

Project Descriptions

FY 2019 DRAFT Interdepartmental Long-Range Planning Work Program

Project descriptions for items in the draft work program for FY 2019 are provided below in the same numbered order as those shown in the Bar Chart, with participating departments shown in parentheses. A section on anticipated major development cases is provided at the end.

Plans/Projects

1. *RPCA Strategic Master Plan Update (RPCA, ACPS, TES, GS)*
The purpose of the Strategic Master Plan for Recreation, Parks and Cultural Activities is to provide a broad policy and management framework to guide decision-making to meet current and future land use and recreational needs of Alexandria residents for the next five (5) years. The recommended vision, policies, and actions are intended to further the city's comprehensive planning approach for the recreational needs for residents, the existing work force, and visitors to Alexandria. This project began in Spring 2017 and will be completed in Spring 2018.
2. *Athletic Field Study Update (RPCA, ACPS)*
RPCA will compile a status report on the successes to date of implementation of the 2006 Athletic Field Study. In addition, the update will identify current, future projected field use demand, examines existing, and planned new fields, identify areas that should be reprogrammed for adaptive re-use based on existing needs, provide costs and benefits of the various alternatives, and determine desired locations and field types to meet priorities.
3. *Pocket Park Plan (RPCA, TES)*
In 2012, the Division of Park Planning, Design, and Capital Development began planning for parks by typology. Pocket Parks are the next typology that the Division will be planning. These parks are publicly owned, no larger than 0.5 acre, and have no recent existing plans. The planning process for sixteen pocket parks is slated to begin in March 2018.
4. *Resolution 830 Modernization (PZ, Housing)*
The Resolution 830 Modernization initiative is a community discussion to review and potentially revise and/or expand Resolution 830. Among the goals are to develop a common interpretation and understanding of Resolution 830 and required "replacement units," and to update the document to reflect opportunities and constraints that have emerged over time. The process will begin in January 2018 with stakeholders invited to participate in a series of meetings that will conclude by March 2018. A final report and recommendations, including a Draft Revised Resolution 830, are anticipated for release and adoption in late Spring 2018.
5. *Route 1 South Housing Affordability Strategy (PZ, Housing, TES, RPCA, AEDP, OHA)*
This planning effort will focus on the Route 1 area south of Duke Street (a portion of the Southwest Quadrant Small Area Plan). The timing of this effort is closely tied to the expiration of affordability contracts on two affordable multifamily rental properties in the corridor. This initiative will engage the community in exploring options for the future preservation of the multifamily rental properties, including their potential redevelopment as

mixed-income communities to preserve and/or expand existing housing affordability. This study will also look at ways to improve pedestrian safety and accessibility and enhance neighborhood character. This study is partially funded by the Virginia Housing Development Authority (VHDA) which has provided a grant to cover consultant costs related to market and housing studies necessary to prepare for the January 2018 public launch of the planning effort. Intensive engagement of stakeholders is planned: following a series of pop-up events and a community meeting, a multiple day charrette is scheduled for late Feb-early March. There will also be opportunities for online engagement and comment. It is anticipated that the resulting “Strategy” will be presented to City Council for its approval prior to the June 2018 recess.

6. *Environmental Action Plan / Green Building Policy Updates (TES, PZ, RPCA, Housing, GS)*
Per the City Council’s Eco-City Alexandria initiative, the Environmental Action Plan 2030 (EAP) was adopted by City Council in 2009 following significant efforts from several City departments and an extensive public outreach campaign. The EAP calls for updating the EAP at least every five years and the Eco-City Charter every ten years. These updates are aimed at maintaining the EAP’s relevance, prioritizing efforts, and enhancing its effectiveness in leading the City further toward environmental sustainability and achieving the City’s long-term goal of becoming a true Eco-City. In consultation with the Environmental Policy Commission (EPC), staff is updating the EAP in two phases. Phase 1 short-term focused principle areas are planned to go before Council May 2018. Phase 2 of the remaining short-term principle areas and all mid- and long-term action items is planned for Council consideration June 2019. The EAP work program incorporates the Green Building Policy update and the expectation is that a new Green Building Policy would be adopted no later than the adoption of phase 2 of the EAP Update in June of 2019.

7. *Landscape Guidelines Update (PZ, RPCA, TES)*
The Guidelines, first published in 1997, were last updated in 2007. This effort will update the guidelines to reflect goals and recommendations contained within the Urban Forestry Master Plan and the Environmental Action Plan, both approved by City Council in 2009. City Council endorsement is planned for December 2018.

8. *Transit Vision Study (TES, PZ)*
The goal of the study is to identify existing bus transit needs in Alexandria, as well as future projected needs and untapped markets, and develop an unconstrained, non-biased future bus transit network / alignment that responds to current and projected needs. Similar efforts have been conducted in cities such as Houston, Jacksonville and San Jose, where similar plans were used to adapt the transit system to existing and future demographics and land use. The study will heavily focus on data to develop the proposed network.

