



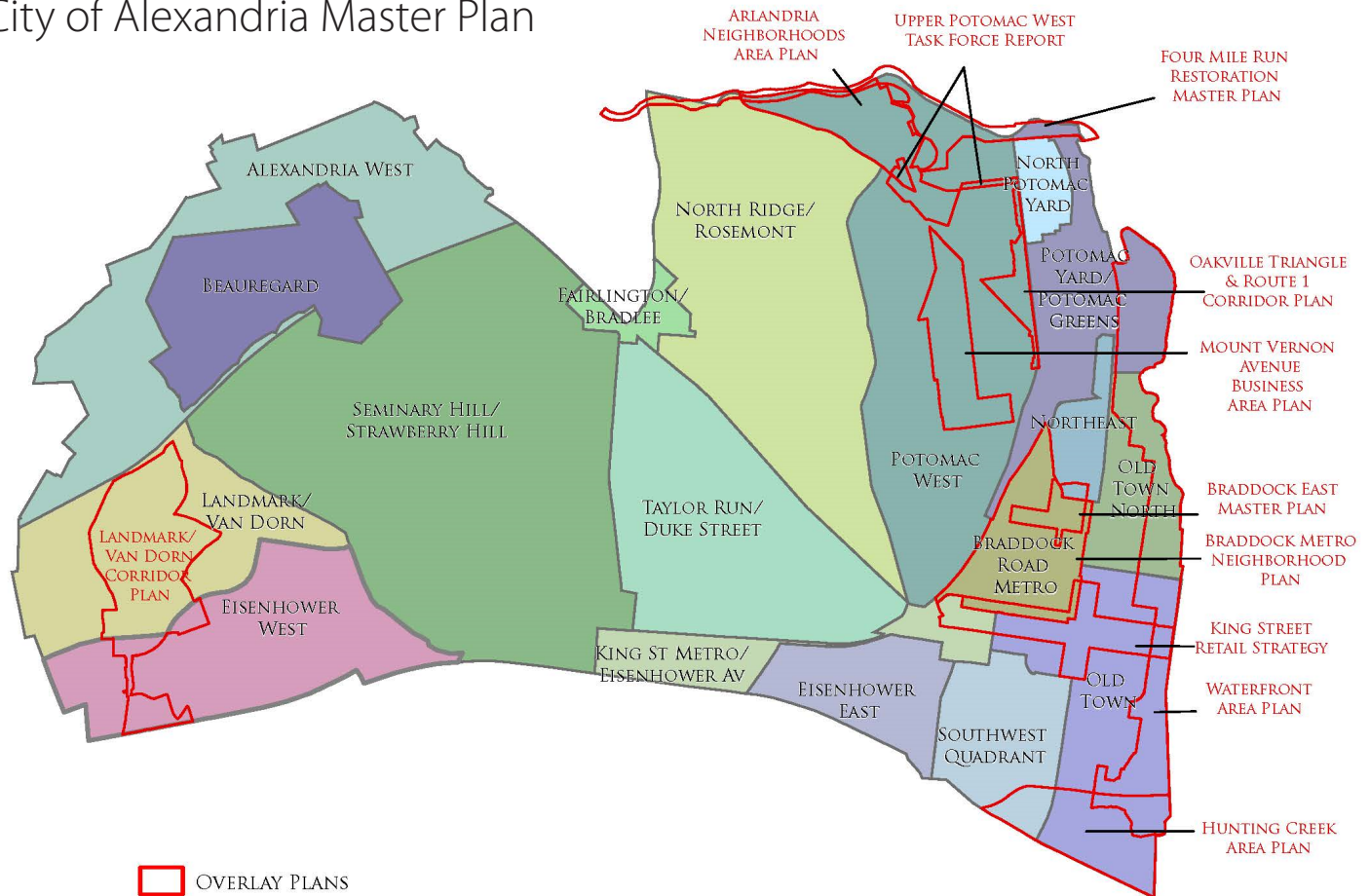
The Limerick Street Field sits atop AlexRenew's Nutrient Management Facility.

Alexandria Master Plan FY 2018 Status of Implementation Report



July 2018

City of Alexandria Master Plan



OVERVIEW

The City of Alexandria Master Plan is made up of 18 Small Area Plans covering neighborhoods throughout the city, as well as chapters on citywide topics. Each chapter includes a series of recommended implementation tasks.

