, 2013. I look forward to continuing to work with you and the Carlyle Community Council to make this a successful project.

Carlyle Design Guidelines

The Carlyle Design Review Guidelines for Carlyle Development Corporation (CDC) were prepared by LandDesign for CDC and adopted in 1994. In April 2003, the City adopted the Eisenhower East Small Area Plan (EESAP) by Ordinance #4293. While many elements of the Design Review Guidelines remain in effect, some elements were modified and superseded by the EESAP. The roadway improvements proposed in this project were included in the approved EESAP, which include replacing the circle with a "T" intersection. In addition, the Planning Commission and City Council have approved developments based on the "T" intersection, including Carlyle Plaza. In order to retain the traffic circle, City Council will need to amend the EESAP and the approved Development Site Plan for Carlyle Plaza.

Regarding delivery truck access to the Patent Trade Office (PTO), we have met with you and discussed alternate routes for delivery trucks as you have indicated in your letter. The delivery trucks would be joining other delivery vehicles on City streets after exiting the Capital Beltway. Most deliveries are made during the business day during non-peak periods. The trucks would be traveling on Route 1, Duke Street and Holland Lane, which have been designed for that use.

Bike and Pedestrian Safety

Future phases of the Eisenhower Avenue project will construct bike facilities and wide sidewalks on both sides of the roadway and improve pedestrian and bicycle safety. The Phase I plan will construct bicycle facilities and wide sidewalks from Holland Lane to John Carlyle Drive on westbound Eisenhower Avenue and on eastbound Eisenhower Avenue from Hooff's Run Drive to Holland Lane. This plan is the first phase in the planned Eisenhower Avenue improvements. Replacing the traffic circle at Holland Lane with a signalized "T" intersection will improve pedestrian and bicycle safety and will create public parks on the north and south side of Eisenhower Avenue at the intersection with Holland Lane. Each corner of the signalized intersection will have accessible ramps, highly visible crosswalks, and pedestrian signals. The new parks will be accessible from the sidewalks. The traffic circle, as it currently exists, does not have any signalized pedestrian crossing areas.

While you indicate in your letter that you are not aware of any pedestrian or bicycle accidents at the circle, future development and the bike and pedestrian improvements will lead to a considerable increase in pedestrians and bicycles utilizing this area. In addition, the traffic volume is anticipated to double between now and 2022. These projected changes make it critical for the City to provide safe facilities for all modes of travel in this corridor.

Categorical Exclusion Documentation Report

A Categorical Exclusion document has been approved by the Virginia Department of Transportation (VDOT) for this project. The open space within the existing traffic circle is owned by your organization. The open space within the traffic circle, therefore, cannot be considered to be a "Public Park or refuge, or public area open to the public". To date, there has been no formal dedication made or agreement ratified between CCC and the City of Alexandria. The open space within the traffic circle may be available for members of the CCC to use, but there is no language that indicates that this area is available for use by the general public at large.

The area in the circle is difficult to access by the public. When the project is completed, the open space area will be moved to the side of the roadways and owned by the City. The open space will then be considered to be usable public open space.

Corridor-Wide Traffic Impact Study Report

The initial traffic studies for the Eisenhower corridor were initiated in January 2003 by Wilbur Smith Associates. A summary of the study can be found in the EESAP – Land Use and Circulation Chapter. The removal of the circle was discussed and approved in the Eisenhower East Small Area Plan (EESAP). Replacing the traffic circle at Holland Lane with a "T" intersection is a "complete streets" project, providing multi-modal improvements that will improve pedestrian and bicycle safety and create two new public parks.

Post Properties

The City is coordinating with the Fire Department to ensure fire access to the Post Properties building is maintained. As the project is developed, the appropriate measures for emergency

vehicle access will be incorporated into the plan. The open space areas on both sides of the roadway will be designed by the Carlyle Block P developer and once completed the City will maintain the North Crescent Park and the developer will maintain the South Crescent Park.

Thank you for your active participation in the development of this project. I look forward to working through the above issues with you while we develop the Eisenhower Avenue plans. If you have any additional questions, please feel free to contact me at:
lisa.jaatinen@alexandriava.gov or 703-746-4053.

Sincerely yours,



Lisa T. Jaatinen, P.E.
Civil Engineer IV

cc: Richard J. Baier, Director, Transportation and Environmental Services
Joel Marcuson, Deputy Director, Transportation and Environmental Services
Emily A. Baker, City Engineer, Transportation and Environmental Services
Maurice F. Daly, Division Chief, Transportation and Environmental Services

City of Alexandria, Virginia

MEMORANDUM

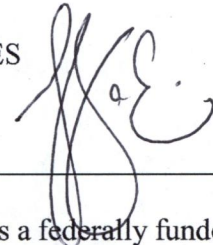
DATE: MAY 15, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: RASHAD M. YOUNG, CITY MANAGER

FROM: RICHARD J. BAIER, P.E., LEED AP, DIRECTOR, T&ES

SUBJECT: EISENHOWER AVENUE BRICK SIDEWALKS



The Eisenhower Avenue Widening and Roadway Improvements Project is a federally funded project, is currently 60% complete, and includes streetscape improvements. The limits of the project are from Mill Road to Holland Lane along Eisenhower Avenue. There are currently existing brick sidewalks on the north side of Eisenhower Avenue from Elizabeth Lane to Holland Lane. The current design will add brick sidewalks to the balance of the project.

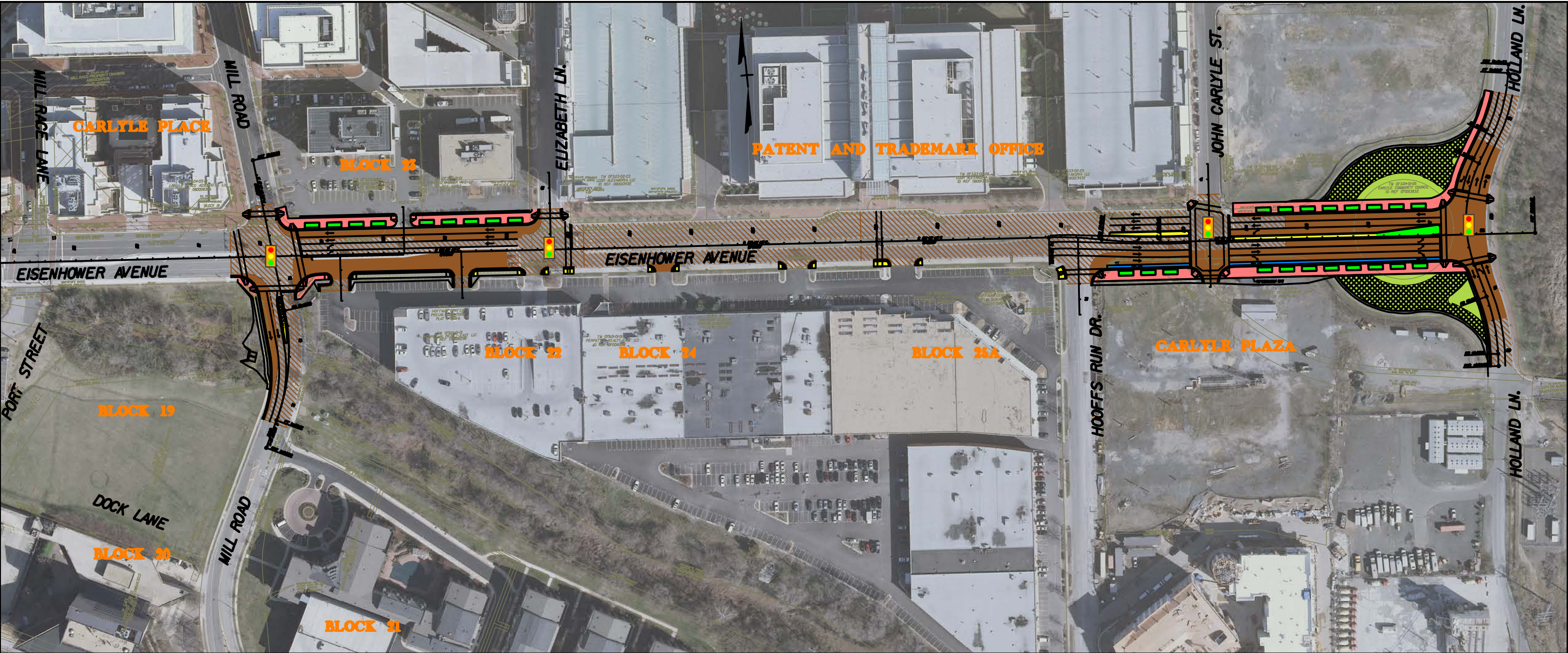
Mr. Bob Eiffert, representing the Alexandria Commission on Aging and Ms. Molly Danforth, representing the Commission on Persons with Disabilities, testified in the public discussion session of the City Council Public Hearing on April 13, 2013. Their testimony focused on the use of bricks in the installation of new sidewalks in the upcoming project in the public right of way of Eisenhower Avenue. They both raised concerns that brick sidewalks create mobility challenges in the City and asked that alternative surface treatments be provided.

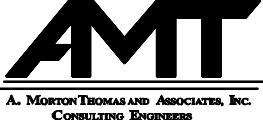
The Eisenhower East Small Area Plan (EESAP) denotes areas designated for installation of brick sidewalks that include Eisenhower Avenue. Several developments in this area, including Carlyle Place, the Patent Trade Office (PTO), and Post Carlyle II have already installed brick sidewalks along Eisenhower Avenue in accordance with the EESAP. The Eisenhower Avenue Widening and Roadway Improvements Project includes brick sidewalks to be consistent with both the EESAP and the existing adjacent sidewalks.

The staff of the Department of Transportation and Environmental Services (T&ES), together with Planning and Zoning, is currently evaluating the practices for the use of brick sidewalks in the City and the requirements outlined in existing Small Area Plans. We plan to meet with a small group of stakeholders over the summer to review the use of brick in specific areas of the City, review alternative types of sidewalk materials and design, construction standards, and create criteria for the use of brick and its alternatives in a variety of locations. If an alternative solution is identified and appropriate for use in the East Eisenhower corridor, staff can include it in the design details for this project before it is advertised for construction next spring.

If you have any questions, please contact me or Emily Baker, City Engineer at 703-746-4025.








cc: Mark Jinks, Deputy City Manager
Faroll Hamer, Director, Department of Planning and Zoning
Emily Baker, P.E. City Engineer
Maurice Daly, P.E. Division Chief, Engineering Division
Lisa Jaatinen, P.E, Civil Engineer IV, Engineering Division





AMT
A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

LEGEND

	NEW AND/OR RECONSTRUCTED ROADWAY		RESURFACING ASPHALT		PROPOSED BRICK SIDEWALK		PROPOSED BIKE LANE		PROPOSED GREEN SPACE (FINAL LANDSCAPING PLAN TO BE CONSTRUCTED BY OTHERS THROUGH DEVELOPMENT)
	PROPOSED CONCRETE SIDEWALK		PROPOSED REMOVAL		PROPOSED LANDSCAPE		PROPOSED CONCRETE MEDIAN		

SCALE
0 50' 100'

EISENHOWER AVENUE PROJECT



CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

City of Alexandria, Virginia

EISENHOWER AVENUE WIDENING AND ROADWAY IMPROVEMENTS

VDOT PROJECT # U000-100-135

CITY OF ALEXANDRIA

TRANSPORTATION & ENVIRONMENTAL SERVICES

MAY 28, 2013





PROJECT GOALS AND OBJECTIVES



The City of Alexandria's goals and objectives for Eisenhower Avenue were outlined in the Eisenhower East Small Area Plan (EESAP)

- Create a safe environment for all modes of transportation
- Construct wide sidewalks
- Upgrade pedestrian crossings

PROJECT GOALS AND OBJECTIVES



- Provide bike facilities
- Replace the traffic circle at Holland Lane with a “T” intersection
- Enhance street lighting
- Create a landscape buffer (between travel lane and sidewalk)
- Reduce traffic delays in the corridor