9. *Intelligent Transportation Systems (ITS) Initiative (TES)*
The City’s ITS initiative is a series of transportation-related technology projects to improve mobility throughout the city. The intent of these projects is to create a technology infrastructure that will allow incorporation of future, yet to be developed emerging technologies such as autonomous self-driving vehicles. The current complement of projects includes the following: 1) ITS Integration Phase I (complete); 2) ITS Integration Phase II (in

construction); 3) ITS Integration Phase III (in design); 4) ITS Integration Phase IV (concept); 5) Transit Vehicle Signal Priority Van Dorn/Beauregard (complete); 6) Transit Signal Vehicle Priority Duke St/Rte. 1 (bidding construction); and, 7) Traffic Adaptive Control (concept).

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

The Transportation Master Plan was approved by City Council in 2008. The Transportation Commission has recommended that the City conduct an update to this plan every 5 to 8 years to stay current with the changes occurring in the City including new development, implementation of high capacity transit corridors, and Capital Bikeshare, and to ensure that the City's policies and recommendations are current with best practices and industry standards. An updated Bicycle-Pedestrian chapter was approved by City Council in 2016. This effort will update the Streets, Parking and Intelligent Transportation Systems (ITS) chapters. Internal work for the Transportation Master Plan Update has begun; the property will conclude in Fall 2019.

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

Following almost a decade of project delays based on changes to ownership structure, tenant control and the real estate market, ownership has begun the process of re-planning the site for development. An interdepartmental staff team led by P&Z will conduct a community outreach process to address the following anticipated topics: density and land use, retail strategy and recruitment, transportation and transit improvements, infrastructure, streetscape and public realm improvements, city facilities, and affordable housing.

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

As a result of City Council's adoption of the framework for the Update to the City's Long Term Control Plan for the Combined Sewer System, the City's Sewer Master Plan will need to be updated. In addition to the Long Term Control Plan Update for Combined Sewer System, this update will incorporate changes from all the small area plan updates including Beauregard Small Area Plan, North Old Town Small Area Plan, Eisenhower West Small Area Plan, etc. Updated population and growth projections will be used for updating hydraulic and financial models. The plan will be budgeted for FY 2019 and work will be completed by the end of FY 2020.

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

Prior to the 2020 Census, City staff will conduct community outreach in pursuit of a "complete count." The City's complete count effort in 2010, led by P&Z, engaged local and regional partners to spread the word about the importance of participating in the Census. Since many funding, budget and other decisions are based on a locality's population, and the decennial census is the one chance every ten years to "get it right," it is important that every Alexandrian be counted. The result of the 2010 effort was improved participation, especially in neighborhoods with high percentages of foreign-born persons. Staff recommends a similar approach for the 2020 census, with planning and outreach beginning in late 2018.

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

Phase 1 of the Eisenhower East Plan Update was completed in January 2018 and included amendments to the Plan allowing new flexibility for residential, retail and hotel land uses on certain parcels, responsive to significant changes in office market demand and occupancy to ensure that the Eisenhower East area can remain competitive in the coming years. Phase 2 of the Plan update is proposed to begin in mid FY 2019. Some of the topics anticipated for consideration include potential additional density and/or land use conversions, retail strategy, streetscape and public realm improvements, options or strategies for affordable housing, and interim uses. Recognizing the changing needs of office and retail and associated amenities, the purpose of the Plan update process will be to determine the optimal balance of office, retail, hotel, residential, and other land uses, as well as appropriate land use flexibility, given the City's unchanged goal for Eisenhower East to remain one of the City's key economic development engines.

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

This effort will follow up on the ideas generated at the Architecture Forum held in April 2015, with the long term goal of updating the City's design principles to guide future development. The second Architecture Forum is anticipated to be held in June 2018 and include tours of recent projects as well as panel and roundtable discussions.

16. Parker-Gray Zoning (PZ)

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

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

Beginning in 2016, the City began working with businesses and neighborhood associations along Mount Vernon Avenue to discuss pedestrian safety and accessibility improvements for the corridor. The recommendations, which included additional bicycle parking, extended sidewalks, shortened crossing distances and accessible bus stops are currently in design. Additionally, the City released a survey in fall 2018 to obtain input from community members living and working around Mount Vernon Avenue regarding priority traffic safety challenges and possible solutions that could also be addressed with this project and the resurfacing of the corridor in FY 2019. Over 700 responses were received through on street interviews and through the online survey. Based on this feedback, City staff will develop prioritized short term safety improvement options to include with this project, consistent with the City's Vision Zero goal.