This FY 2018 Status of Implementation Report provides a summary of the year's implementation and development activities relative to the City's more recently approved small area plans, as well as projects associated with the implementation of topical chapters of the Master Plan. The report details efforts from June 2017 – June 2018. Each of the highlighted activities contribute to fulfilling the vision of these Plans.

This year, staff created a methodology for assisting with the tracking and reporting of small area plan implementation, which can be regularly updated to provide progress updates. This report describes the effort and includes initial results, which are illustrated in accompanying progress charts.

An integral tool in implementing the City's Master Plan is the programming of capital projects in the City's Capital Improvement Program (CIP). All of the more recent Small Area Plans recommend capital projects in their implementation measures. Fiscal impacts of implementation are related to capital projects approved in the [FY 2019-2028 Capital Improvement Program](#) and existing staff resources.

Featured projects/plans include:

[Implementation Tracking](#)

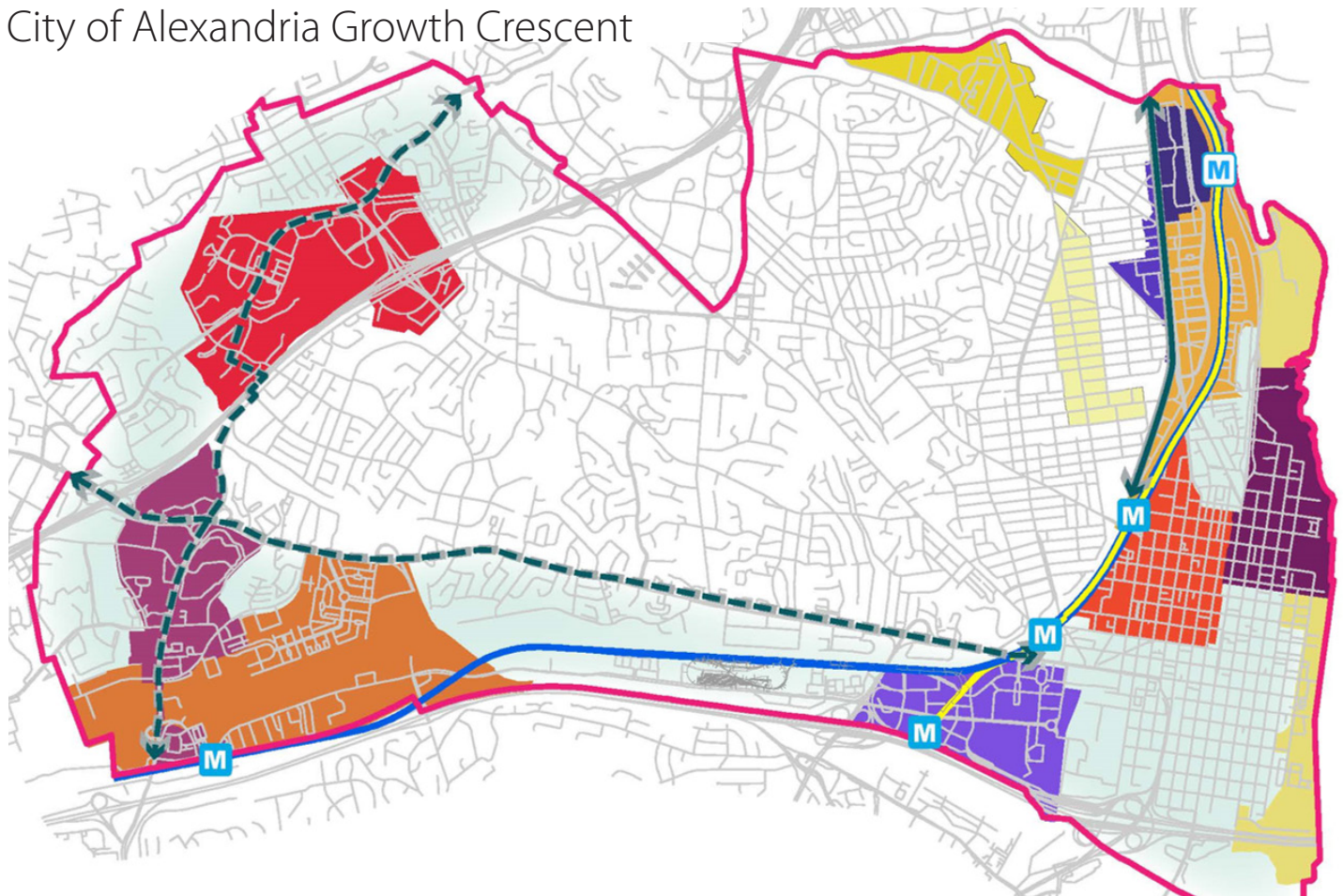
Small Area Plans within the Growth Crescent