FULL BUILD OUT PLAN



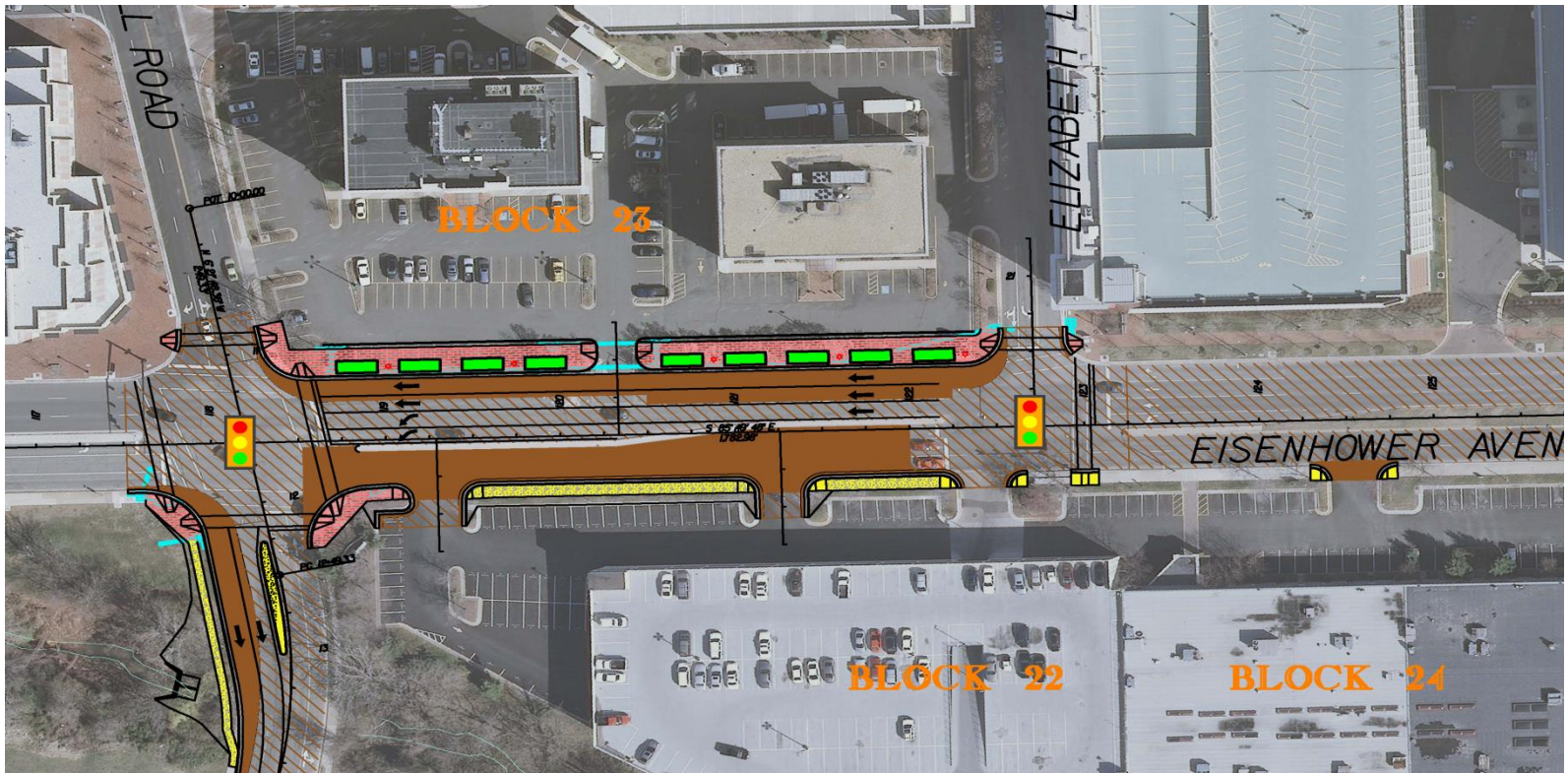
- The future full build out plan for Eisenhower Avenue consists of:
 - A six lane roadway
 - Three travel lanes and a bike lane in each direction
 - Tree-lined median with left turn lanes
 - Wide sidewalks

PROJECT SCOPE



- Phase I consists of:
 - Adding an additional left turn lane at the Eisenhower Avenue/Mill Road intersection on westbound Eisenhower Avenue
 - Upgrading the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue

EISENHOWER AVENUE AT MILL ROAD

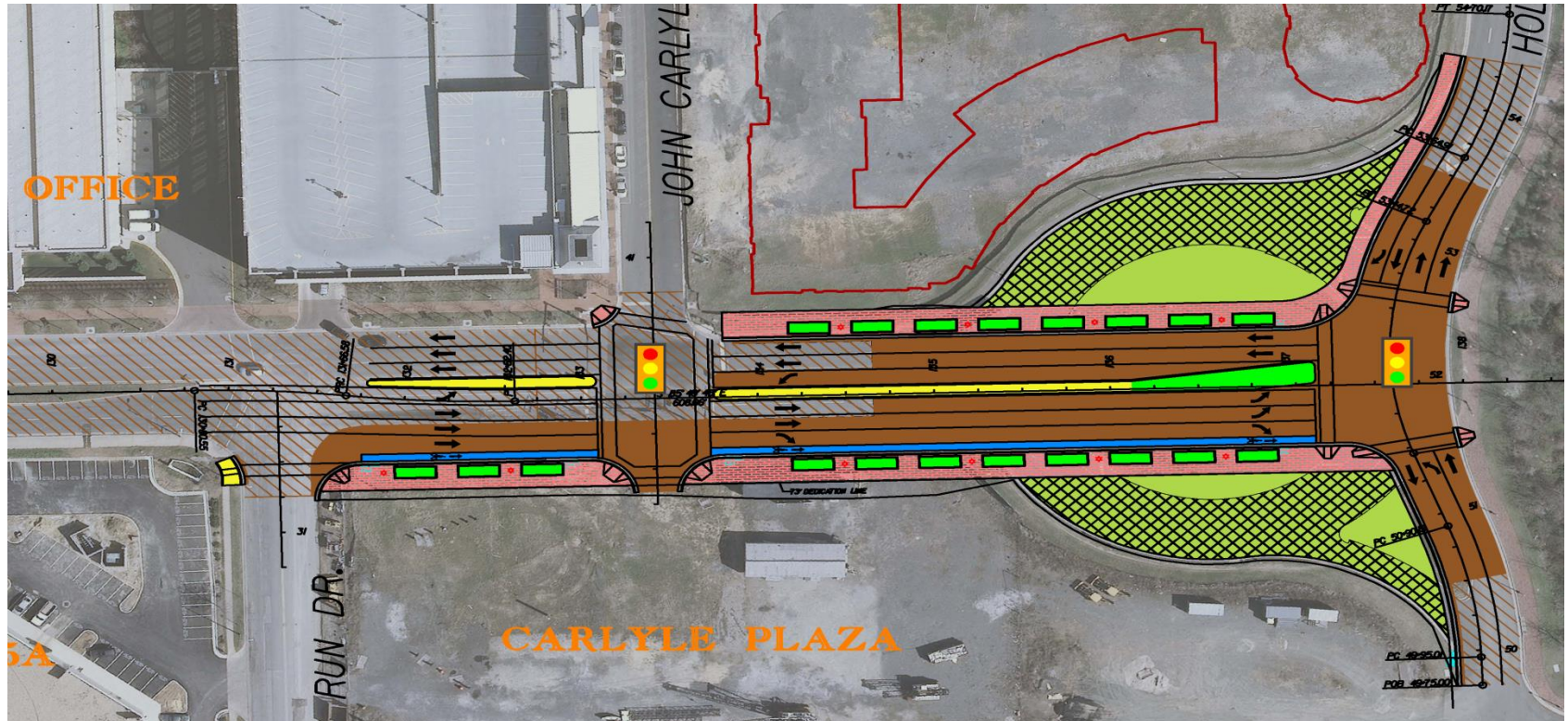


PROJECT SCOPE



- Converting the traffic circle at Eisenhower Avenue and Holland Lane to a signalized “T” intersection
- Providing streetscape improvements at Holland Lane and Mill Road
- Resurfacing the full width of Eisenhower Avenue between Holland Lane and Mill Road

EISENHOWER AVENUE AT HOLLAND LANE



PUBLIC OUTREACH



- Meet with property owners – February 12, 2013
- Design Public Hearing – April 4, 2013
- Public comment period – April 4-18, 2013

CITIZEN FEEDBACK



- Removing the traffic circle at Eisenhower Avenue and Holland Lane
- Bicycle facilities
- Brick sidewalks
- Providing additional vehicular capacity

PROJECT FUNDING



- Project is funded by Federal, State and City funds
- The total project cost is \$8.1 million
- Design: \$1.8 million
- Right of way: \$1.4 million
- Construction: \$4.9 million

PROJECT SCHEDULE/ NEXT STEPS



Planning Commission Consideration of 9.06	June 2013
Council consideration of Right of Way Acquisition	June 2013
Right of Way Acquisition Begins	Summer 2013
Design Completed	Fall 2013
Advertisement	Late 2013
Begin Construction	Spring 2014



Legislation Details (With Text)

File #: 13-1406 **Name:**
Type: Resolution **Status:** Agenda Ready
File created: 4/30/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Consideration of Adoption of a Title VI Program by the City of Alexandria. [ROLL-CALL VOTE]
Sponsors:
Indexes:
Code sections:
Attachments: [13-406 2013-05-20 The City of Alexandria Title VI Program.pdf](#)
[13-1406 Attachment 2 Resolution.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:
TITLE

Consideration of Adoption of a Title VI Program by the City of Alexandria. [ROLL-CALL VOTE]
BODY

ISSUE: Consideration of a policy for the City to comply with Title VI of the Civil Rights Act of 1964.

RECOMMENDATION: That the City Council approve the attached resolution which adopts the program implementing the provisions of Title VI of the Civil Rights Act of 1964.

BACKGROUND: The City is currently a subrecipient of Federal Transit Administration (FTA) funds through

the Northern Virginia Transportation Commission (NVTC) and the Metropolitan Washington Area Council of Governments (MWCOC). The City is a subrecipient for over \$18.5 million in grant funding for projects such as the Route 1 Transitway, Potomac Yard Metrorail Environmental Impact Statement, and the installation of bus shelters throughout the City. In order to maintain eligibility for these funds, the City must comply with the most recent guidance from FTA, including its Title VI program.

The objectives of the FTA's Title VI program are the following:

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin;
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

DISCUSSION: Historically, only direct recipients of FTA funds were required to document how FTA requirements were being met. A new set of guidance promulgated at the end of 2012 set forth a more comprehensive set of requirements for subrecipients. As a subrecipient, the City must:

- Submit Title VI Programs to the primary recipient from whom they receive funding;
- Supply and utilize a notice to beneficiaries, complaint procedures, and complaint forms;
- Provide information related to its public participation plan and language assistance plan;
- Generate a list of complaints, investigations, or lawsuits;
- Develop a table depicting the racial breakdown of the membership of any transit-related non-elected planning boards, advisory councils, or committees; and
- Describe efforts made to encourage the participation of minorities on such committees.

The City is currently in compliance with most of the requirements. The primary area requiring additional compliance efforts involves the tracking of the City's outreach efforts to minority groups and non-English speaking residents. In addition, the City must accurately measure the participation of minority and non-English speaking residents in the transportation planning process.

Previously, the City had supplied a proposed Title VI program to NVTC. The program (Attachment 1) has been modified to comply with the new FTA requirements. In addition, FTA now requires that the subrecipient's governing entity approve the Title VI program prior to submission to FTA.

FISCAL IMPACT: The proposed plan will not have a fiscal impact on the City.

ATTACHMENTS:

Attachment 1: Alexandria Title VI Program

Attachment 2: Resolution

STAFF:

Mark Jinks, Deputy City Manager

Jerome Fletcher, Special Assistant to the City Manager

Richard J. Baier, P.E., LEED AP, Director, T&ES

James Banks, City Attorney

Sandra Marks, Acting Deputy Director, T&ES

Marti Reinfeld, Division Chief, T&ES

James Maslanka, Manager of Capital Projects, T&ES

The City of Alexandria's Title VI Program

The City of Alexandria (the "City") is an independent City in the Commonwealth of Virginia which was founded in 1749. The City receives Federal Transit Administration ("FTA") funds as a subrecipient of both the Northern Virginia Transportation Commission ("NVTC") and of the Metropolitan Washington Council of Governments ("MWCOC"). The FTA funded transit projects performed by the City are either studies, or provide facilities for the Washington Metropolitan Area Transit Authority ("WMATA"), which, in its role as a direct recipient of FTA funds, produces its own Title VI report.

