

Project Descriptions
FY 2019 DRAFT Interdepartmental Long-Range Planning Work Program
JUNE 2018

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 (RPCA) 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 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 and future projected field use demand, examine 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. *Route 1 South Housing Affordability Strategy (PZ, Housing, TES, RPCA, AEDP, OHA)*

This planning effort is focused on the Route 1 area south of Duke Street (a portion of the Southwest Quadrant Small Area Plan). The timing of this effort is tied to the upcoming expiration of affordability contracts on two affordable multifamily rental properties in the corridor. This initiative has engaged 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 and bike safety and accessibility, mitigate impacts of redevelopment on infrastructure, and enhance neighborhood character. This study is partially funded by the Virginia Housing Development Authority (VHDA) which has provided a grant to cover market and housing studies, as well as other charrette costs. Intensive engagement of stakeholders has already occurred, including pop-up events, a weeklong charrette, and multiple community meetings before and after the charrette. Residents of the multifamily property have also been engaged in meetings specifically targeting their needs. Many of these have been live-streamed with the ability for real time online engagement and comment. Following further discussions with the community, Planning Commission and City Council, it is anticipated that the Strategy will be presented to City Council for its consideration in early Fall 2018.

4. Resolution 830 Modernization (PZ, Housing, ARHA)

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 community engagement process with the stakeholder group began in January 2018 and a final report and recommendations is being presented to the ARHA Redevelopment Work Group, the ARHA Board of Commissioners and to City Council for further guidance. Drafting and implementation of a Revised Resolution 830 and/or Priority Housing Unit Policy (if Resolution 830 is extended to other nonprofit housing providers) will take place at the staff level through the first two quarters of FY 2019.

5. Environmental Action Plan/Green Building Policy (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 will be reviewed in a City Council- EPC Work Session in May 2018. Phase 2 of the remaining short-term principle areas and all mid- and long-term action items is planned for Council consideration in June 2019. The EAP work program includes an update to the Green Building Policy with the expectation that a new Green Building Policy would be adopted in June of 2019 with the adoption of Phase 2 of the EAP Update.

6. Landscape Guidelines Update (RPCA, PZ, 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.

7. Transit Vision Study (TES, DASH, PZ)

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

8. Smart Mobility Initiative (TES, ITS)

The City’s Smart Mobility initiative is keeping City streets safe and running smoothly now, while also laying the groundwork for emerging technologies that will shape transportation over the next five, 10, 20 years and beyond. The intent of these intelligent transportation system (ITS) projects is to will improve mobility throughout the city and create a technology

infrastructure that will allow incorporation of future, yet to be developed emerging technologies such as autonomous self-driving vehicles. There are three ITS projects that are currently planned or already in progress; ITS Integration (broken into 4 phases), Transit Vehicle Signal Priority, and Adaptive Signal Control. These projects will enable City staff to use sensors and cameras to monitor live traffic and road conditions to better manage the traffic signals along major corridors, will improve transit service on key bus routes, and will install a series of "smart" traffic signals that can adapt to changing traffic conditions in real time.

9. Transportation Master Plan- Update (TES, PZ, ITS)

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

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

Following almost a decade of project delays based on changes to ownership structure, department store control and the real estate market, ownership has begun the process of re-planning the site for development. An interdepartmental staff team led by PZ 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. It is noted that the Carpenter's Shelter facility is being temporarily relocated to the Landmark Mall site through early 2020 while its North Henry site is redeveloped as a new shelter with affordable housing above ("The Bloom"), however, this interim relocation will not interfere with the re-planning effort or its timing.

11. 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 summer 2018.

12. Sanitary Sewer Master Plan Update (TES, AlexRenew, 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 Beaugard 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 is budgeted for FY 2019 and work will be completed by the end of FY 2020.

13. 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 will be held on June 8 and 9, 2018 and include tours of recent projects as well as panel and roundtable discussions.

14. 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, limited English proficiency households. Staff is planning a similar approach for the 2020 census, with planning to begin in fall 2018.

15. 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 and responsiveness 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. Recognizing the changing needs of office and retail and associated amenities, the purpose of the update 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. 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. It is noted that an Urban Land Institute Mini Technical Assistance Panel (ULI MiniTAP) conducted a feasibility analysis of redevelopment scenarios for the city-owned 2355 Mill Road substance abuse and temporary shelter. The findings from the study will be reviewed as part of the EE Plan Update.