Following completion of the Landmark Mall Re-planning work and Eisenhower East Phase 2 Plan Update, staff will undertake a strategic update to the two Mount Vernon Avenue Plans (2005 Mount Vernon Avenue Business Plan and 2003 Arlandria Action Plan). Staff will reach out to stakeholders in FY 2018 to better understand the scope/need for a Plan update; the potential draft scope and purpose of this strategic update would be to look at the Mount Vernon Avenue area from Nelson Avenue to South Glebe Road, addressing the following

topics: 1) District Competitiveness, 2) Update to Guidelines for Redevelopment Sites and Leslie Avenue, and 3) Implementation - Priorities and Funding.

18. Joint City Schools Facilities Master Plan

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

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

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

As part of the "net benefits agreement" with the National Park Service (NPS) with regard to the Potomac Yard Metrorail Station, the City will participate in an NPS-led master plan effort for Daingerfield Island. Timing for the start of the master plan process is uncertain, but would not begin before FY 2020.

Studies/Policy Initiatives

20. Residential Parking Permit Districts/Parking Meter Locations and Pricing (TES)

On-street parking is one of Alexandrians' biggest concerns, and directly affects access and quality of life. Currently, the City Code does not allow for a proactive, staff-initiated process to create a new residential parking permit district or to update the restrictions within existing districts. There are certain situations where a comprehensive, staff-led approach to creating residential parking restrictions would be appropriate, such as creating a district around a new Metro Station or retail area. Starting in spring 2018, staff will review the current process and propose options for a staff initiated process, with the goal of a public hearing for a change to the City Code at the end of 2018. In addition, Staff identified the City Code as a barrier to effective on-street curbside management by restricting Staff's abilities to implement parking meters. This effort will also analyze staff-led approaches to using parking meters in order to solve problems of parking shortages and promote more parking and turnover in commercial areas.

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

This effort will look at issues related to open space in new development, such as whether there should be guidelines for different types of open space (ground level and rooftop) and investigate a process for developer contributions for off-site open space.

22. Census, Forecasting and Demographics (PZ)

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

Plan Implementation

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

1. Del Ray Parking Study Implementation & Parking Technologies (TES)

In 2016, Staff updated the parking occupancy data within the study area conducted public outreach to discuss key findings and recommendations from the Del Ray Parking Study and review updated parking data. Short-term recommendations will be implemented and long term recommendations will be considered through a future budget process. The parking technologies project provides funding for the deployment of new parking technologies, such as real time parking occupancy systems for on-street spaces and parking garages/lots, web-based interactive parking map, dynamic signage that illustrates real-time parking availability in city-owned garages, and other parking technologies. These technologies will mostly be off-the-shelf solutions requiring minimal design and engineering.

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

In order to achieve the vision for the area encompassed by the Plans, a number of action items are needed to begin implementation, as well as significant funding for related studies and analyses.

Implementation Studies underway – Completion in FY 2018:

- Air Quality Modeling Analysis near Van Dorn Metrorail Station: Preliminary air quality modeling results revealed possible height limitation of tall buildings near the Covanta facility. This modeling exercise will more accurately project air quality impacts and identify potential mitigation strategies to reduce impacts or constraints.
- Infrastructure Plan: This engineering and design effort will further refine the proposed infrastructure supporting planned redevelopment in the Landmark/Van Dorn Corridor and Eisenhower West plans. The infrastructure plan includes a sanitary sewer study across both plan areas and a 10% design roadway infrastructure study focusing on the multi-modal bridge alignment, the Farrington connector alignment, Eisenhower Avenue, and Metro Road. The work will facilitate redevelopment by making it clear where proposed roadway infrastructure can be located, and, in the case of the sanitary sewer, capacity constraints and constraint mitigation. The work will also refine cost estimates, which will be useful in determining a funding strategy.
- Developer Contributions Analysis: This analysis will determine the extent to which developer contributions can be used to fund infrastructure in these two small area plans.

Upcoming Projects

- Backlick Run Restoration Master Plan: This will focus on the inaccessible/degraded stretch of Backlick Run located between the City/Fairfax County line and Cameron Station to revitalize it into an active greenway, a key open space feature of the Plan.
- Combined Energy and Reclaimed Water Feasibility Study: This engineering study will evaluate the feasibility of a district energy system taking advantage of the large energy source produced at COVANTA and the feasibility of using treated water produced and developed in the EW area and all along Eisenhower Avenue.
- Van Dorn Metro Multimodal Bridge Preliminary Design and Engineering: While some preliminary design and engineering for this bridge will be done during the Infrastructure Plan, this initiative will complete the design and engineering for this important bridge.
- Van Dorn Street Bridge Widening Analysis; Widening the Van Dorn Street bridge is an alternative to the Multimodal Bridge if the Multimodal Bridge is found to be infeasible.
- High Street Preliminary Design and Engineering: High Street is a new road called for in the Landmark/Van Dorn Corridor Plan, that runs parallel to Van Dorn Street and connects, via a Bridge over Duke Street, to the Landmark Mall site.