The City has established a Title VI Program to comply with the US Department of Transportation ("DOT") Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in the DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficiency ("LEP") Persons (70 FR 74087, December 14, 2005).

On October 1, 2012, FTA issued Circular 4702.1B which supersedes Circular 4702.1A and now requires subrecipients to have their own Title VI program. The Title VI program shall follow all the requirements of Chapter III-3 of the Circular and must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions. Subrecipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

1.0 Annual Assurance to MWCOC/NVTC that the City of Alexandria is Complying with Title VI of the Civil Rights Act of 1964

Assurance of Compliance

It is the policy of the City of Alexandria not to discriminate against any employee because of race, color, religion, age, sex, national origin, ancestry, or disability.

Title VI Assurance

In accordance with 49 CFR Section 21.7, every application for financial assistance from the Federal Transit Administration (FTA) must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI of the Civil Rights Act of 1964. The City of Alexandria will fulfill this requirement by submitting the annual assurance to NVTC prior to receiving FTA funds. The City of Alexandria provides this assurance in consideration of and for the purpose of obtaining FTA grants, loans, contracts, property, discounts or other FTA financial assistance.

The City has signed the certifications and assurance document required by FTA and has forwarded it to NVTC as required by the subrecipient agreement signed between the parties.

2.0 Notice to the Public Regarding Title VI Obligations

The City of Alexandria has chosen to adopt the MWCOG notice, which has been changed to accommodate the City's information. It is included in Appendix A.

The notice states in English and Spanish that the City operates its programs without regard to race, color, and national origin. It informs the public how to request additional information on the City of Alexandria's Title VI obligations. It directs the public to a copy of the City's procedures for filing, receiving, and tracking complaints. The notice also includes the Title VI complaint form. See Appendix B. The City is currently translating the notice form into Spanish. The notice states further that the City will translate it into other languages on request.

This notice will be posted in or proximate to large facilities having many transit patrons, such as the City Hall, all of the City's libraries, and such major transit facilities as the King St-Old Town Metrorail station, and on the City's web site.

3.0 Investigations of Alleged Discrimination

The City of Alexandria has a staffed Office of Human Rights which investigates any allegations of discrimination by the City. The City of Alexandria will record any Title VI investigations, complaints, or lawsuits. This list shall include the date of the investigation, lawsuit, or complaint filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the City of Alexandria in response to the investigation, lawsuit, or complaint. The City will employ the complaint form attached in Appendix B to catalogue any complaints received by the Office of Human Rights. The City is currently translating this complaint form into Spanish.

4.0 Title VI Investigations, Complaints, and Lawsuits

The City of Alexandria has had no Title VI complaints since its last submittal in 2010. No Title VI complaints had been filed prior to 2010.

5.0 Public Participation Plan

The City of Alexandria believes public participation is an integral part of transportation planning and decision making. The City of Alexandria provides access to minority, low-income, and LEP populations on opportunities for public participation in transportation decisions. By providing such access, the City of Alexandria offers an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects public involvement. The City of Alexandria's Transportation & Environmental Services Department has and will continue to coordinate with the City of Alexandria's Communications Department and the City of Alexandria's Human Rights Department and other organizations to implement strategies to reach out to members in affected minority, low-income, and LEP communities on proposed transportation decisions.

The City employs a wide variety of means to involve citizens in transportation planning. Examples are the following:

- Public meetings before many groups who have expressed interest in different projects, such as making a presentation about the King Street Access Improvement project before the Alexandria Federation of Civic Federations.
- Holding project-specific public meetings to solicit input. In areas of the City with large populations of LEP people, the city written materials in their native language and makes sure that translators are present at these meetings.
- Holding a series of public meetings on major issues, such as 15 meetings held in determining the feasibility of high-capacity transitways in the City.
- Employing the City's General Web Site and the City's Local Motion Web Site to provide announcements of public meetings and to provide information to the general public about issues which were raised at the meetings.
- Before transportation surveys are administered, making sure that all people affected by the action who may have Limited English Proficiency, have surveys available in their native language. In the past, we have printed transportation surveys in Spanish and Amharic, which is one of the languages of Ethiopia. This will be done by pulling down corridor level demographic information, prior to the survey being administered to ensure that it is in the appropriate language.
- In corridors with a large LEP population, translators will be available at all public meetings and any written materials which will be distributed at the meeting will be available in the second predominant language as well as English.
- Releasing news releases on important meetings which are picked up by the Washington Post and local newspapers.
- Distributing information monthly about transportation issues on the City's Local Motion web site.
- In some cases, distributing paper flyers to the houses and/or businesses in the travel corridors being analyzed.
- Establishing ad hoc committees of citizens and elected officials to assist staff in gauging transportation decisions.
- City Council meetings.
- Web proceedings from City Council meetings.
- Information on the local cable television station.
- Information is distributed through such social media as Twitter and Facebook.

6.0 A Plan for Meaningful Access for Persons with Limited English Proficiency (LEP)

Four Factor Analysis

The City of Alexandria has performed a USDOT Four-Factor analysis of its program to encourage people with Limited English Proficiency (LEP) to become more involved in the process of planning transportation services.

This analysis consists of these four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the grantee;
2. The frequency with which LEP individuals come into contact with the City of Alexandria's plans, programs, and activities;
3. The nature and importance of the program, activity, or service provided by the City of Alexandria to the LEP population; and
4. The resources available to the City of Alexandria and overall costs to provide LEP assistance.

Factor 1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the grantee;

In order to get the total number of LEP people in the City the results of the FY2007-FY2017 American Community Survey conducted by the U.S. Census were used. According to these figures, 70.4% of the population of the City only speak English. Out of the 29.6% who speak other languages, 13.7% of the population speak Spanish or Spanish Creole. Out of this population, 50.2% speak English less than very well. Other Indo-European languages are used by 6.6% of the population, with 24.0% of this group not speaking English very well. Asian and Pacific Islanders represent 3.1% of the population, with 39.9% of them not speaking English well. Finally, there is another sizable group of non-English speakers. These are people speaking other languages, such as Amharic, who constitute 6.6% of the City's population. According to these figures, 39.1% of these people do not speak English well.

The City or its contractor will perform a demographic analysis of the service area impacted by any transit project. As an illustration of this, the City reviewed the U.S. Census for part of the area which will be analyzed as part of the FTA funded Van Dorn Beauregard Alternative Analysis/Environmental Assessment. City staff compared the demography of Zip Code 22311, west of I-395 with the rest of the City by using the American Community Survey (2007-2011 5-year estimate), and found that this area has a higher percentage of Hispanics than the City as a whole. According the U.S. Census, 18.2% of the people in this Zip Code are Hispanics, in contrast to 15.4% in the City as a whole. The demographic analysis also reviewed.

The City also reviewed another piece of data from the American Community Survey and it indicated for those households where English was not spoken at home, respondents answered whether they could speak English less than very well. For those speaking Spanish in the City,

6.7% of people stated that they can speak it less than very well. For those in Zip Code 22311, 7.3% indicated that they can speak English less than very well. In attempting to gauge the LEP population, it was suggested that the level of literacy of the population should be gauged. Doing a cross-tabulation of ability to speak English well and levels of education would have provided the best information. However that information was not obtainable. Comparing low levels education (less than 9th grade education) in Zip Code 22311 with the City as a whole finds them to be almost identical, with 4.6% of people in Zip Code 22311 having low levels of education while in the entire City the number is 4.5%. All of this data does suggest that as the City embarks on the analysis of the Van Dorn-Beauregard corridor, we must fashion various methods to actively solicit the inputs of LEP people. Attached in Appendix C are census tract maps that indicate where the five major languages most spoken at home other than English are located. Attached in Appendix D are maps which indicate the percentage of Black or African American people and the percentage of Hispanics in each census tract in the City.

Factor 2: The frequency with which LEP individuals come into contact with the City of Alexandria's plans, programs, and activities;

The City has provided translation services and appointed representatives of non-English speaking groups to commissions, however it has not documented previously how many LEP individuals actually interface with the City. The City will make an effort to document the number of LEP people who wish to be involved in the transportation planning process and how these people became involved in the process.

Factor 3: The nature and importance of the program, activity, or service provided by the City of Alexandria to the LEP population

The transit programs which are assisted by the City's Department of Transportation and Environmental Services are of critical importance to many in the LEP community. These services oftentimes represent the only means of transportation to members of this community, which enable them to find and keep jobs, and to take advantage of the many benefits provided for citizens of Alexandria. The City will renew its efforts to reach out to this important group in providing transit services and facilities which can improve their travel experience. We will investigate the best means of developing a continuing dialogue with this population.

The City will make an effort to ensure that identify important projects which will affect LEP populations and will increase its efforts to get these people involved in the transportation planning process.

Factor 4: The resources available to the City of Alexandria and overall costs to provide LEP assistance.

The City worked with the United Way to develop a Hispanic Assessment in 1999. This study determined that that City needed to provide better interpretive services to Hispanic persons, to fully provide them with all City services. In response to these findings, the City developed its Language Assistance plan in 2003 and was updated in 2008. This plan, provided in Appendix

E, indicates all of the resources which the City has available to those who have Limited English Proficiency. The City has historically provided an extensive amount of resources for interpretive services. Annually, the City's Language Assistance Coordinator invested up to \$40,000 in language interpretation.

7.0 Analysis of Non-Elected Transportation Boards and Commission Appointed by Alexandria

The City of Alexandria has had three city commissions or advisory groups which deal with transit issues. These are the Transportation Commission, the High Capacity Transit Corridors Working Group, and the Beauregard Rezoning Advisory Group. The following table illustrates the composition of these groups:

Table of the Composition of Transit-Related Citizen Groups

Name of Group	No. of Caucasians	No. of African-Americans	No. of Hispanics	No. of Asians/Pacific Islanders	Total
Transportation Commission	7-8	2-1			9
High Capacity Transit Corridors Working Group	8	1			9
Beauregard Rezoning Advisory Group	9	1	1		11

The Transportation Commission helps our City Council develop transportation policies. The Transportation Commission has one African-American representative, the Mayor of Alexandria. Until recently, the Transportation Commission also had another long-serving African-American member. There are a total of nine people on the Commission, whose members are appointed by other City Commissions and the City Council. Its meetings are widely publicized in various local and city media and we have had considerable representation from audience members from such minority groups as African-Americans.

The second non-elected group dealing with transit issues was the High-Capacity Transit Corridors Work Group. This group held 15 meetings from October 2010 to March 2012 to develop recommendations for high-capacity transitway corridors within the City. While most of the notifications were posted on the internet, one effort involved City staff delivering hard copy notices individually to almost all households within one corridor. The work group was composed of nine individuals, with one person being African-American. The meetings of this

group were widely publicized and many minority group residents participated in the meetings, particularly African-Americans.

The third non-elected group was the Beauregard Rezoning Advisory Group. It was a committee which advised the City Council on a range of issues involving the rezoning of the Beauregard corridor. This group, consisting of eleven individuals, had two minority members, one Hispanic and one African-American. Considerable efforts were made to do community outreach to people with limited English proficiency. Informational materials and meeting notices regarding the overall planning effort were translated into English, Amharic and Spanish. These materials and notices were posted online on the City's website, and hard copies were distributed at public places throughout the Plan area, from libraries and schools (including flyers in student backpacks in cooperation with the Alexandria public school system) as well as popular local retail spaces such as coffee shops, laundromats, and grocery stores. Spanish language interpreters attended every City-sponsored meeting, with headsets provided, to facilitate audience participation and comment. Spanish interpretation was also provided at meetings of the Beauregard Rezoning Advisory Group.

The City will renew its efforts to identify both members of minority groups and people with LEP who will be affected by major City actions. These people will be strongly considered for appointment to the community service boards which provide the City with policy guidance regarding some of these major transportation issues. The City will review the make-up of these boards and ensure that such representation is provided on these Boards, as vacancies become available.