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. Joint City Schools Facilities Master Plan (PZ, ACPS, GS, OMB, RPCA, Housing)

The Ad Hoc Joint City-Schools Facility Investment Task Force 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.

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

Following completion of the Landmark Mall Re-planning work and Eisenhower East Phase 2 Plan Update, staff will undertake a strategic update to the two Mount Vernon Avenue Plans (2005 Mount Vernon Avenue Business Plan and 2003 Arlandria Action Plan). Staff has been holding discussions with stakeholders in FY 2018 on the potential scope/need for the update. Discussions have included suggestions to address the following topics: 1) District Competitiveness, 2) Update to Guidelines for Redevelopment Sites and Leslie Avenue, 3) Implementation - Priorities and Funding, and 4) Historic Preservation.

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 2017 to obtain input from community members living and working around Mount Vernon Avenue regarding priority traffic safety challenges. Over 700 responses were received through on street interviews and through the online survey. Based on this feedback, City staff will develop and implement prioritized short term safety improvement options to include with this project, and potentially design longer-term improvements, consistent with the City's Vision Zero goal.

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 (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.

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

This effort is looking 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) as well as exploring 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. Central Alexandria Traffic Study (TES)

In response to resident concerns about increased traffic and traffic diversion into neighborhoods in central Alexandria, staff conducted a comprehensive traffic study examining traffic volumes, speeds, and traffic origins and destinations. The traffic study specifically focused on Seminary Hill, Seminary Ridge, Clover College Park, and Taylor Run Civic Association areas. After reviewing comments and addressing public concerns, Task Force members prioritized the key locations and issues in the Study. Staff will continue to work with the Task Force to 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.

2. Del Ray Parking Study Implementation (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.

3. *Eisenhower West/Landmark Van Dorn Plan Implementation (PZ, TES, RPCA, Housing, DPI)*
Action items identified in the Plans to begin implementation of the long term vision for the area:

Implementation Studies underway – Completion in FY 2018/FY2019:

- 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. Refinements to the preliminary air quality modeling analysis are currently underway. The 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 two major parts: a sanitary sewer study across both plan areas and a 10% design roadway infrastructure study. The roadway portion of the study focuses on the multi-modal bridge alignment, the Farrington connector alignment, Eisenhower Avenue, and Metro Road. The Infrastructure Plan 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. It 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 Studies

- 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.

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

The Housing Master Plan (HMP) 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.

a. *Public Buildings: Co-location Opportunities for Affordable Housing:* The recommendations of the Joint Facilities Investment Task Force, and the preliminary

recommendations of the Resolution 830 Working Group, encourage exploration of co-location opportunities for affordable housing in future City and ACPS capital projects. These opportunities might also 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).

b. *Microunits Study (Housing, PZ)*: 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 via a report in late 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 may evolve.

c. *Mixed Income Assisted Living Development/Senior Living*: 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, when 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. The group will consult 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 requiring cognitive and or other health or nursing services to residents.

d. *Land Use Conversions*: as part of HMP implementation and emergence of multiple conversion projects and development of senior living facilities, in FY 2018 to 2019 Housing will review contribution policies for affordable housing for these uses with developers, land use counsel and other stakeholders to ensure more certainty in the development process as well as to capture value available to yield additional opportunities for affordable and/or workforce housing, assisted living and memory care, as appropriate.

e. *Accessory Dwelling Unit Feasibility Analysis*: In FY 2020, Staff will conduct analysis on the feasibility of modifying the zoning ordinance to permit accessory dwelling units in certain areas as an option to increase the stock of affordable and accessible housing in the City. The analysis will be accompanied by a public engagement process, and will conclude with a report outlining the benefits and liabilities of a zoning text amendment to allow ADUs, for submission to City Council.

5. 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 underway.

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

In FY 2018, staff completed a developer contributions analysis, establishment of the arts district, and a zoning text amendment to allow bonus density for arts uses. In FY 2019, implementation work will focus on NRG innovation uses and conversion of the rail corridor to a trail/park.

7. Parking Technologies

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

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

Plan implementation will continue.

9. 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.

10. Sanitary Sewer/Combined Sewer Overflow (CSO) Long Term Control Plan (TES, AlexRenew, DPI, RPCA, PZ, CMO)

The City submitted a Long-Term Control Plan Update for the City's combined sewer system 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 that requires the City to revise its Long-Term Control Plan 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 has submitted its revised Long-Term Control Plan Update to VDEQ.