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

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

- Public Buildings: Co-location Opportunities for Affordable Housing: Based on the initial recommendations of the Joint Facilities Investment Task Force, it is anticipated that exploring co-location opportunities for affordable housing will be among the criteria for early assessment of every future City and ACPS capital project included in the group's final report (January 2018). These opportunities might include senior living options such as affordable assisted living. Some recommendations regarding assessment of opportunities for co-location of affordable housing/senior living with municipal facilities have already been embedded in Small Area Plan updates. Staff work to refine the criteria and process for encouraging and evaluating co-location options is anticipated through FY 2019 (P&Z, Housing, General Services, REA, GIS, ACPS, ARHA, others).
- Microunits Study: At City Council's request, Housing undertook a study of microunits in FY 2018 that included research, consultation with NAIOP, and community outreach via the City's Parking Day event, when a 100 sf parking space on Pitt Street was turned into a micro-unit model home. Housing staff will share its findings with Planning Commission and City Council in Spring 2018. At this time, no further formal study, policy work or amendments are planned although staff will look for future opportunities as local market conditions evolve.
- Mixed Income Assisted Living Development/Senior Living/Contributions for Senior Living Facilities: Due to staffing capacity limitations, starting up an interdepartmental staff group to develop a framework to support a potential future assisted living facility, including regulatory, financial and operational requirements and best practices will begin in late FY 2018/early 2019, or as soon as the more time-sensitive Route 1 South and Resolution 830 public engagement processes are completed. The

- initiative will also look at whether senior housing is permitted in all locations where it is appropriate. In addition, the group will work with senior living developers, NAIOP, and representatives of the Commissions on Aging and on Persons with Disabilities to develop a contribution policy for residential facilities that specifically serve seniors and/or disabled, including those providing cognitive and or other health/nursing services to residents.
- Land Use Conversions: as part of HMP implementation and the emergence of multiple conversion projects, in FY 2018-19 Housing will review contribution policies for affordable housing for conversions with developers, land use counsel and other stakeholders to ensure more certainty in the development process.
4. Motorcoach Study (TES)
In 2016, the Motorcoach Task Force was reconvened to discuss potential recommendations for motorcoach policies to address the impact of development on existing motorcoach facilities. In 2017, the Task Force finalized these recommendations, which are intended to address general motorcoach policies and identify additional parking and unloading/loading locations. Implementation of these recommendations is currently underway.
 5. Old Town North Small Area Plan (PZ, TES, Housing, RPCA, AEDP, OHA)
Near term implementation tasks now underway include a developer contributions analysis, establishment of the arts district, and a zoning text amendment allowing bonus density for arts uses. In FY 2019, additional implementation work will focus on NRG innovation uses and conversion of the rail corridor to a trail.
 6. Public Art Implementation Plan (RPCA, PZ, TES, GS)
Plan implementation will continue.
 7. Resource Recovery Long Range Strategic Plan (TES)
The Resource Recovery Division in collaboration with a consulting team is developing a strategic plan to guide the City's solid waste management for the next twenty years. The division has retained HDR Engineering, Inc. to provide consulting services with respect to solid waste and recycling programs offered to residents and commercial and business entities. The City is looking to examine how it currently manages its solid waste and recyclables and evaluate future long-term management strategies. Given the extended time frames required for any major changes, the City would like to analyze some of the broader questions and issues that lead up to making any major decisions. For example, the City is looking to evaluate the current solid waste management services provided to residents as compared to services provided by other communities of a similar size. The City also wants to evaluate if the suite and cost of services they provide is in line with communities with similar socioeconomic demographics. Lastly, the City wants to know if there are any other services, communication methods, or management techniques that they should adopt to provide their residents with quality services at a reasonable price. The strategic plan is scheduled to be completed by the Fall of 2018. Community engagement is on-going.
 8. Sanitary Sewer/Combined Sewer Overflow (CSO) Plan (TES, ARenew, DPI, RPCA, PZ)

The City submitted the Long Term Control Plan Update to the Virginia Department of Environmental Quality (VDEQ) for approval on December 2, 2016. As part of the 2017 Virginia Legislative Session, legislation was passed and signed by the Governor, that requires the City to revise its 2016 Long Term Control Plan Update to meet the 2017 legislation. The legislation requires the City to remediate all of its combined sewer outfalls, requires that construction of future combined sewer infrastructure projects begin no later than July 1, 2023 and that construction of these projects be completed by July 1, 2025. The City is currently in the process of revising its plan and will be providing updates on the development of the plan, along with seeking input, as part of the Ad Hoc Combined Sewer System Plan Stakeholder Group. This group will meet Fall 2017 through Spring 2018 as the plan is developed. The City intends to submit its revised Long Term Control Plan Update to VDEQ by June 1, 2018. The new legislation requires VDEQ to determine, by July 1, 2018, what actions are required by the City in order to comply with the legislation.

The FY 2018 budget includes \$390 million in funding to address all four of the outfalls in the City's Combined Sewer System and sewer system wet weather issues. This budget is expected to be modified in FY 2019 to align with the requirements of the new legislation and the new Long Term Control Plan currently under development.