- [Beauregard](#)
- [Braddock](#)
- [Eisenhower East/Carlyle](#)
- [Eisenhower West/Landmark Van Dorn](#)
- [Old Town North](#)
- [Potomac West](#)
- [Potomac Yard](#)
- [Waterfront](#)

Topical Chapters

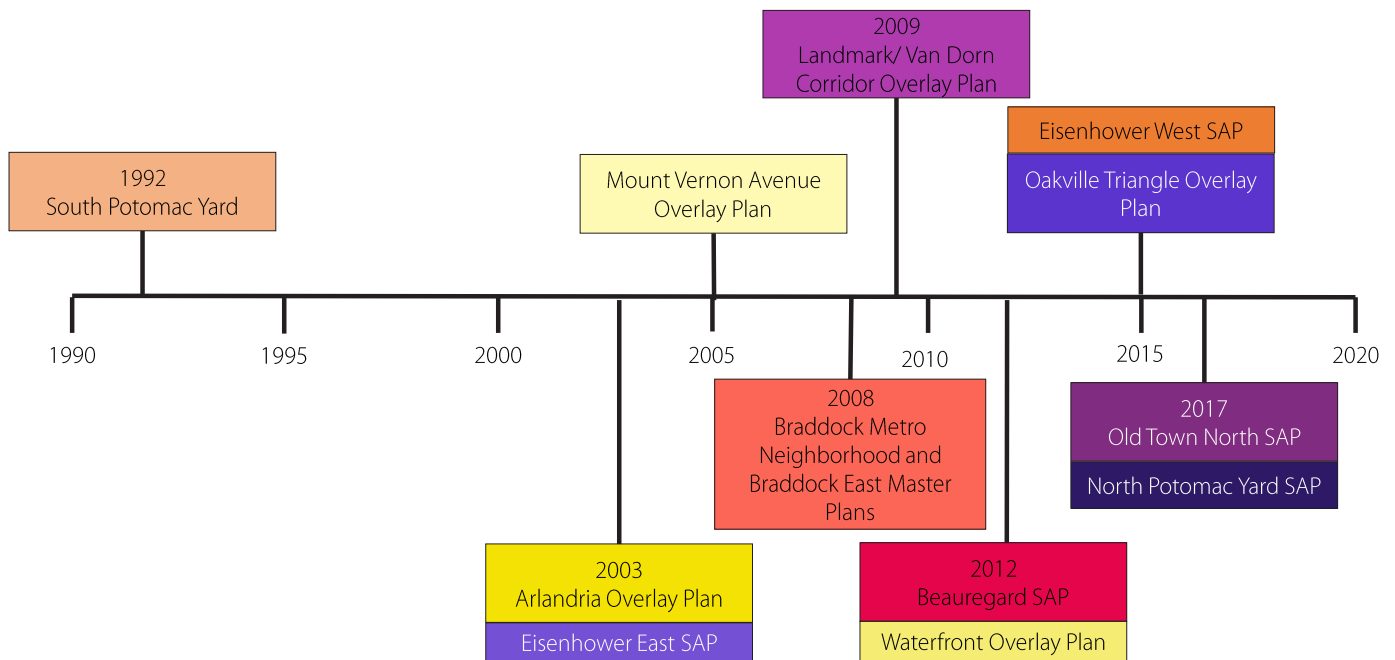
- [Housing Master Plan](#)
- [Open Space Master Plan](#)
- [Transportation Master Plan](#)
- [Wayfinding](#)

City of Alexandria Growth Crescent



PLANNING FOR GROWTH

Chronology of Recently Adopted Small Area Plans and Overlays in the Master Plan within Alexandria’s Growth Crescent



Small Area Plan Implementation Progress Tracking

Over the past year, the Department of Planning and Zoning has developed a process for tracking progress toward development, community and infrastructure goals outlined in Small Area Plans (SAPs).