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 2019 CIP 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 the future to align with the requirements of the new legislation and the new Long-Term Control Plan including the agreement with AlexRenew to fund and manage this project.

11. 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 in 2019.

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

The City's Strategic Facilities Plan is substantially underway. The Plan will include priorities and recommendations for implementation tasks in FY 2019 and beyond that will be considered in the Joint City Schools Master Plan and future facilities decision-making.

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

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

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

14. Wayfinding (TES, PZ, RPCA, DPI)

Multiple phases of the Wayfinding program have been implemented over previous fiscal years, including parking directional signs and pedestrian kiosks in Old Town, City park and recreation center identification signs, new highway signs, and most recently, installation of vehicular signs on major corridors throughout the city. Gateway signage is anticipated for FY 2019 as well as a new Metro station kiosk at King Street through the bus loop reconfiguration project managed by the Department of Project Implementation. Freestanding interpretive panels and destination identity signs are also expected for implementation in late FY 2019 – early FY 2020.

15. West End Transitway Design (TES, DPI)

DPI, in coordination with TES, is leading the Design work for the West End Transitway. The Transitway will be implemented in a phased approach, consistent with information shared with the public and City leadership. 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 NVTVA (Northern Virginia Transportation Authority) 70% funds. The Design phase will include technical work, interdepartmental coordination, and external stakeholder engagement.

16. 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 began in early 2018 with completion of King Street Waterfront Park in the late fall 2018.

17. 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

18. 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.

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

Plan implementation continues with construction of streetscape improvements on Fayette Street in FY 2019 and community input on projects related to recommendations in the Braddock Plan, including redevelopment projects.

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

Plan implementations 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, including placements in the 105 committed affordable units at Southern Towers, and marketing/referrals to other area affordable housing resources, including St. James Plaza (93 affordable units completed April 2018), Gateway at King and Beauregard (74 units under construction) and The Spire (113 units, pending financing).

21. 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.

22. 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](#).

23. 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 met in January, February and March 2018. After developing questions and reviewing the new information and data presented by Dominion, the UTLWG recommended that the City Council reconsider Potomac Avenue as a least objectional alternative alignment for the proposed 230kv transmission line. The City Council held a Public Hearing on May 12, 2018 and voted unanimously to support the UTLWG Recommendation on Dominion Energy's 230kV line proposals. Dominion intends to file with the SCC in the third quarter of 2018. The projected in-service date for the new transmission line is June 2023.

24. Fort Ward Management Plan Implementation (RPCA, OHA, TES, CMO)

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. Earlier efforts included coordination of the implementation of the plan with the City Manager-appointed Fort Ward Plan Implementation Monitoring Group representing all stakeholders. The Monitoring Group concluded its work in mid-2017. Initial phase of the

plan implementation included storm water management, site archeology, interpretative plan development, oral history project, tree planting and ADA accessibility. Staff continues to implement the plan as CIP funding is available.

25. *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, 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.

26. *Noise Code Revision (CAO, TES, APD)*

The City's Noise Control Code (Section 11-5 of the City Code) aims to reduce noise impacts on residents. The objective of this project is to update the code to ensure proper enforcement and its applicability to future land uses that can generate noise and have significant impact on the quality of life of Alexandria's residents. It is anticipated that an update to the Code will be docketed for consideration/ adoption by City Council in Fall 2018.

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

Following the 2017 adoption of the North Potomac Yard Plan update, the next step in implementation will be associated regulatory approvals, including CDD Concept Plan amendments, rezoning, and DSUPs.

28. *Oakville Triangle Rte. 1 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, DPI)*

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 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. The dredging work was completed in the Spring of 2018.

32. *Permitting System Software Implementation (Code, PZ, TES)*

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 FY 2019 is anticipated to continue to be very high with projects that will require a level of effort that is well beyond the average development case, including considerable additional public engagement. In addition, staff resources are necessary in the post-approval process, during final site plan review and construction, to ensure that constructed projects comply with approvals. A summary follows below.

ACPS Capital Projects: Staff will be reviewing ACPS capital projects for capacity expansion funded for FY 2019, including the Ferdinand Day Gym addition, relocatables (classroom trailers), and assistance with initial analysis on high school capacity options.