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

Stormwater mandates in the Chesapeake Bay (Bay) Total Maximum Daily Load (TMDL) Phase 1 Action Plan, required under the City's Municipal Separate Storm Sewer System (MS4) general permit issued by the Virginia Department of Environmental Quality (VDEQ), was submitted in FY 2016 and approved by VDEQ. Costly infrastructure projects and strategies committed under this action plan continue to be implemented. Subsequent phases of the Bay stormwater mandates and associated updates to the City's Action Plan to include Phase 2 and Phase 3 require substantially increased funding to implement costly infrastructure projects to meet regulatory targets no later than FY 2028. Total program costs over the 15-year implementation period could approach \$100 million. As part of the FY 2018 budget process, City Council adopted a Stormwater Utility (SWU) to provide a dedicated funding source to address these increasing costs. The fee will fund stormwater mandates more equitably than by raising the real estate tax, since a fee shifts stormwater management costs to the properties with greater impact on stormwater runoff by linking the fee amount to the generation of stormwater from a property's impervious areas, which are hard surfaces such as rooftops, parking areas and sidewalks.

Following SWU adoption, the implementation phase includes the preparation of the customer database and billing systems, and development of credit policies and associated credit manuals for ways that property owners may reduce their fees. In October 2017, City Council adopted the Non-Residential Credit Manual as a way for these property owners to reduce the fees starting 2018. Beginning May 2018, all property owners will see the new Stormwater Utility Fee included as a line item on real estate bills. Single-family residential property owners will pay based on the type of property they own. The fee for all non-residential properties, such as commercial, industrial, apartments, nonprofits, and religious facilities,

will vary based on the amount of the property's impervious area. During the 2018 calendar year, staff will continue the extensive public outreach, to include the framework for the development of the Single Family Residential Credit Manual that the City Council will consider for adoption in Fall 2018 for ways that these property owners may reduce their fees starting 2019.

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

The City's Strategic Facilities Plan, anticipated for completion in Spring 2018 will include priorities and recommendations for specific implementation tasks in FY 2019 and beyond.

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

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

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

12. Wayfinding (TES, PZ, RPCA)

Pedestrian kiosks in Old Town and new highway signs were installed in FY 2017. Completed in December 2017 was the installation of 73 vehicular signs on major corridors throughout the City. The invitation for bid for the next phase of installation of vehicular signage has been released and a notice to proceed is expected before the end of February 2018. An invitation for bid for Phase 4, gateway signage, is expected to be released in FY 2018. In addition, a new Metro station kiosk at King Street will be installed as part of the bus loop reconfiguration project managed by the Department of Project Implementation. Freestanding interpretive panels and destination identity signs are expected to take place in FY 2019.

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

DPI, in coordination with TES, is leading the Design work for the West End Transitway. TES and DPI decided to implement the Transitway in a phased approach, consistent with information shared with the public and City leadership. A RFP (Request for Proposals) to complete 100% Design on the Northern Segment (Landmark Mall to the Pentagon) will be released in 2018 and will be funded by existing NVTA (Northern Virginia

Transportation Authority) 70% funds. The Design phase will include technical work, interdepartmental coordination, and external stakeholder engagement.

14. Waterfront Plan (DPI, PZ, RPCA, TES):

Waterfront Plan implementation activity is on-going with the preliminary infrastructure design and permitting processes related to construction of “core area” improvements, flood mitigation, the riverfront promenade, and King Street Waterfront Park. Subsequent to Council approval of the Schematic Landscape and Flood Mitigation design in June 2014, Staff developed a plan implementation construction cost estimate totaling \$120 million, and conducted a civic engagement process to prioritize the improvements which was approved by council in January 2015. The initial project area was identified as the “core area” or the area generally bounded by Duke Street, Queen Street, Union Street and the Potomac River. The implementation priorities were identified as flood mitigation, the riverfront promenade and King Street Waterfront Park; which were programmed for funding in the Fiscal Year 2016 to FY 2025 Capital Improvement Program (CIP). Demolition of the existing building at 1 King Street, and construction of an interim park at the foot of King Street will begin in early 2018 with completion of King Street Waterfront Park in the late fall 2018.

15. Vision Zero Action Plan & Complete Streets Program

The ongoing implementation is a City priority to eliminate traffic deaths and serious injuries by 2028. Work in FY 2019 will focus on short-term improvements, education and outreach, data collection and planning for longer-term engineering improvements. The Complete Streets program funds capital infrastructure improvements to the non-motorized transportation network, including sidewalks, curbs, gutters, pedestrian crossings, on-street bicycle facilities, bicycle parking, and access ramps throughout the City. The implementation of these improvements is coordinated with annual street resurfacing programs.

Ongoing/Other Projects

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

Plan implementation continues. Planned highlights include the annual Quality of Life Walk to identify issues of health and safety that need to be addressed in the community and periodic newsletters to inform the community of important news.