Staff developed a database to organize this information, which records implementation activity accomplished to date. In some SAPs, implementation goals identify discrete tasks, the progress of which are tracked in the database. Other implementation goals were written to be flexible to accommodate changing conditions over time. Inclusive of these differences, the database is designed to capture the unique nature of each SAP.

Areas of the city respond differently to market conditions over time. The progress shown from the tracking of these implementation goals reflects the relationship among market drivers, city investment, and catalytic projects. For example, minimal real estate development in some SAPs may be balanced by more city investment in transit and infrastructure to prepare for future development. In essence, implementation of SAPs is not a linear process, and is different from one area to another.

Tracking Progress in the Growth Crescent

City Council has adopted several new small area plans in recent years within the growth crescent — areas within the city well served by transit where most development is expected to occur. Starting with SAPs in the growth crescent, staff compiled a list of implementation tasks identified in the plans and organized them into five categories: residential, commercial, open space, infrastructure and community development. Implementation progress charts for each of these SAPs follow in the succeeding report sections. Each chart indicates progress to date since the Plan's adoption and assumes implementation of each SAP will take 30 years. The charts indicate adoption, current, and full buildout years.

For the purposes of this report, implementation tasks are considered *Anticipated*, *In Progress*, or *Complete*. Category definitions are listed below. More detail is included in the database and available upon request.

- *Residential* — square feet of construction since plan adoption.
- *Commercial* — square feet of construction since plan adoption. Commercial buildings include retail, office, hotels, and other space that supports business.
- *Open Space* — acreage of developed outdoor space since plan adoption. Open spaces include publicly accessible parks, hardscaped plazas, and landscaped streets.
- *Infrastructure* — tasks related to providing physical facilities and maintaining environmental resources. Physical facilities include streets, sidewalks, public transit structures, and utility networks and buildings. Waterway restoration and flood mitigation tasks are examples of environmental resource maintenance. Infrastructure tasks may also include studies to support the development of physical facilities or environmental resource maintenance.
- *Community Development* — tasks related to enabling relationships among residents, businesses, and local government. Community outreach, economic development strategies, public art, historic preservation, and construction of public and institutional buildings are examples of community development tasks.
- *Anticipated* — development and tasks are included as plan goals, but no work has been started.
- *In Progress* — development and tasks have begun, but some additional work is ongoing or outstanding.
- *Complete* — development and tasks have been accomplished and require no additional work.

Implementation of the City's Master Plan is not a linear process — areas of the city respond differently to market conditions over time.