City Capital Projects: Staff is currently reviewing Fire Station 3, which is going through the final site plan review process, anticipated for completion in early fall of 2018. Staff is also expecting to be involved on the review of the Combined Sewer (CSO) separation project and amendment to the Potomac Yard Metro DSUP.

ARHA Redevelopment Sites: Redevelopment of the ARHA RFP sites into mixed-income communities will continue with the process related to the pending DSUP for Andrew Adkins in FY 2019. 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), as well as outreach to BIAG and other interested stakeholders.

Affordable Housing Projects: 1) Fairlington Presbyterian Church (FPC): Wesley Housing received a predevelopment loan request in June 2017 to undertake studies and engineering as well as architectural and design work to assess project feasibility to develop a portion of the FPC site as an 81-unit affordable rental building. With the project concept progressing, community outreach is underway. The project is currently anticipated for a Fall 2018 public hearing as the potential City-supported 2019 tax credit project. 2) 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 will 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. DSUP hearings are not yet scheduled, but are not anticipated until December 2018 or later.

Beauregard Plan Projects: Monday Properties purchased property within the Beauregard SAP "Adams neighborhood", which extends from 2000 N. Beauregard to 1500 N. Beauregard St. In May, 2018, the Planning Commission approved a subdivision request for the sites. A CDD Concept Plan and associated Development Special Use Permit is being reviewed to remove the office building at 2000 N. Beauregard St and construct a new multifamily residential building. This project is anticipated to go to hearing in Fall 2018.

In August 2017, Morgan Properties, a Pennsylvania-based owner-operator of multifamily rental properties, purchased the JBG Smith Mark Center portfolio of residential and retail properties, including 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. Over the last year, Morgan Properties has done maintenance work on the buildings, including new roofs on several of the buildings and interior improvements. They have also undergone significant landscape maintenance work. This included removal of a number of large trees, due to proximity to structures or the health of the trees. To mitigate this, they are in the process of a replanting effort of approximately 600 new trees, 50% of which will be ornamentals, such as Crape Myrtles and Yoshino Cherry, and 50% of which will be large shade trees, including Red Maples, Princeton Elms and Willow Oaks.

Braddock Metro Neighborhood Plan Projects: Braddock Gateway Phase II is expected to submit a final site plan in Summer of 2018 and begin construction in Spring 2019. Two additional projects are anticipated for public hearing in the fall, Braddock Gateway Phase III, and 1200 North Henry. These projects may spur interest in the Braddock Metro Station site, which developers may pursue through a WMATA unsolicited bid process based on development guidelines consistent with the Braddock Metro Neighborhood Plan.

Eisenhower East Projects: Development interest in the Eisenhower East area is high, stimulated by the National Science Foundation (NSF) and the transit proximate location. In 2018, City Council approved DSUPs for Blocks 4 & 5 (to include a new Wegman's), Block 20 (residential and hotel use), and Block 6A (conversion of existing office to residential use). 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 projects are expected to break ground in FY 2019, including Carlyle Plaza II, Block 6A, and the Block 20 residential tower.

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. These projects are all in the concept phase, and include redevelopment proposals at the Greenhill properties, bounded by Edsall Rd, S Van Dorn St and Pickett St, and at the former Boat US warehouse, on Pickett St.

Old Town North Projects: It is anticipated that the developer for WMATA's Royal Street Bus Garage will be submitting plans for the development process in FY 2019. 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 2019. Development plans for the redevelopment of the Crown Plaza hotel, and the Abingdon Row townhouses have been approved and should be under construction in 2019. A development proposal for 1201 North Royal is under review and should go to hearing in the Fall of 2018

Potomac Yard Projects: Major projects in Landbays G and H will be moving forward in FY 2019. Within Landbay G, on the northern portion of Block A, where National Industries for the Blind (NIB) is currently under construction, another office building will be constructed for the future headquarters for the American Physical Therapy Association (APTA). A hotel is also proposed within Landbay G on a portion of the block north of Giant/Notch 8. Within Landbay H, final site plan review is underway for Landbay H/I East multi-family buildings, and senior/independent living projects are under review for the portion fronting Route 1.

Waterfront Projects: The Robinson terminal south project will continue to require significant staff resources in FY 2019 for building permit review and on-site inspections. Supporting the Ad Hoc Monitoring Group on Waterfront Construction and coordination will continue. Plans for Robinson Terminal North may undergo review and revision in FY 2019. A development plan for 211 Strand Street has been approved and anticipated for construction in 2019.