17. Braddock Plan Implementation (PZ, RPCA, TES, Housing)

Plan implementation continues with construction of streetscape improvements on Fayette Street in FY 2018-19 and community input on projects related to recommendations in the Braddock Plan, including redevelopment projects.

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

Plan implementation continues with an emphasis on the review of development applications by staff and the Beauregard Design Advisory Committee (BDAC), including the Monday Properties site. Coordination will also continue with long-term planning for the West End Transitway and the Seminary-Beauregard Ellipse. In FY 2019, Housing will continue outreach to the Beauregard tenant community and updating of a resident database, including the prioritized wait list for committed affordable units (CAUs). Housing will continue to

market and refer placements from the database (and elsewhere) into the 105 committed affordable units at Southern Towers and the 93 affordable units at St. James Plaza (project to be completed and occupancy to begin in April 2018). Housing and Planning will also continue to process and monitor development and financing of future affordable housing resources for Beauregard, which currently include The Gateway at Beauregard King (74 affordable units under construction) and the Church of the Resurrection site (113 affordable units, DSUP and City financial support approved January 2018). Pending an award of tax credits, it is anticipated the Resurrection project will begin construction in Spring 2019.

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

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

20. Central Alexandria Traffic Study

In response to resident concerns about increased traffic and traffic diversion into neighborhoods in central Alexandria, City Council has directed staff to conduct a comprehensive traffic study, which examines traffic volumes, speeds, and traffic origins and destinations. The traffic study specifically focuses on Seminary Hill, Seminary Ridge, Clover College Park, and Taylor Run Civic Association areas. After reviewing comments and addressing public concerns, Task Force members will work collectively to identify and prioritize the key locations and issues in the Study. Staff will work with the Task Force discuss both short-term mitigation improvements that can be implemented as part of this Study process and longer-term items that would need to be addressed in future efforts, such as the update to the Transportation Master Plan.

21. Civic Engagement (PZ, All Departments)

Civic Engagement Implementation is an interdepartmental effort led by the Department of Planning and Zoning to integrate the recommendations of the 2012-13 What's Next Alexandria initiative into the City's public decision-making processes by following the communications and engagement principles and framework established in the Council adopted [What's Next Alexandria Handbook for Civic Engagement](#).

22. City Noise Code Revision

The Office of Environmental Quality (OEQ) is responsible for enforcing Noise Control in the City of Alexandria. The Noise Control Code can be found in Section 11-5 in the Alexandria City Code. This project's objective is to update the City noise code to ensure proper enforcement and applicability to future land uses that can have significant impact on noise, and thus affect the quality of life of Alexandria's residents.

23. DASH (TES, DASH)

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

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

In 2014 Dominion Virginia Power proposed constructing a new 230-kilovolt underground transmission line between Alexandria and Arlington in the vicinity of Jefferson Davis Highway and Potomac Yard. The project would add and upgrade equipment at the existing switching station on E. Abingdon Drive in Alexandria, and connect it to the Glebe Substation on S. Glebe Road in Arlington. City Council established an Ad Hoc Underground Transmission Line and Substation Working Group (UTLWG) to examine quality of life, economic, electric reliability, environmental and transportation impacts associated with the proposed project, and to make recommendations to staff, the City Manager and Council on matters pertaining to the project. In early 2015, Dominion notified the City that due to a lower forecast for electrical demand, they would be performing an engineering analysis and delaying their plans to build the transmission line. In early 2016, Dominion notified the City that the updated forecast analysis was completed and reaffirmed its belief that a new 230kV line between the Glebe Substation and Potomac River Substation would provide the most effective solution to projected reliability concerns. With this information, the City re-established the UTLWG and Dominion hosted a community meeting in March 2016 to update the public on the status of the project. The Council approved the UTLWG Recommendations and Resolution opposing above ground transmission lines in May 2016. The CSX corridor was designated as the least objectionable alignment as outlined in the UTLWG memo to Council. Dominion began investigating the CSX corridor alignment, moving forward with the preliminary design and CSX coordination and planned to submit their package to the SCC in December 2017. In December 2017, Dominion informed City staff that there was a significant cost increase due to right of way acquisition costs, engineering and operations considerations. In light of this, Dominion asked the City to reconsider a new route along or near Potomac Avenue. In January 2018, the City and Dominion reconvened the UTLWG to ask them to consider this new alignment. The UTLWG determined that they needed more information on the new alignment before making a recommendation. The City and UTLWG are developing questions for Dominion on the new alignment for discussion at the next UTLWG meeting in February 2018. Dominion intends to file with the SCC in the second quarter of 2018. The projected in-service date for the new transmission line is June 2023.

25. Fort Ward Management Plan Implementation (RPCA, OHA)

Implementation of the Fort Ward Park and Museum Area Management Plan approved by the City Council in January 2015 will continue with available funding in operating and capital budgets. This effort will include coordination of the implementation of the plan with the City Manager-appointed Fort Ward Plan Implementation Monitoring Group representing all stakeholders. Initial phase of the plan implementation includes storm water management, site archeology, interpretative plan development, oral history project, tree planting and ADA accessibility.