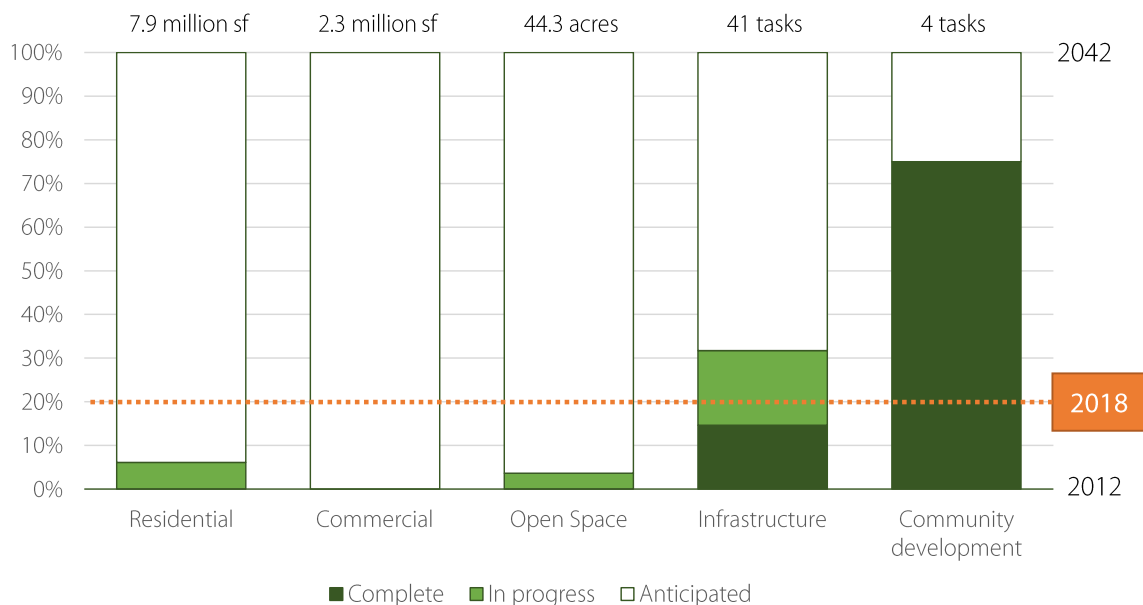


Ferdinand T. Day Elementary School

BEAUREGARD

Implementation Progress Tracking

In the six years since the Beauregard Plan's adoption in 2012, efforts have been focused on community development and physical infrastructure in the Plan area to attract future real estate investment. The completed infrastructure projects include pedestrian improvements to create a more walkable community, and roadway improvements to reduce traffic congestion. Multiple tasks related to the West End Transitway are currently in progress to expand public transit options. Community development projects have focused on rezoning of redevelopment sites and the initiation of the Beauregard Design Advisory Committee (BDAC).



Note: Residential and commercial goals from CDD #21 and CDD #22.

Planning and Development

Beauregard Design Advisory Committee (BDAC)

This Committee met four times during this implementation period to review development proposals for Church of the Resurrection and Monday Properties at 2000 N. Beauregard Street. Background and meeting information can be found on the [project website](#).

Ferdinand T. Day Elementary School

Alexandria City Public Schools (ACPS) is converting a vacant office building at 1701 N. Beauregard Street into an elementary school. In fall 2018, Ferdinand T. Day Elementary School will open to approximately 640 students in kindergarten through 5th grade and will have a Science, Technology, Engineering and Mathematics focus.

The school will include multiple innovative design characteristics, including playspace on the top level of the parking structure adjacent to the school building. The playspace will be fenced-in and include sports courts, playground equipment and a safe and secure bridge for direct access from the school building. The school will also have a multi-purpose space for physical education and interior play. ACPS has approved a gymnasium addition as part of its FY 2019 Adopted Capital Improvement Program.

Monday Properties

Monday Properties has submitted plans to construct a multifamily residential building at 2000 N. Beauregard Street. The proposal has one multifamily building on the east side of a new extension of Mark Center Drive. The building includes 292 residential units, one level of underground parking with screened parking above ground, and an amenity building with a pool proposed on the west side of the street extension. The project is scheduled for a fall public hearing.



Interior classroom renovation, Ferdinand T. Day Elementary School

Beauregard Town Center, Morgan Properties

In August 2017, JBG Smith Properties announced the sale of its Mark Center portfolio to Morgan Properties, which encompasses six residential communities and a retail center. This site is one of the seven neighborhoods identified in the small area plan. The company's short-term focus is on renovating the existing multifamily properties rather than redevelopment.

Affordable Housing

The Spire

The Church of the Resurrection in partnership with Affordable Housing Corporation (AHC), a nonprofit developer, is proposing to redevelop its church site at 2280 N. Beauregard with a 113-unit building affordable to households at 40%-60% area median income (AMI) and a new church facility. A DSUP and City loan of \$9 million for the project was approved by City Council in January of this year.

The project secured credit financing and is through the Virginia Housing Development Authority (VHDA). The project is expected to be completed in 2020-21.

Southern Towers

Per a 2015 agreement between the City and Southern Towers, 105 Committed Affordable Units (CAUs) with rents at 55% and 60% AMI are available at Southern Towers. While tenants on the Beauregard CAU Waitlist continue to have priority, the Office of Housing is also marketing the units to other income eligible households. The date to fill the units has been extended to July 31, 2018; units will be affordable for a ten-year period (through July 2028).

Transportation

As part of [Vision Zero](#), the Department of Transportation and Environmental Services (TES) improved crosswalks and made some additional pedestrian improvements at several intersections.