8.0 Requirement to Collect Demographic Data

The City is not a transit service provider, and therefore is not required to collect demographic data. The Alexandria Transit Company is independent of the City and does not accept FTA capital and operating funds. Nevertheless, the City performed the following analysis of **the FTA Funded Projects** in Alexandria. In the next fiscal year, the City of Alexandria will be drawing down funds from most of its FTA grants.

8.1 Crystal City-Potomac Yard Transitway

The City has several grants funding the Crystal City-Potomac Yard Transitway (CCPY) and its stations. The transitway is currently under construction, and should be completed by March, 2014. This project received a documented categorical exclusion from the FTA on March 25, 2011, which contained a section on environmental justice. WMATA conducted a Metrobus Ridership survey of all of its bus routes in 2008. Route 9A, which serves the CCPY Transitway corridor has the following demographic data. The route serves a total of 1,688 people on an average weekday. Among its riders 74.37% are members of minority groups, 16.49% are Hispanic, and 45.43% are low income (Under \$30,000 household income). Please understand that these statistics are for the entire line. The portion of the line within the CCPY Transitway

portion of the corridor is a smaller piece of the corridor. No title VI issues have arisen in the design or construction of this facility.

8.2 Van Dorn-Beauregard Alternatives Analysis/Environmental Assessment

The City of Alexandria is also about to undertake a combination of an Alternatives Analysis/Environmental Assessment for a bus rapid transit service in the Van Dorn-Beauregard Corridor of Alexandria. The RFP was sent out on April 26, 2013. The RFP will be returned to the City by May 30, 2013. The City's current plans are for this work to be completed by July, 2015. This corridor is served by several WMATA bus routes. The major ones are Routes 7, 25B, 21A, and 8. These routes were also surveyed by WMATA in its regional bus survey of 2008. Based upon the results of the survey, these routes have the following characteristics:

Demographics of WMATA Bus Riders in the Van Dorn/Beauregard Corridor

	Route 7	Route 25B	Route 21A	Route 8
Percentage of Minority Members	50.25%	72.76%	51.92%	36.38%
Percentage of Hispanics	8.89%	18.26%	2.32%	8.05%
Percentage of People earning Below \$30,000/year	21.34%	37.11%	7.38%	7.98%
Total Number of People Using Line on an Average Weekday	4,974	1,476	633	1,254

Please understand that as with the previous information on the CCPY Transitway, only a portion of each route is in the Van Dorn-Beauregard corridor.

This data indicates that these routes are traversing through areas which have large numbers of People with Limited English Proficiency (LEP). We will rely on our consultants to develop the final public involvement plan, but an important consideration we will make in reviewing the proposals to do this work is the ingenuity the prospective consulting team will use in engaging the LEP community in this corridor. We know from the information we have presented here that there is a large group of Hispanics living in the corridor. The consultant will develop methods to positively involve this group of people in the study's work on a continuing basis. In addition, this corridor may also contain other minority groups who do not speak English proficiently. The consultant will review detailed demographic information and determine if or how these people can also be involved in the study.

We expect to use techniques such as:

- Pro-actively reaching out to the community, such as attending festivals or other large gatherings, and making presentation to local community groups;
- Developing programs for school students;
- Producing project materials in Spanish as well as English;
- Providing translation services at all public meetings; and
- Providing meeting notices at locations in the community and in community-based newspapers.

8.3 King St-Old Town Metrorail Access Improvements

By the end of calendar year 2013, a contractor will be employed by WMATA and funded by Alexandria to rebuild a set of access improvements for the King St-Old Town Metrorail station. These improvements have gone through an extensive vetting process. We have performed a demographic analysis of the users of this facility, using the results of the MWATA 2012 Metrorail customer survey and have determined the following. The station is used by 9,986 people on an average workday with 34.65 % being members of minority groups , 5.18% being Hispanics, and 8.67% low income people (People earning less than \$30,000 Annual Income).

Since this facility is used by a number of LEP riders, an effort will be in place through using the Hispanic media to make sure that this group of transit patrons is aware of the project, and the temporary dislocations which will occur as part of the project. This project should be completed by April, 2015.

8.4 Eisenhower South Metrorail Improvements

In the next year, a final design will be developed for the Eisenhower South and construction should begin. The demographics of this station are such that while not many Hispanics may live near the station, a significant number of Hispanics use the movie theaters and governmental facilities near the station. These are the findings of the results of the WMATA 2012 Metrorail customer survey which verify this conclusion. The station is used by 2,017 people on an average weekday, with 39.78% members of minority groups 5.93% Hispanics, and 6.88% low income people (People earning less than \$30,000 Annual Income). When construction begins, an outreach effort will be made to make the LEP population using the station aware of any short term service disruptions due to construction.

8.5 Alexandria Transit Service Improvements

The final major FTA project involves the erection of new bus shelters, amenities, and pedestrian travel paths to bus shelters throughout the City. The design of the bus shelters will be finished shortly, and the actual construction is scheduled to begin in September, 2013. The pedestrian walkways to transit are scheduled to begin construction in the summer of 2013. This work should

be finished up in 2014. In any areas where large concentrations of LEP individuals are identified which might be impacted by the construction, information will be distributed to the individuals who will be adversely impacted by this construction.

Appendix A

Notice to the General Public

In order to comply with 49 CFR Section 21.9(d), the City of Alexandria shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. The paragraph below will be inserted into all significant publications that are distributed to the public. The text will be placed permanently on the City's website: <http://alexandriava.gov>.

“The City of Alexandria fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint, see <http://alexndriava.go> or call (703) 746-3140. Para información en español, llame al (703) 746-3140.”

Appendix B

INSTRUCTIONS FOR FILING A COMPLAINT AND COMPLAINT FORM

Procedures

1. Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI nondiscrimination procedures may file a written complaint with the City of Alexandria's Title VI Officer. A formal complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant. The complaint must meet the following requirements:
 - a. Complaint shall be in writing and signed by the complainant(s).
 - b. Include the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
 - c. Present a detailed description of the issues, including names and job titles of those individuals perceived as parties in the complained-of incident.
 - d. Allegations received by fax or e-mail will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or e-mail transmittal for COG to be able to process it.
 - e. Complaints received by telephone will be entered into a log listing time, date, and complainant. Complainants will be informed to file a complaint in writing and will be directed to the website or other templates suggesting complaint form.
2. Upon receipt of the complaint, the Title VI Officer will refer the matter to the City Attorney who will determine its jurisdiction, acceptability, and need for additional information, as well as investigate the merit of the complaint. Complaints against the Alexandria will be referred by the City Attorney to the appropriate state or federal agencies for proper disposition pursuant to their procedures. In special cases warranting intervention to ensure equity, these agencies may assume jurisdiction and either complete or obtain services to review or investigate matters.
3. In order to be accepted, a complaint must meet the following criteria:
 - a. The complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant.

- b. The allegation(s) must involve a covered basis such as race, color, natural origin, gender, disability, or retaliation.
 - c. The allegation(s) must involve a program or activity of a Federal-aid recipient, sub-recipient, or contractor, or, in the case of ADA allegations, an entity open to the public.
 - d. The complainant(s) must accept reasonable resolution based on the City's administrative authority (reasonability to be determined by Alexandria).
- 4. A complaint may be dismissed for the following reasons:
 - a. The complainant requests the withdrawal of the complaint.
 - b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
 - c. The complainant cannot be located after reasonable attempts.
- 5. Once Alexandria or a state or federal agency decides to accept the complaint for investigation, the complainant and the respondent will be notified in writing of such determination within five calendar days. The complaint will receive a case number and will then be logged in the records of Alexandria or the agency referred to identifying its basis and alleged harm, and the race, color, national origin, and gender of the complainant.
- 6. In cases where Alexandria assumes the investigation of the complaint, Alexandria will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days from the date of Alexandria's written notification of acceptance of the complaint to furnish his/her response to the allegations.
- 7. In cases where Alexandria assumes the investigation of the complaint, within 40 calendar days of the acceptance of the complaint, the City Attorney, with assistance from the appropriate Title VI Coordinator will prepare an investigative report for review by the City Manager. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.
- 8. The City Attorney and the appropriate Title VI Coordinator will discuss the report and recommendations with the City Manager within 10 calendar days. The report will be modified as needed and made final for its release.
- 9. Alexandria's final investigative report and a copy of the complaint will be forwarded to the appropriate state agency within 60 calendar days of the acceptance of the complaint.
- 10. Alexandria will notify the parties of its preliminary findings, which may be subject to concurrence from the appropriate Commonwealth agency.
- 11. Once a Commonwealth agency issues its final decision, Alexandria will notify all parties involved about such determination. State determinations are not subject to an appeal.

**City of Alexandria
Title VI Complaint Form**

February 11, 2013

Name: _____

Address: _____

Telephone Numbers:

(Home) _____ (Work) _____

Electronic Mail Address: _____

Accessible Format Requirements?

Large Print _____ Audio tape _____

TDD _____ Other _____

Are you filing this complaint on your own behalf?

Yes _____ No _____

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining:

Please explain why you have filed for a third party. _____

If you are filing on behalf of a third party, have you have obtained the permission of the aggrieved party?

Yes _____ No _____

Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?

Yes _____ No _____

If Yes, please list:

Federal agency _____

State Agency _____

Local Agency _____

Federal Court _____

Have you filed a lawsuit regarding this complaint? Yes _____ No _____

If you answered "yes" to either of the two previous questions, please provide a copy of the complaint form or lawsuit.

[Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court, and Alexandria will not take action.]

Name of office or department you believe discriminated against you:

Office or Department _____

Name of Individual (if applicable) _____

Address _____

City _____ State _____ Zip code _____

Telephone _____

Basis(es) for complaint, check all that apply:

☐ Race ☐ Color ☐ National Origin

On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.

Please sign here: _____

Date: _____

[Note - We cannot accept your complaint without a signature.]

You may attach any written materials or other information that you think is relevant to your complaint.

Please mail your completed form to: The City Attorney, City of Alexandria, 301 King Street, Suite 1300, Alexandria, VA 22314

Alternative formats of this form can be made available by request: Robin.wilson@alexandriava.gov:
Phone: 703-746-3750 or please use the free Virginia Relay System at 7-1-1. Please allow seven (7) working days for preparation of the material.

