

ATTACHMENT 2

Project Descriptions

FY 2015 Interdepartmental Long Range Planning work program

Eisenhower West Small Area Plan and Transportation Study

The FY 2014 Interdepartmental Work Program identified the Eisenhower West Small Area Plan (SAP) as the major planning effort to begin in FY 2014. The planning process began in early 2014 with City Council establishment of the Eisenhower West Steering committee, which will provide guidance on process related issues, and some technical content. Community meetings and online engagement will complement the steering committee work, focusing on issue identification, visioning, and the plan framework. At Council's direction, staff has developed a work program to complete the plan as expeditiously as possible, anticipating completion of the draft plan for public review in June 2015, and public hearing and adoption in the fall of 2015.

The associated Eisenhower West Transportation Study has begun and is anticipated to be complete by spring 2015. As the transportation element/analysis of the SAP, the study is intended to help resolve broad transportation issues that impact the Eisenhower Valley, the Duke Street Corridor, and the Landmark/Van Dorn areas. It will include analysis of various land use scenarios for the SAP, and additional analysis of the multi-modal bridge concept recommended in the Landmark/Van Dorn Corridor Plan to identify a more specific alignment.

The Request for Proposals (RFP) for a general planning consultant has closed and submissions are under review. Staff expects to have a consultant team secured in late May and ready to begin work in early June. Funding for the general planning consultant work and a portion of the transportation study is being provided by a local landowner group in the amount of \$440,000. The remaining funding for the transportation analysis (\$175,000) has already been allocated in the FY 2014 budget from the Transportation Improvement Program.

Parking Standards for New Development

The goal of this study is to conduct the analysis to recalibrate the City's parking standards for new development. The parking standards have not been updated in large part since the 1970s, and many factors have changed since then pointing to the need to right size parking requirements. Phase 1 of the study, focusing on residential development, launched in March 2014 with the appointment of a Task Force and a kickoff event featuring a panel of experts. Staff and the Task Force will review current City standards and policies, research best practices nationally and current standards regionally, review and assess the outcomes of approved parking reductions over the past several years, assess parking supply and usage in existing development projects along with an assessment of factors influencing parking demand, such as proximity to transit and walkability of the neighborhood. It is anticipated that Phase 1 of the study will be complete in January 2015. Phase 2 of the study, focusing on commercial development, will begin in spring 2015 with funding in the amount of \$150,000 in the FY 2015 CIP to hire a consultant to conduct the commercial parking counts.

Oakville Triangle/Route 1 West

At the January 2014 City Council work session, staff indicated that the owner of Oakville Triangle would like to redevelop their 13-acre property. The owner, an entity owned by The Blackstone Group, has agreed to fund consultant services and staffing so that the City can engage the community in a process to establish parameters for redevelopment and can process the associated development applications beginning in FY 2014. City Council established an advisory group in March 2014 to facilitate the community process and provide a recommendation to staff. The project represents an opportunity to reap benefits from public investments in the Route 1 Transitway. However, because it is located on the western edge of Del Ray and Lynhaven, it will require significant engagement on the part of the community to help determine the appropriate height, density, use, open space, and framework for multi-modal connectivity, including the important Mount Jefferson Trail.

The scope of the planning effort will include Oakville Triangle and adjacent properties as well as the western side of Route 1 north and south of the site. The community will assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The Route 1 study will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1 to help establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

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.

Del Ray Historic Preservation Plan

This is a two-part study. The first element is creation of a residential pattern book to offer non-binding help for owners, architects and builders who are making alterations and additions to historic Del Ray buildings. The second part of the study is a survey of the Art Deco and Streamline Moderne buildings in the neighborhood. The Del Ray neighborhood is partially located within the boundaries of the Town of Potomac, a National Register Historic District. This effort is funded with \$75,000 in carryover FY 2013 funds for outside technical assistance.

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 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.

Pedestrian-Bicycle Master Plan Update and Complete Streets Design Guidelines

This effort will kick off in June of 2014, with anticipated completion in late 2015. 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 plan approved in 2008 has 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.