BDAC Meeting

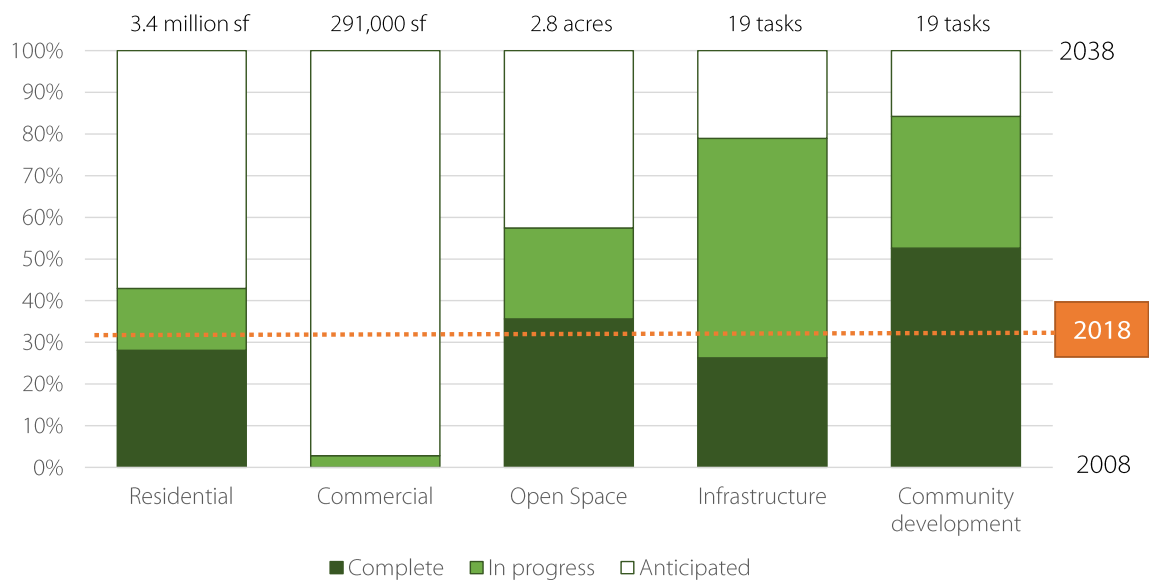


1200 N. Henry Rendering

BRADDOCK

Implementation Progress Tracking

Since the 2008 adoptions of the Braddock Metro Neighborhood and Braddock East Master Plans, the City has surpassed expectations in terms of open space development and community development task accomplishment. Residential development is roughly on target. Anticipated commercial square footage is primarily located on the WMATA Braddock Metro site, for which there are no current development plans. Based on current and pending applications, the pace of residential development is expected to continue.



Note: Tracking is based on the Braddock Metro and Braddock East Master Plans.

Planning, Development and Affordable Housing

Braddock Implementation Advisory Group

The Advisory Group met three times during this implementation period to discuss Fayette Streetscape improvements, Andrew Adkins, Braddock Gateway Phases 2 and 3, and 1200 N. Henry redevelopment projects. Background and meeting information can be found on the [project webpage](#).

Fayette Streetscape Improvements

The Department of Project Implementation (DPI) awarded the streetscape project contract and held a pre-construction community meeting earlier this summer. In coordination with area utility companies, the project is anticipated to begin later this summer.

Parker-Gray Historic District

The Parker-Gray Board of Architectural Review (BAR) continues to update their Design Guidelines based on recent changes to the districts' regulations and the adoption of the Parker-Gray Residential Reference Guide. The Board has adopted revised Design Guidelines chapters related to siding and windows, as well as an introductory chapter. As a result of the regulatory changes, the majority of requests in Parker-Gray are reviewed and approved administratively, though large projects, such as the redevelopment of the Ramsey Homes and commercial projects, continue to be reviewed by the Board at a public hearing.

In addition, BAR staff provides ongoing public outreach to the community. In April 2018, City Council initiated consideration of a text amendment regarding the potential consolidation of the two Boards of Architectural Review. Community engagement will occur in the summer of 2018 with a recommendation and public hearing in the fall of 2018/winter of 2019.

1200 N Henry Street

A Preliminary Plan application has been submitted for the redevelopment of



this site. The applicant is proposing to develop the property with 115 multifamily units, 11 of which would be committed affordable units for a period of 40 years, 17,000 square feet of retail and 10,000 square feet of day care space in a seven-story mixed-use development. The applicant proposes two levels of underground parking, and publicly accessible ground level open space. If approved, construction is anticipated to begin in fall 2019.