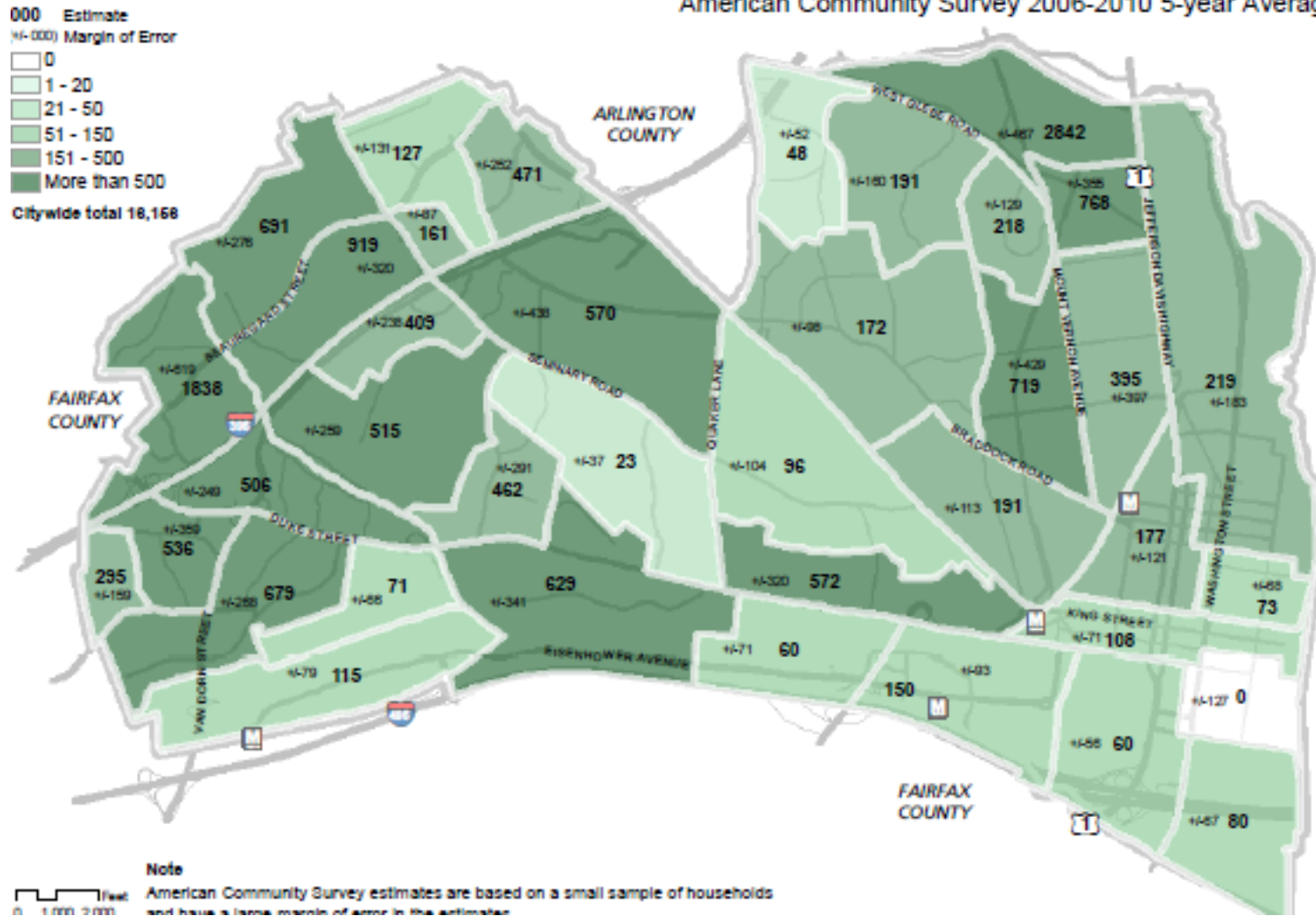
Appendix C

Largest Groups of Languages Spoken at Home Other than English in Alexandria

People Speaking Spanish at Home in Alexandria

N=18,168

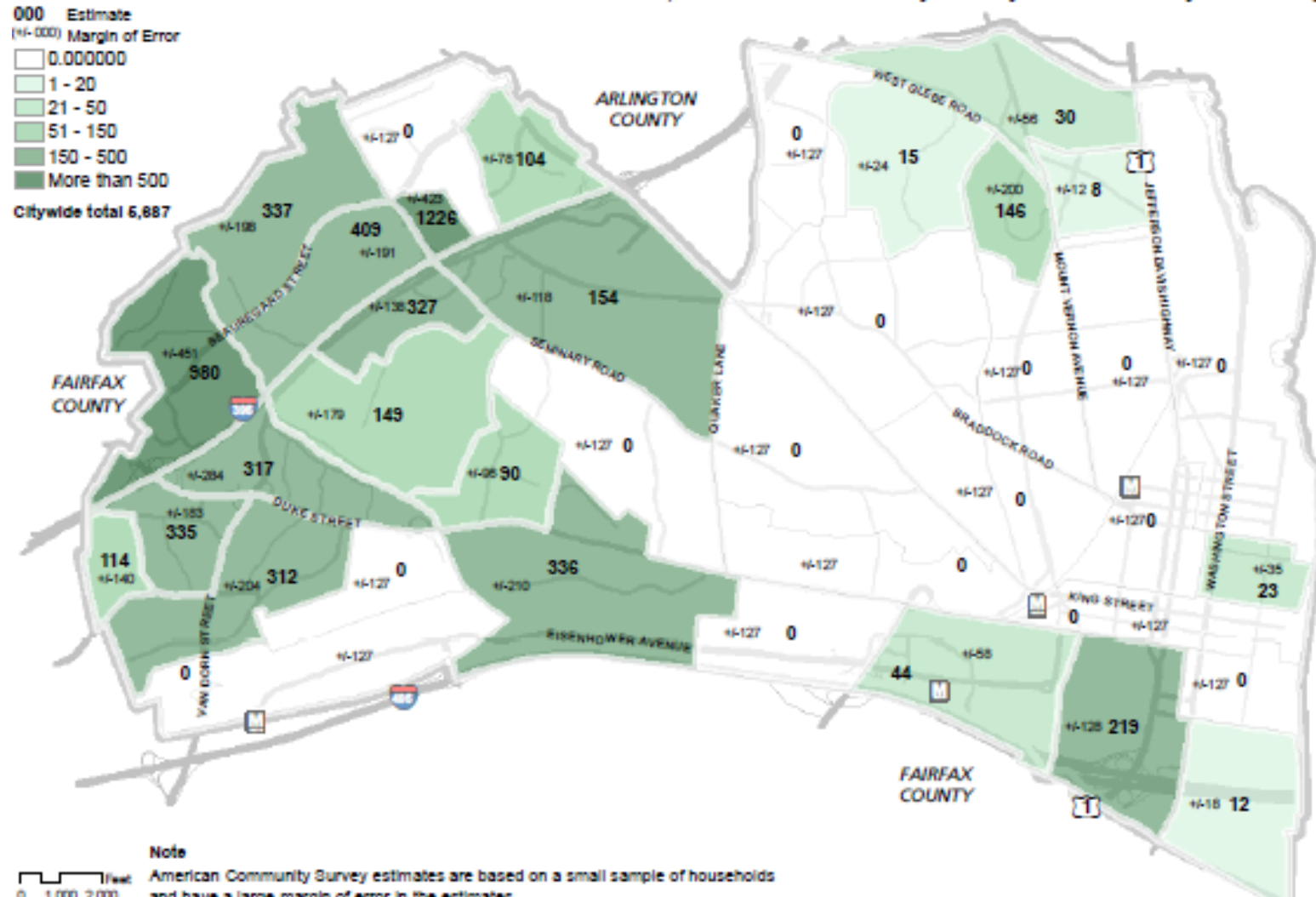
Estimated Number of People 5 Years Old and Older Speaking Spanish at Home American Community Survey 2006-2010 5-year Average



People Speaking African Languages at Home in Alexandria

N=6,687

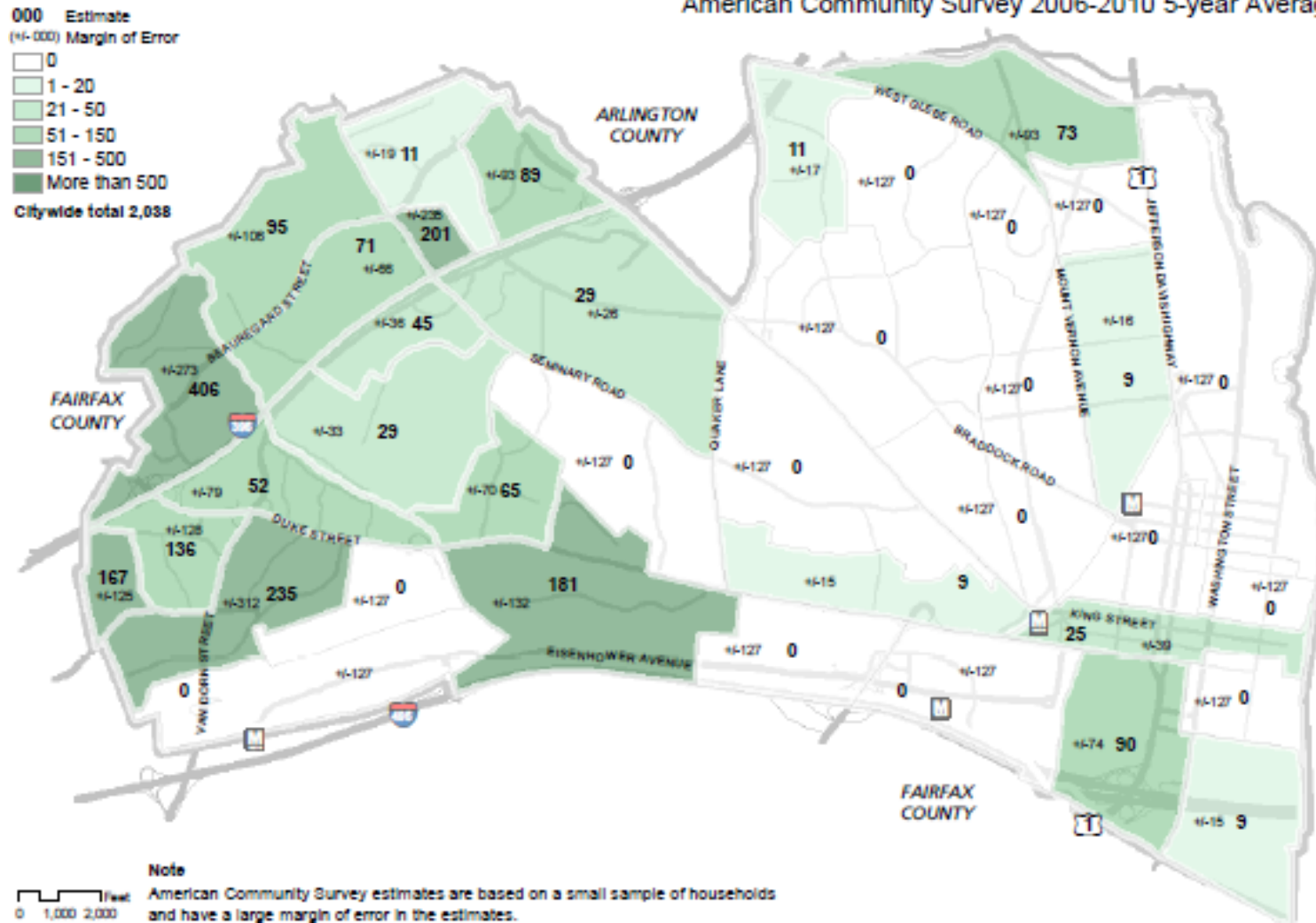
Estimated Number of People 5 Years Old and Older Speaking African Languages at Home, American Community Survey 2006-2010 5-year Average



People Speaking Arabic in Alexandria

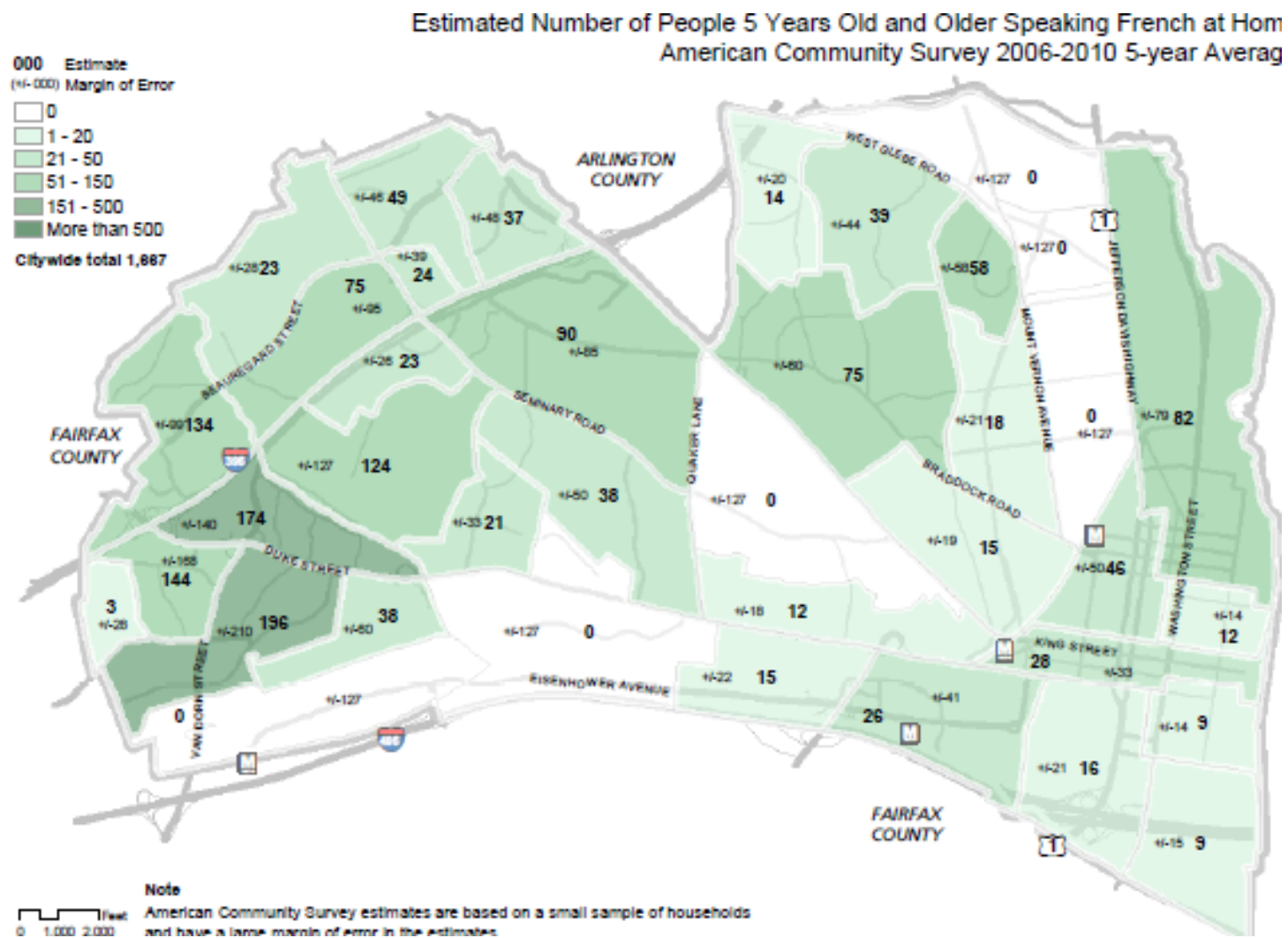
N=2,038

Estimated Number of People 5 Years Old and Older Speaking Arabic at Home American Community Survey 2006-2010 5-year Average