26. Infill Regulations (PZ)

The City's Infill Regulations have generally been very successful in ensuring that new infill development, one- and two-family homes, are compatible with existing neighborhood fabric and minimize impact to adjoining properties. However, there are specific elements that deserve a fresh look, including provisions that are difficult to apply in unusual situations

(unusual topography, irregular blocks) or which inadvertently discourage home styles that are compatible with their neighbors, such as in Del Ray. Staff is currently analyzing elements of the infill regulations and will bring forward proposed revisions for public comment and consideration for adoption. The planned approach will be to select a specific element for review, discuss it with the community, and then bring a proposed revision to hearing, beginning in the second half of FY 2017 and bringing one or two issues to Council per fiscal year. Because the infill regulations are complex and interlocking, addressing one issue at a time will allow staff to ensure that proposed changes do not have unintended outcomes.

27. *North Potomac Yard Rezoning (PZ, TES, RPCA, Housing, AEDP)*

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

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

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

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

Phase One of a five-phase digital field survey of the 4,000 structures in the Old and Historic District, funded by grants from the National Park Service and Historic Alexandria Foundation, was successfully completed in 2014. The survey is being performed by volunteers using digital tablets with a GIS web-based app created by Planning and Zoning staff with the assistance of GIS staff. The NPS funded upgrades to the app in 2015 and made the app available nationally as part of its 100th anniversary in 2016. Phase Two, the largest of the phases, was launched in 2017 and will be completed in summer 2018.

30. *Open Space Master Plan Implementation (RPCA)*

Staff reviewed progress made toward the goals set forth in the 2003 Open Space Master Plan, including successfully reaching the goal of gaining 100 acres of additional public open space by 2013 (7.3 acres/1000 residents). In conjunction with providing a status update, staff will propose additional recommendations to support continued implementation of the Open Space Master Plan. Additional updates will include information on the development and implementation of a Natural Resource Management Plan in conjunction with the protection and enhancement of the City's open space/natural areas. A 10-year Implementation Plan was endorsed by City Council and the Planning Commission in 2017.

31. *Oronoco Outfall Remediation (TES)*

The City continues to address environmental concerns associated with the Alexandria Town Gas – Oronoco site (ATG-Oronoco). Since entering the site into Virginia's Voluntary Remediation Program (VRP) in 2000, the City has made considerable progress towards remediation. Over the decades during which many of these manufactured gas plant (MGPs) operated, coal tar leaked from storage and processing facilities and contaminated surface soils, subsurface soils, and groundwater. Committed to addressing issues associated with the site by pursuing cleanup under Virginia's VRP, the City has been proactive in satisfying all

requirements of the VRP to date. The City has prepared a revised Remedial Action Plan (RAP) for an environmental remediation of the Oronoco MGP outfall site to remove approximately 2,900 cubic yards (CY) of impacted sediments containing tar-like and oil-like material via mechanical dredging. Removal of the impacted sediments and restoration of the site will provide an enhanced benthic environment for native marine species and reduce the risk to human health.

32. Permitting System Software Implementation (Code, PZ, RPCA)

The City's land development process is supported by multiple City departments and agencies, workflow processes and computerized systems. These processes and systems support the administration of development review, zoning permits, right of way permits, building and trade permits, and enforcement. The City's primary computerized land use management system (Permit Plan) is approximately 20 years old, and while it has served the City well, the system has reached the end of its useful life. The City plans to replace this legacy software with more modern, up-to-date technology that will help address the City's current challenges to provide online permit processing, online payments, and online plan review. Electronic Plans Submission is also part of this project. The new land use management system will be an enterprise system that will be used primarily by the Departments of Code Administration, Planning and Zoning, and Transportation and Environmental Services. In addition, other departments within the City will have access to the system as needed including Fire, Police, Health, Housing, Recreation, Real Estate, Archaeology and DASH. The configuration and implementation of the new permitting system kicked off in early 2017 and is expected to take approximately 2 years to finalize depending on the modules implemented and the services provided. This project is fully funded by building permit fees.

33. Parks Plan Implementation (Citywide and Neighborhood) (RPCA)

Implementation of these plans will continue.

34. Regional Transportation Initiatives (TES)

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

35. Regional Planning and Policy Initiatives (All Departments)

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

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

Implementation to continue.

37. Urban Forestry Master Plan Implementation (RPCA)

Implementation of this plan will continue.