Stormwater Management Phase I Plan

According to the state Watershed Implementation Plan and City's MS4 (Municipal Separate Storm Sewer System) permit, the City will have three full MS4 permit cycles to implement the required reductions (2013-2018; 2018-2023; and 2023-2028) of nutrients and sediments in its storm water discharges. During the first cycle (Phase I), the City will need to implement practices sufficient to achieve 5% of the reduction target. During the second cycle (Phase II), the City will need to implement additional practices sufficient to achieve 35% of the reduction target, for a total of 40%. Finally, the City will need to achieve the remaining total reduction target by 2028 (Phase III). Phase I plan is due for submittal to the state by June 1, 2015, and is required to be implemented by 2018.

CSO Plan

The City received a 5-year renewal of its permit to operate a Combined Sewer System (CSS) from the Virginia Department of Environmental Quality (VDEQ) in August 2013. Under this permit, and as part of the City's Eco-City Alexandria initiative, the City will be updating its Long Term Control Plan (LTCP) in order to meet new regulatory requirements and mandated CSO reductions for Hunting Creek. The update to the LTCP will identify the strategy, projects, and schedule needed to improve water quality in Hunting Creek. In addition, a Public Participation Program will be developed such that interested citizens and stakeholders can learn about the impacts of CSOs and provide input with respect to future CSO planning. The LTCP update will be submitted to VDEQ by August 2016. Future infrastructure improvements must be implemented no later than December 31, 2035.

West End Transitway (Corridor C) 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 2017.

Neighborhood Park Improvement Plan

In 2012, RPCA began planning for parks by typology, beginning with Citywide Parks. This 2nd phase of the effort will focus on planning for the City's Neighborhood Parks, parks that often have multiple uses, attract nearby residents, and are typically 0.5 acres to 10 acres with a service area of up to .5 miles. Internal preparatory work will begin in spring 2014 and community engagement will begin in fall 2014, with a draft plan anticipated for summer 2015. The next park typology to be planned will be pocket parks in 2015.

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 was 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, community process for design of flood mitigation and public spaces, an RFP for the reuse of the Beachcomber building, review and approval of the Cummings Hotel, approval of SUP for reuse of the food court building, and study of the unit block of King and 100 block of King. 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 on the landscape architecture work. The FY 2015-2024 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.

Potomac Yard Transitway (Corridor A) and Potomac Yard Metrorail Station EIS: The FY 2015 work program will continue to devote resources to implementation of the Route 1 Transitway, anticipated to open summer 2014, and continuation of the Environmental Impact Statement process for the Potomac Yard Metrorail Station. The final EIS for the Metrorail station will be prepared in 2015.

Wayfinding: Implementation of Phase 2 and 3 will take place in FY 2015, with completion of pedestrian signs in Old Town and vehicular signage on major corridors throughout the City.

Arlandria: In FY 2015, plan implementation will continue with executive committee and advisory group meetings as needed, 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.

Braddock: Implementation work will continue to focus on working with the community to plan for streetscape improvements, implementation of an interim park, and design of the ultimate vision for a one-acre park on the Post Office block. Staff will continue to pursue an agreement with the U.S. Post Office. Planned development in the neighborhood has accelerated, and as it does, contributions are accruing from developers toward the Braddock open space and community amenities funds.

Housing Master Plan Implementation: Implementation work will include policy and regulatory changes, including possible amendments to the zoning ordinance. Other tasks include the pursuit of additional affordable housing partners and funding sources and further development of specific program tools and resources identified in the plan, to advance achievement of the City Council endorsed target of 2,000 affordable units developed or preserved by 2025.

ARHA Strategic Plan Implementation: In accordance with ARHA's Strategic Plan and its RFP, ARHA will select development partners for up to 7 properties, including sites in 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. In addition to these, ARHA has also stated its intention to seek land use approvals to redevelop the Ramsay Homes project, located along Route 1, during FY 2015.

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

Green Building Phase II: It has been five years since the Green Building Policy was originally approved. Staff will dedicate resources in FY 2015 to reexamine the policy and determine what is working well and whether the policy is achieving the original goal envisioned. Staff will make recommendations that may range from minor administrative changes to major recommendations that require going back to Council for consideration.

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.