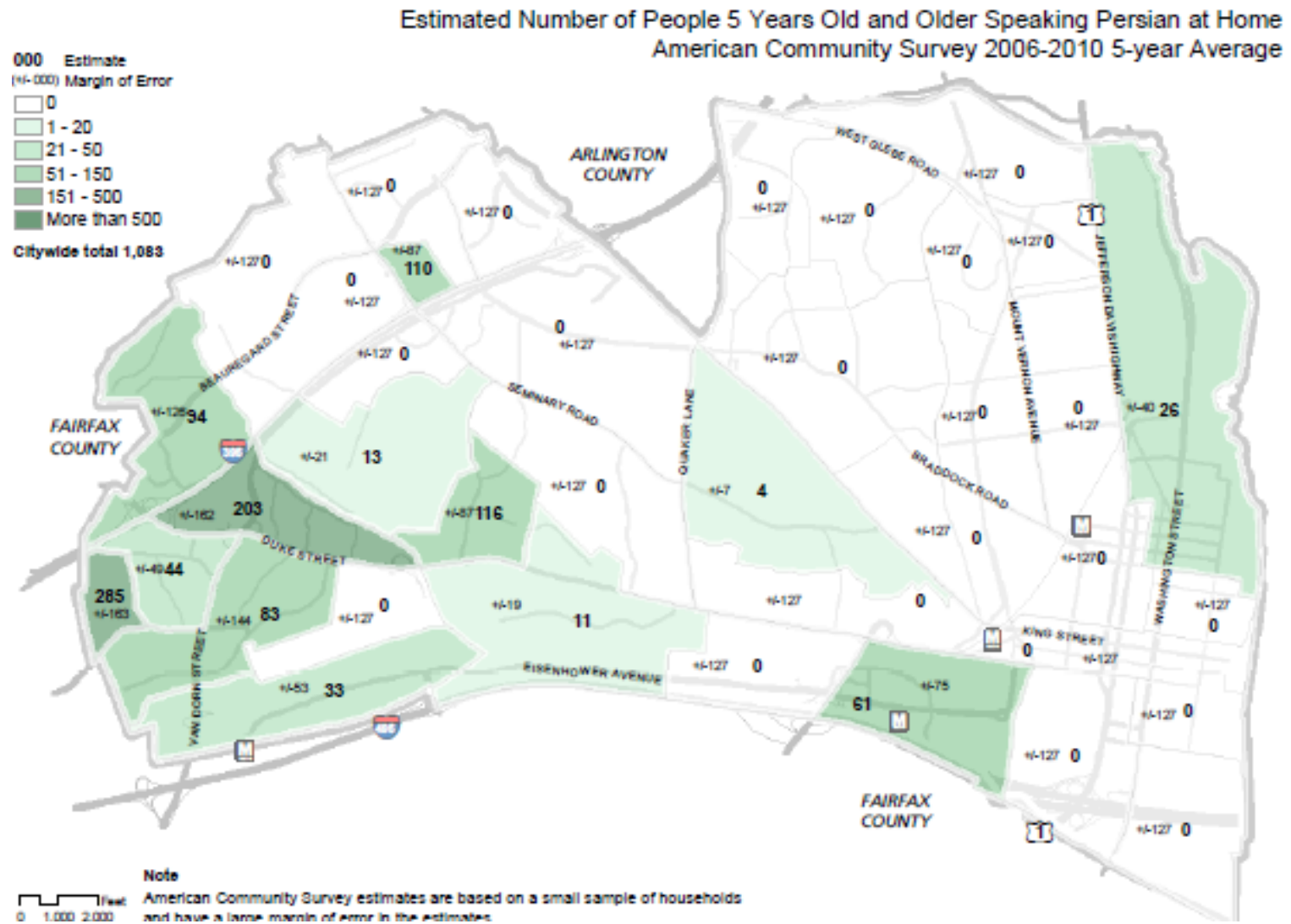
People Speaking French at Home in Alexandria

N=1,667



People Speaking Persian at Home in Alexandria

N=1,083



Appendix D

Percentages of Ethnic Groups by Census Tracts in Alexandria

Percent Black or African American in Alexandria by Census Tract

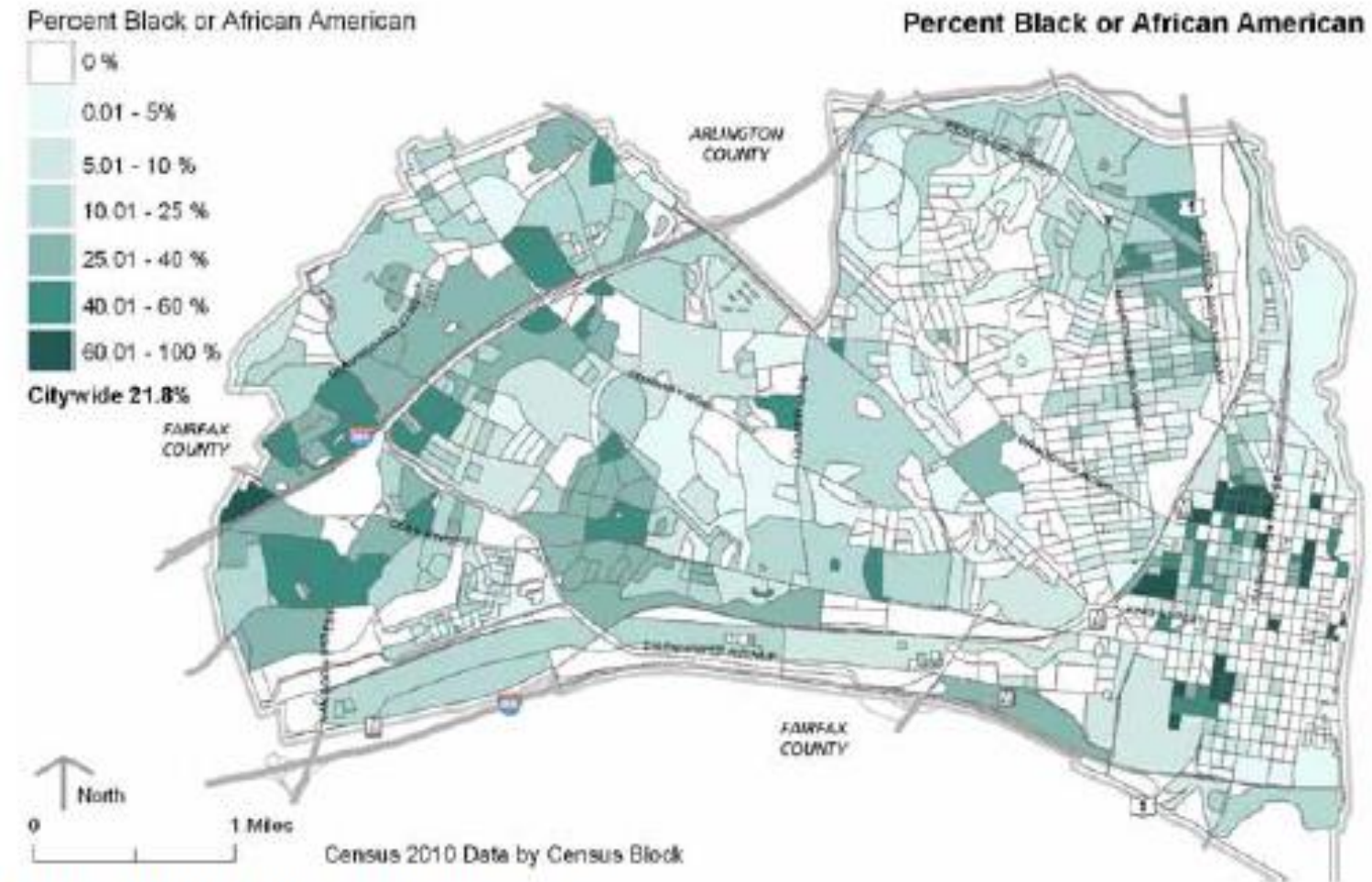


Figure 10. Percent Black or African American.

Percent Hispanic in Alexandria by Census Tract

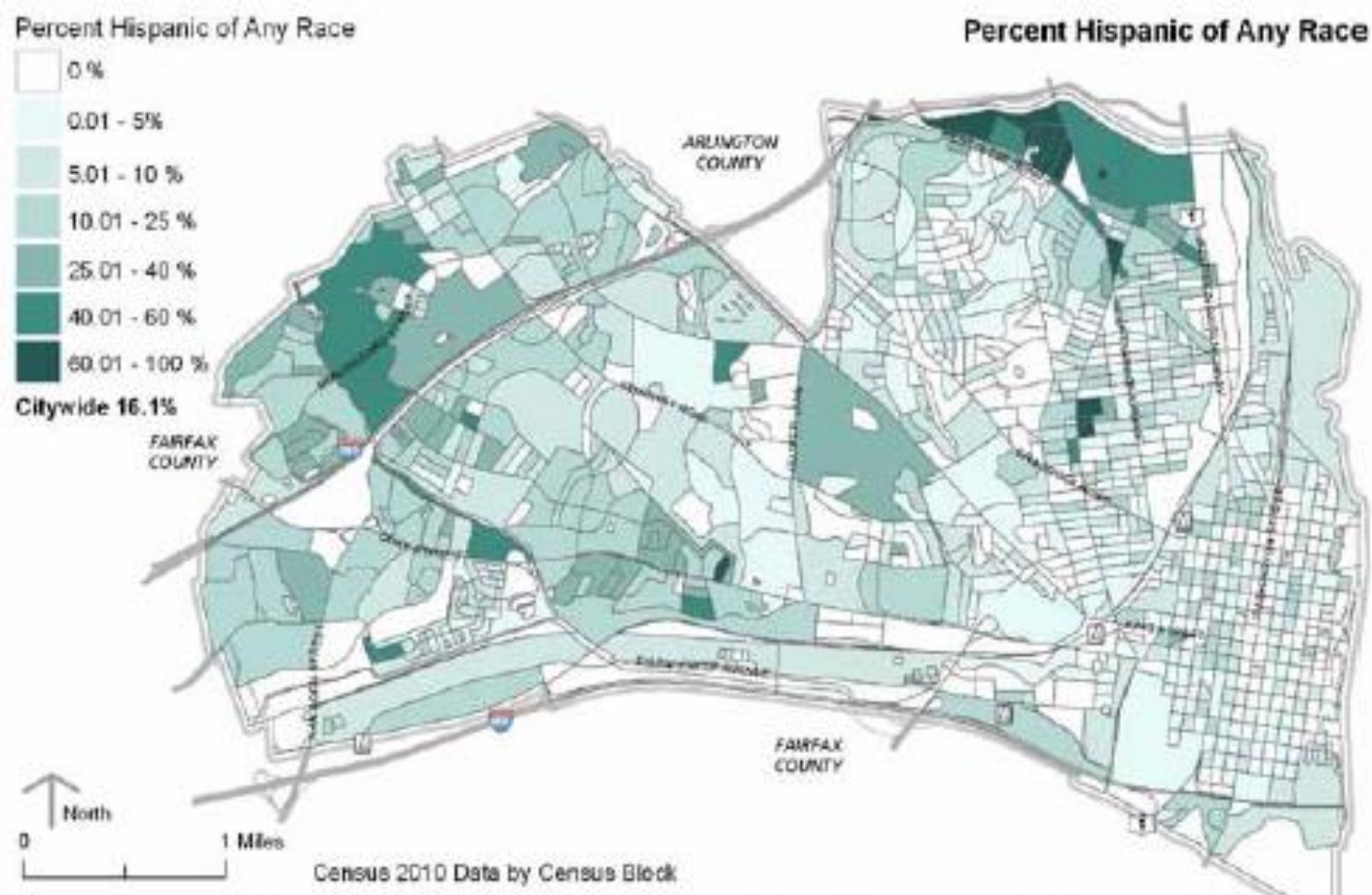


Figure 12. Percent Hispanic. This figure shows the concentrations of Hispanic residents in the City in 2010. Many blocks that show 0% Hispanic are commercial or open space blocks that do not have residents.