Carpenter's Shelter

In addition to tax credit equity and a City loan of \$7.1 million, Alexandria Housing Development Corporation (AHDC) secured \$1.6 million in competitive grant funding from the national and state Housing Trust Funds to construct the new shelter and affordable housing on the site of the existing shelter. Residents of the shelter have been temporarily relocated to an interim shelter constructed in the former Macy's Store at Landmark Mall. The project is anticipated to be completed in 2020.

Ramsey Homes

Preconstruction activities related to [Section 106 of the National Historic Preservation Act](#) process were completed. Construction of the new development is underway with the building to be completed in late 2019. The project is financed with tax credit equity, a City loan, ARHA investment and an ARHA seller's note.

Braddock Gateway

Phase 1 of Braddock Gateway, The Dalton at First and Fayette Streets, is complete and occupied. Phase 2, anticipated to begin construction in spring 2019, plans to include a mixed-use building with 258 residential units,

including four committed affordable rental units, and 8,000 square feet of ground floor retail, and a 2/3-acre community park. Plans for the third and final phase of Braddock Gateway have been submitted and include two buildings comprising 330,000 square feet, 370 residential units (including four committed affordable units), and 2,400 square feet of ground floor retail.

Andrew Adkins

The redevelopment of this four-acre site comprising 90 [Resolution 830](#) public housing units and a number of privately-owned lots fronting W. Madison and Wythe streets was being pursued through a public-private partnership between ARHA and the developer, CRC. While a conceptual housing program — including the levels of affordability, replacement of ARHA units, and potential off-siting of units — was endorsed by the ARHA Redevelopment Work Group, in July ARHA announced that it had ended negotiations with CRC for financial structuring and cost reasons. ARHA remains committed to the redevelopment of Adkins.

The Slade

Construction is nearing completion for this 18-townhouse project located directly across N. Henry Street from the Braddock Interim Open Space. The four-story units include garage parking, roof decks and ground level open space.

Transportation

DPI and TES completed the implementation of a grant from the Federal Transit Administration, the New Freedom Grant, which involved improving five bus stops in the Braddock and Old Town North areas to improve operations and make them ADA compliant.