Interdepartmental Development Review

On the development side, the number of known major redevelopment projects that will require significant staff resources from multiple departments in FY2019 is anticipated to continue to be very high. A number of projects will require a level of effort that is well beyond the average development case, including considerable additional public engagement. In addition, considerable staff resources are necessary in the post-approval process, during final site plan review and during construction, to ensure that constructed projects comply with approvals. These include:

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

City Capital Projects: Staff is currently reviewing Fire Station 3, which is expected to go through the final site plan review process this year. Staff is also reviewing the final site plan for the Interim Fitzgerald Square project anticipated for construction this April. Staff is also expecting to be involved on the review of the Combined Sewer (CSO) separation project.

ARHA Redevelopment Sites: Redevelopment of the ARHA RFP sites into mixed-income communities will continue with processes related to the pending DSUP for Andrew Adkins in FY 2019, and initial community engagement related to the future redevelopment of ARHA's Cameron Valley sites. Redevelopment initiatives will involve coordination and participation of City staff from multiple departments, including Housing, Planning and Zoning, T&ES and others as well as robust community engagement and coordination with the ARHA Redevelopment Work Group (which includes representatives from City Council, Planning Commission and the ARHA Board of Commissioners). A two-phased approval process is likely as ARHA hopes to secure land use approvals for the Adkins site by late 2018 in order to submit an application for low income housing tax credits in March 2019, however staff anticipates that significant challenges may have to be addressed related to city requirements regarding replacement (Resolution 830) units and temporary and permanent relocation of ARHA residents impacted by redevelopment.

Affordable Housing Projects:

- Fairlington Presbyterian Church (FPC): Wesley Housing has been selected to develop the rear portion of the FPC site. Wesley proposes an 81-unit affordable rental building and received a predevelopment loan request in June 2017 to undertake studies and engineering as well as architectural and design work to assess project feasibility. Pending feasibility, this project is currently anticipated for a Fall 2018 public hearing and to be the City-supported 2019 tax credit project.
- Alfred Street Baptist Church (ASBC): A major church campus expansion, including addressing the existing affordable housing within the redevelopment site, is in the development review process now. A Memorandum of Understanding between the City

and ASBC is being developed to memorialize the Church's commitments to the community to provide comparable temporary and permanent relocation options for the 22 households impacted, to develop 22 net new affordable units within the City and to work with the City and HUD to preserve the existing affordability contracts within the City. Construction is not expected to begin until after FY2019 or later when the affordability status of the on-site affordable housing expires.

Beauregard Plan Projects: The former JBG Smith's Mark Center portfolio includes six residential and one retail property: Brookdale at Mark Center; Hillwood at Mark Center; Lynbrook at Mark Center; MeadowCreek at Mark Center; StoneRidge at Mark Center; Willow Run at Mark Center and the Shops at Mark Center. In August 2017, Morgan Properties, a Pennsylvania-based owner-operator of multifamily rental properties, purchased the portfolio. They have stated an intention to update and operate the properties as rental units for the near term. Staff is working with them on proposed maintenance and renovations.

Braddock Metro Neighborhood Plan Projects: The City and WMATA completed guidelines for the redevelopment of the Braddock Metro Station consistent with the Braddock Metro Neighborhood Plan. These guidelines have been posted to the WMATA website. Interested developers are now able pursue redevelopment through an unsolicited bid process. Progress on the Andrew Adkins redevelopment is likely to spark new interest in the Metro site. Braddock Gateway Phase II is expected to submit a final site plan to be reviewed and approved Summer of 2018. Phase III is expected to go to hearings for a DSUP in late 2018/early 2019.

Eisenhower East Projects: Development interest in the Eisenhower East area is high, stimulated by the National Science Foundation (NSF) and the transit proximate location. The addition of the proposed Wegman's development on Blocks 4 & 5 has further increased interest, and staff anticipates applications for plan amendments to blocks adjacent to the Metro station. Perseus Realty has indicated their intention to proceed with Blocks 11 & 12 with alterations. Several major projects are expected to break ground in FY 2019, including Carlyle Plaza II, Block 6A, and the Block 20 residential tower. Paradigm Development Company has indicated that they are actively interviewing hoteliers and expect to submit a DSUP for the Block 20 hotel development soon.

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

Old Town North Projects: It is anticipated that a developer for WMATA's Royal Street Bus Garage will be solicited and selected by WMATA in FY 2018 with the development process to follow. Engagement with neighborhood groups in this location and managing the ongoing development process will require significant staff involvement in the redevelopment of this city block in FY 2018. Other Old Town North properties include the Edens project which is under construction with completion expected in the first quarter of 2019. A DSUP for the redevelopment of the Crown Plaza hotel is under review with hearings expected in spring of 2018.

Potomac Yard: Additional major projects in Landbays G and H will likely be moving forward in FY 2019 including a final site plan review for multi-family buildings in landbay H / I, and major amendments to Landbay G to include a hotel project and an office building.,

Waterfront Projects: The Robinson terminal south project will continue to require significant staff resources in FY 2019 with regard to building permit review and on-site inspections. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordination will continue. Robinson Terminal North's plans are likely to undergo a review and revision starting in FY2018 and continuing in to FY 2019.