Appendix E

The City of Alexandria's Language Access Policy

- Policy:** All City departments will ensure that Persons with Limited English Proficiency (LEP) receive the language assistance necessary to allow access to services through individual department language assistance plans.
- Title:** Title VI of the Civil Rights Act of 1964; Policy on the Prohibition against National Origin Discrimination as it Affects Persons with Limited English Proficiency
- Staff:** The City of Alexandria has people in different departments facilitating this plan, with one person in the Communications and public Information/Community Relations coordinating all LEP services provided by the City.

1.0 CITY'S LANGUAGE ASSISTANCE PLAN

A. Persons covered by this plan

This plan was developed to serve all City of Alexandria residents who do not speak, read, write or understand English or who do so on a limited basis. A city resident has Limited English Proficiency (LEP) when he/she is not able to speak, read, write or understand the English language to the extent that allows him/her to interact effectively with English-speaking City staff.

B. City of Alexandria Commitment to Program Access

No person will be denied access to City information, programs or services because he/she does not speak English or communicates in English on a limited basis. City staff will provide effective communication with Limited English Proficiency (LEP) residents and staff by making appropriate language assistance services available when city residents need these services. The City of Alexandria will provide its residents access to City information, programs and services in a timely manner at no cost to the resident.

C. Affirmative Offer of Language Assistance

City staff will initiate an offer for language assistance services to residents who have difficulty communicating in English. In many offices, bilingual City employees are available to assist LEP people. If a person is not available, the Language Line can also be used to provide interpretive services to LEP people. In addition, when residents ask for language assistance, staff must offer free interpretation services in a language they understand, in a way that **preserves confidentiality**, and in a timely manner. Whenever possible, staff are encouraged to follow the Limited English Proficiency (LEP) person's preferences.

2.0 USING AN INTERPRETER

A. General Requirements

- **Document Use of Language Assistance Services**

Staff must always document in the Limited English Proficiency (LEP) person's file, keeping appropriate records when an interpreter is used or when a Limited English Proficiency (LEP) person makes use of another form of language assistance. Accurate documentation is especially important for direct service staff. If the Limited English Proficiency (LEP) person has been offered free interpretive services and chooses to utilize their own interpreter, i.e. friend, family member or community member, the Limited English Proficiency (LEP) person must sign a waiver indicating that they are giving up their right to free interpreter services. The waiver will be in effect for the time period indicated on the form (to be determined jointly between the staff person and the Limited English Proficiency (LEP) person but will not exceed the period of one year. **Staff should never require, suggest, or encourage a Limited English Proficiency (LEP) person to use family members or friends as interpreters.**

- **Do Not Use Minor Children**

At no time will anyone under 18 years of age, including friends, family members or children, be utilized to provide interpretive services.

- **In-Person Interpreter Services**

If an interpreter is needed in-person, rather than over the telephone, staff will make every reasonable effort to have an interpreter available at a time and place that is convenient for both the interpreter and the Limited English Proficiency (LEP) person. Staff may arrange for in-person interpreting by contacting City-approved Language Assistance Services vendors directly.

- **Limited English Proficiency (LEP) person cannot read or write in their own language**

When confronted with a situation in which the Limited English Proficiency (LEP) person is illiterate – cannot read or write in his or her own language – the staff person, with assistance from an interpreter, will assist the Limited English Proficiency (LEP) individual in the completion of necessary forms and documents. Preferably, an in-person interpreter will be used. However, if that is not possible, a contracted Language Assistance Services interpreter will be utilized.

3.0 INTERPRETER RESOURCES (by Order of Preference)

As much as possible, staff should use interpreter services in the following order of preference:

1. Bilingual Staff

- a.** City departments will use their best efforts to assign Limited English Proficiency (LEP) persons to bilingual staff who speak their language. In the event that there are not enough direct service bilingual staff available to assist with spoken language needs, the department's staff interpreters will augment available language assistance services on an as-needed basis. As not all departments have staff interpreters on site, the protocol may vary from department to department. Each department/unit must maintain a current and accessible list of staff with language interpretation capacity.

2. Volunteers and Interns

- a.** In the event that an insufficient number of permanent staff is available to assist with spoken language needs, volunteers and interns for that department are accessed for services for these language groups. As not all departments have volunteers or interns on site, the protocol may vary from department to department. Each department/unit must maintain a current and accessible list of volunteers and interns with language interpretation capacity.

3. Telephone Interpreter Services- Language Line Services

- a.** Language Line Services, formerly known as AT&T Language Line, provides telephone interpretation in over 150 languages 24 hours a day, seven days a week.
- b.** Staff should use Language Line Services when bilingual staff, volunteer staff interpreters or volunteers and interns are not available.
- c.** Access to Language Line:
 - Users of Language Line are charged on a per-minute basis.
 - Current flat rate is a \$1.30 per minute for all languages.
 - To access Language Line Services, staff are provided an ID number and access code.
 - All staff should be given the opportunity to familiarize themselves with the Language Line before they actually need to use it.

4.0 TRANSLATION RESOURCES (WRITTEN MATERIALS)

A. Translation of Written Materials

Each Department must translate written material, including vital documents for each Limited English Proficiency (LEP) language group that constitutes 5% or 1,000 (whichever is less) of population eligible to be served. The City of Alexandria has identified Spanish as one language that currently meets the above criteria for translation of vital documents.

1. Vital Documents or Information

Vital documents or information are those that are critical for accessing City services.

2. Limited English Proficiency (LEP) person cannot read or write in their own language

When confronted with a situation in which the Limited English Proficiency (LEP) person is illiterate – cannot read or write in his or her own language – the staff person, with assistance from an interpreter, will assist the Limited English Proficiency (LEP) individual in the completion of necessary forms and documents. Preferably, an on-site interpreter will be used. However, if that is not possible, a contracted service interpreter will be utilized.

RESOLUTION NO. ____

Resolution Adopting a Title VI Plan for the City of Alexandria

WHEREAS, the City of Alexandria is a subrecipient of Federal Transit Administration (FTA) funds from both the Northern Virginia Transportation Commission and the Metropolitan Washington Council of Governments;

WHEREAS, any recipient or subrecipient of FTA funds must provide information which quantifies how the recipient and its subrecipients are complying with Title VI of the Civil Rights Act of 1964;

WHEREAS, the FTA has promulgated a new set of regulations that clarifies the requirements which must be met to demonstrate compliance with Title VI of the Civil Rights Act of 1964;

WHEREAS, City staff have reviewed these requirements, and have prepared a plan that indicates the City's compliance with Title VI of the Civil Rights Act.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL
OF ALEXANDRIA, VIRGINIA**

That the City Council of Alexandria, Virginia:

Adopt the attached plan for Title VI compliance and transmit it to the Northern Virginia Transportation Commission and Metropolitan Washington Council of Governments for submission to the Federal Transit Administration.

Adopted: _____

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk



Legislation Details (With Text)

File #: 13-1504 **Name:** Final Passage of an Ordinance - Taxicab Credit Card Payment
Type: Ordinance **Status:** Agenda Ready
File created: 5/20/2013 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Final Passage of an Ordinance to Establish a Requirement that Taxicabs Accept Credit Card Payments. [ROLL-CALL VOTE]
Sponsors:

Indexes:

Code sections:

Attachments: [13-1504 Attachment 1 Cover Ordinance Taxicab Credit Card.pdf](#)
[13-1504 Attachment 2 Ordinance Taxicab Credit Card.pdf](#)
[13-1504 Attachment 3 Parking Board.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Final Passage of an Ordinance to Establish a Requirement that Taxicabs Accept Credit Card Payments. [ROLL-CALL VOTE]

BODY

ISSUE: In order to conform with regional standards and improve customer service and convenience the Alexandria taxicab industry needs to allow customers to pay by credit card. The Traffic and Parking Board recommends requiring that taxicabs accept credit card payment for fares.

RECOMMENDATION: That City Council will pass the ordinance on May 28, 2013 after:

- 1) First reading on April 9, 2013; and
- 2) Public hearing and second reading on Saturday, April 13, 2013; and

- 3) Approved passage of the credit card policy, May 14, 2013.
- 4) Ask staff to turn language into ordinance language and bring to final adoption on May 28. Modified ordinance. approve the passage of the credit card policy.

DISCUSSION: On January 22, 2013 City Council directed the Traffic and Parking Board to provide recommendations on Section 9-12-32 of the Code of the City of Alexandria and to propose language requiring taxicabs to accept credit cards. The Traffic and Parking Board held a public hearing on February 25, 2013. At this hearing, nine speakers spoke in favor of requiring drivers to accept credit cards and two speakers were opposed. Opposition was focused on the cost to the drivers.

Staff researched the comparable costs of implementing credit card reading equipment in cabs. The typical cost for a backseat credit card swipe device is 1.5% of each transaction if the card reader is leased or approximately \$750 if purchased. In addition, there are fees ranging from 2.75% to 7% per transaction depending on the credit card processing fees charged by the credit card processor. The Board makes no specific requirement regarding the type of equipment used to process the credit card charge. The Traffic and Parking Board voted five to one in favor of the credit card requirement and makes the following recommendations:

- 1) Credit card and cash payment be accepted for all trips, with no minimum fare required to use a credit card;
- 2) Taxicabs accept all major credit cards;
- 3) No surcharge to the passenger for credit card use;
- 4) Preauthorization, the practice of placing a temporary hold of a specific amount on the credit card at the beginning of the trip, be allowed. It ensures the customer is able to pay the fare in advance of the trip. Staff recommends a pre-authorization amount of \$30;
- 5) All credit card devices and systems shall be Payment Card Industry Data Security Standard (PCI DSS) compliant. PCI DSS compliance ensures that the credit card data is used and held securely.

Credit card payment is a widely used method in the Washington metropolitan area. After passage of the ordinance, staff will work with the City's taxicab industry to assist in the transition to the new payment method and to ensure compliance with the revised ordinance. The revised ordinance will become effective September 1, 2013.

At the April 13, 2013 public hearing staff was directed to develop recommendations regarding administrative credit card fees charged by the taxicab companies to the drivers and other fees associated with the acceptance of credit cards. After meeting with several companies and Tenants and Workers United, staff makes the following recommendations:

- 1) If a taxicab company mandates that drivers use a specific credit card processor that company will:
 - a. Charge drivers no more than 5% of the transaction for processing;
 - b. Provide a direct deposit option for drivers;
- 2) Taxicab companies are responsible for uniformity of service and can determine the type of credit card device that is allowable in their fleet;
- 3) Taxicab companies operating in the City provide an annual report to be reviewed by staff in analyzing the effects of the mandatory credit card acceptance policy.
 - a. The report will contain information regarding the number of transactions per driver, the percentage of trips paid for using a credit card, and the transaction fees paid by the driver to the taxicab company to process the credit card payments.
 - b. Companies that do not provide this data to the City will be considered to be out of compliance with the taxicab ordinance;
- 4) The certificate holder will ensure that drivers will issue a paper receipt showing date of transaction, cab number, driver name, and the amount of the transaction for all credit card transactions. The receipt can be hand written;
- 5) All credit card processing equipment shall be PCI DSS compliant; and,
- 6) Taxicabs will be taken out of service if their credit card processing equipment is inoperable.

- 7) Establish September 1, 2013 as a compliance date.

FISCAL IMPACT: None.

ATTACHMENTS:

Attachment 1: Ordinance Cover

Attachment 2: Ordinance

Attachment 3: Traffic and Parking Board Recommendations

STAFF:

Mark Jinks, Deputy City Manager

Jerome Fletcher, Special Assistant to the City Manager

Richard J. Baier, Director, Transportation and Environmental Services

Chris Spera, Deputy City Attorney

Joel Marcuson, Deputy Director, Transportation and Environmental Services

Introduction and first reading:	4/9/13
Public hearing:	4/13/13
Second reading:	5/14/13
Final Passage:	5/28/13

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Division 2 (CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY), Article A.1 (TAXICABS), Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), of Title 9 (LICENSING & REGULATION) of The Code of the City of Alexandria, Virginia, 1981, as amended

Summary

The proposed ordinance makes changes to the requirements for companies holding certificates of public convenience and necessity to require that all affiliated vehicles accept major credit cards.

Sponsor

N/A

Staff

Mark Jinks, Deputy City Manager
 Richard J. Baier, PE, LEED AP, Director, T&ES
 Bob Garbacz, T&ES
 Christopher P. Spera, Deputy City Attorney

Authority

§2.04(d), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Division 2 (CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY), Article A.1 (TAXICABS), Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), of Title 9 (LICENSING & REGULATION) of The Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Division 2, Article A.1, Chapter 12, all of Title 9 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by the amendment of Section 9-12-32 by the addition of a new subsection (t) to read as follows:

(New language is underscored; deleted material is ~~stricken~~)

Sec. 9-12-32 – Requirements for certificate holders.

Each certificate holder shall:

[Intervening sections are unchanged.]

(t) ensure that all affiliated vehicles accept major credit cards as payment for taxicab fares pursuant to a policy to be determined by the certificate holder, subject to the following conditions:

- 1) If a certificate holder mandates that its affiliated drivers use a specific credit card processor, that company will:
 - i. Charge drivers no more than 5% of the transaction for processing;
 - ii. Provide a direct deposit option for drivers.
- 2) Certificate holders are responsible for uniformity of service and can determine the type(s) of credit card device(s) that are allowable in their fleet;
- 3) Certificate holders shall provide the City with an annual report to be used in analyzing the effects of the mandatory credit card acceptance policy.
 - i. The report will contain information regarding the average and total number of credit card transactions per driver, the percentage of the certificate holder's trips paid for using a credit card, and the total and average transaction fees paid by the driver to the taxicab company to process the credit card payments, plus such other additional information as staff may reasonable require to assess the effects of the mandatory credit card policy.
 - ii. Companies that do not provide this data to the City will be considered to be out of compliance with the taxicab ordinance and subject to discipline pursuant to Section 9-12-33.

- 1 4) The certificate holder will ensure that for all credit card transactions, it affiliated
2 drivers will issue a paper receipt showing date of transaction, cab number, driver
3 name, and the amount of the transaction for all credit card transactions. The receipt
4 may be hand-written;
5 5) The certificate holder will ensure that all credit card processing equipment authorized
6 for use by its affiliated drivers shall be PCI DSS compliant; and,
7 6) The certificate holder will take affiliated taxicabs out of service if their credit card
8 processing equipment is inoperable.
9

10
11 Section 2. That this ordinance shall become effective September 1, 2013.
12

13
14 WILLIAM D. EUILLE
15 Mayor
16


17 Introduction:
18 First Reading:
19 Publication:
20 Public Hearing:
21 Second Reading:
22 Final Passage:

*City of Alexandria, Virginia***MEMORANDUM**

DATE: FEBRUARY 26, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: RASHAD M. YOUNG, CITY MANAGER

FROM: THOMAS Y. "JAY" JOHNSON, CHAIRMAN, 
TRAFFIC AND PARKING BOARD

SUBJECT: RECOMMENDATIONS ON MANDATORY TAXICAB
ACCEPTANCE OF CREDIT CARD PAYMENT

At the January 22, 2013 City Council legislative meeting Council asked the Traffic and Parking Board to provide recommendations on Section 9-12-32 to include the language for accepting credit cards for taxi fares over \$10.00. On February 25, 2013, the Board held a public hearing to consider the credit card acceptance issue. Based on the testimony heard, the Board makes the following recommendations:

1. Credit card and cash payment be accepted for all trips regardless of the amount of payment;
2. Cabs accept all major credit cards;
3. No surcharge for credit card use;
4. Preauthorization of credit cards be allowed;
5. All credit card devices and systems shall be PCI compliant;
6. Study credit card usage among drivers and companies and ways to minimize the financial impacts on drivers, owners and riders caused by any change in City policy, including fare adjustments, caps on company charges, and appropriate receipts provided to customers.

The Board is recommending: 1) acceptance of credit card payment for all trips; 2) acceptance of all major credit cards; and, 3) no surcharge, to improve customer service. The transportation industry is evolving and if the Alexandria taxi industry is to remain viable, it must provide better customer service than competing services, such as Uber. One way to do this is through consistency and straight forward pricing. If all Alexandria cabs accept all major credit cards for all trips with no unexpected charges, consumers will have a high level of confidence when choosing an Alexandria cab for their transportation needs. The experience will make them come back to Alexandria cabs the next time they need service.

The Board recommends that preauthorization of credit cards be allowed. Preauthorization is important to guarantee that the credit card being used for payment is valid. In the past drivers have complained about taking passengers to destinations only to find out that the credit card being used for payment was not good. Of equal importance is that trip destinations may be in a "dead zone" and the wireless credit card device will not work. Many drivers commented that they have taken passengers to their destination only to find out that the credit card machine does not work because they are in a dead zone. Preauthorization will help alleviate this problem.

The Board recommends that all credit card devices and systems be PCI compliant. The security of customer's sensitive financial data is important to prevent fraud and possible theft. This is important because devices that were designed for other consumer purposes, such as I-Phones, may be used to conduct credit card transactions. These devices have the capability to store credit card information. Cardholder data needs to be securely encrypted prior to using mobile devices to process transactions. Credit card security is an evolving field but as a minimum the point of interaction (POI) device should be PCI approved and the point-to-point encryption (P2PE) device should be PCI validated. The system should be compliant with PCI SSC security requirements including the secure reading and exchange of data (SRED).

Lastly, the Board recommends a study be conducted of credit card usage among drivers and companies to minimize the financial impacts on drivers, owners and riders. The study should include fare adjustments, caps on company charges, and appropriate receipts provided to customers. The Board is concerned about unintended consequences to the taxi industry caused by mandatory credit card acceptance.



Legislation Details (With Text)

File #: 13-0696 **Name:** Consideration of Council Schedule
Type: **Status:** Agenda Ready
File created: 9/24/2012 **In control:** City Council Legislative Meeting
On agenda: 5/28/2013 **Final action:**
Title: Consideration of City Council Schedule.
Sponsors:
Indexes:
Code sections:
Attachments: [13-0696_Council_Calendar_May_2013_to_August_2013.pdf](#)

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Consideration of City Council Schedule.

BODY

ISSUE: Consideration of City Council Schedule.

RECOMMENDATION: That City Council:

- (1) Receive the updated City Council Schedule which includes:
 - A ribbon cutting ceremony is scheduled for 5325 Polk Avenue (newly acquired property) which will be used as “Open Space” on June 15 at 8:30 a.m.;
 - The Charles Houston Mural and Hall of Fame Reception is scheduled for Saturday, June 22 at 2 p.m.;
 - What’s Next Alexandria 4th Community Dialogue, on Monday, June 24 from 7 p.m. to 9 p.m. at the First Baptist Church of Alexandria, 2932 King Street;
 - National Night Out is scheduled for Tuesday, August 6; and
- (2) Approve the Council Schedule.

DISCUSSION: None.

ATTACHMENT: City Council Schedule

STAFF: Jerome Fletcher, Special Assistant to the City Manager

City Council Schedule

as of 5/20/13

Attachment I

May

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			1 7 P.M. – 2 nd Community Meeting on Landmark Redevelopment, 5801 Duke Street (Old Lord and Taylor Store)	2	3 7:30 A.M. - 15 th Annual Alexandria's Business Philanthropy Summit at First Baptist Church	4 10 A.M. – Kids Helping Kids' Annual Lemonade Day, First Baptist Church
5	6 6 P.M. – Budget Work Session (Final Add/Delete), Council Workroom 7 P.M. – Budget Adoption, Council Chambers	7	8	9	10	11
12	13	14 5:00 P.M.- Excellence In Aging Awards, Vola Lawson Lobby 5:30 P.M. – Work Session on Housing Master Plan, Council Workroom 7 P.M. – City Council First Legislative Meeting, Council Chambers	15	16	17 8:00 A.M.- Bike to Work Day, Market Square	18 9:30 A.M. – City Council Public Hearing, Council Chambers
19	20	21 3 P.M. – Jefferson- Houston Pre- K – 8 Groundbreaking	22	23	24	25
26	27 HOLIDAY Memorial Day	28 7 P.M. – City Council Second Legislative Meeting, Council Chambers	29 6:30 P.M. – Project Discovery Reception, Vola Lawson Lobby	30	31	

2013

City Council Schedule

as of 5/20/13

Attachment I

June

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
						1
2	3	4	5	6	7	8 9 A.M. to 11 A.M. – Annual Waterfront Walk, Oronoco Bay Park (Madison Street)
9	10 5:30 P.M. – Art in City Hall Reception, Chet and Sabra Avery Conference Room (Rm. 2000)	11 7 P.M. – City Council First Legislative Meeting, Council Chamber	12	13	14	15 8:30 A.M. – Ribbon Cutting for 5325 Polk Avenue “Open Space” 9:30 A.M. – City Council Public Hearing, Council Chamber
16	17	18	19	20	21	22 2 P.M. – Charles Houston Mural and Hall of Fame Reception
23	24 7 P.M. to 9 P.M. – What’s Next Alexandria 4 th Community Dialogue, First Baptist Church	25 5:30 P.M. – ACPD Annual Reception, Vola Lawson Lobby 7 P.M. – City Council Second Legislative Meeting, Council Chamber	26	27	28	29
30						

2013

City Council Schedule

as of 5/20/13

Attachment I

July

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1	2	3	4 HOLIDAY	5	6
7	8	9	10	11	12	13 7 P.M. to 10 P.M. - Alexandria's 264 th Birthday Celebration, Oronoco Bay Park
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

2013

City Council Schedule

as of 5/20/13

Attachment I

August

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
				1	2	3
4	5	6 National Night Out	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

2013



Legislation Details (With Text)

File #: 13-1521 **Name:**

Type: **Status:** Agenda Ready

File created: 5/22/2013 **In control:** City Council Legislative Meeting

On agenda: 5/28/2013 **Final action:**

Title: Consideration of Convening a Closed Meeting for Consultation with Legal Counsel and Staff Regarding Actual or Probable Litigation and Consultation with Legal Counsel Regarding Specific Legal Matters.

Sponsors:

Indexes:

Code sections:

Attachments: [13-1521 executive session resolution](#)

Date	Ver.	Action By	Action	Result
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TITLE

Consideration of Convening a Closed Meeting for Consultation with Legal Counsel and Staff Regarding Actual or Probable Litigation and Consultation with Legal Counsel Regarding Specific Legal Matters.

[RESOLUTION NO. ____]

WHEREAS, the Alexandria City Council has on the date of this resolution recessed into executive session pursuant to a motion made and adopted in accordance with the Virginia Freedom of Information Act; and

WHEREAS, § 2.2-3712 of the Code of Virginia requires a certification by the city council that such executive session was conducted in accordance with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the city council does hereby certify that, to the best of each member's knowledge, only public business matters that were identified in the motion by which the executive session was convened, and that are lawfully exempted by the Freedom of Information Act from the Act's open meeting requirements, were heard, discussed or considered by council during the executive session.