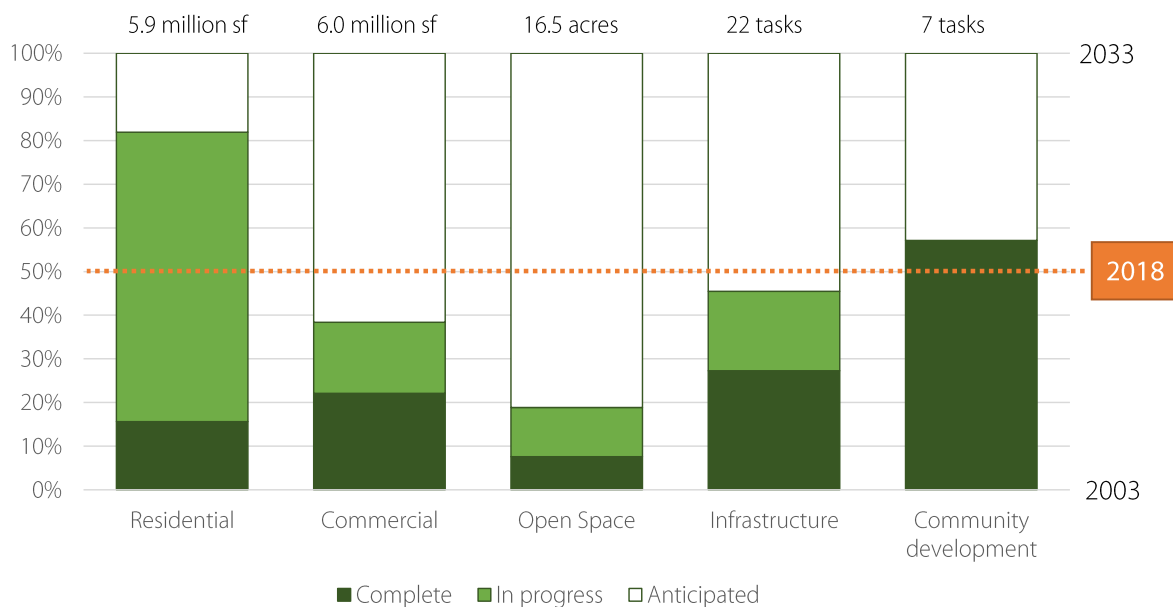


Rendering of Hoffman Town Center, Blocks 4 and 5

EISENHOWER EAST / CARLYLE

Implementation Progress Tracking

Since plan adoption in 2003, residential and community development within Eisenhower East, which does not include Carlyle, are roughly on track to meet their goals by 2033. To date, the City has focused on infrastructure tasks making it easier to access Eisenhower East from the metro station and the beltway to make the area more attractive to commercial property investors.



Note: Square footage estimates are taken from CDD#2.

Planning and Development

Carlyle Design Review Board

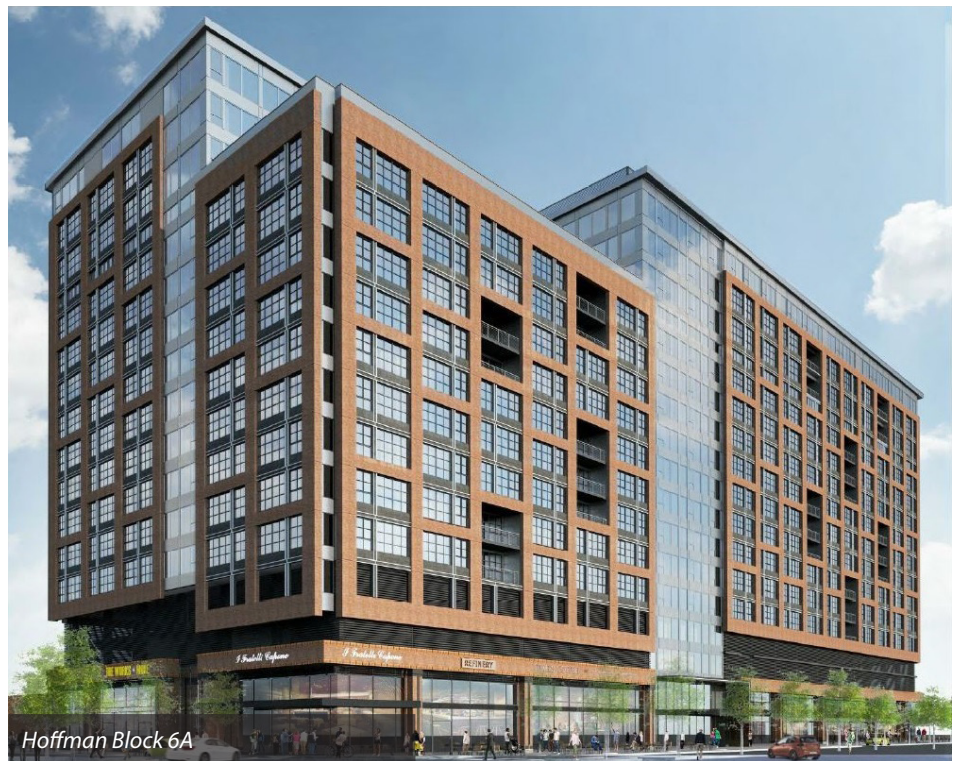
The Design Review Board (DRB) met six times during this implementation period. Projects reviewed and discussed include Blocks 4, 5 and 6A, Paradigm Block 20, Carlyle Plaza II South Residential, and Carlyle Block E. Background and meeting information as well as the Design Review Board schedule can be found on the [DRB webpage](#).

Urban Land Institute Technical Assistance Panel

An Urban Land Institute mini-Technical Assistance Panel was invited to assess redevelopment/renovation options for the City's aging substance abuse center and shelter at 2355 Mill Road to modernize the facilities and maximize the use of the site. As part of this process, the group was asked to address the potential of adding affordable housing and incorporating new open space, and to identify financing tools, public-private-nonprofit partnerships, and regional or national models for City consideration. The Panel completed its study and provided a report and recommendations, which will be reviewed as part of the Eisenhower East Plan update slated for FY 2019.

Eisenhower East Small Area Plan Update (Phases 1 and 2)

Significant changes in the design of retail, office market demand and occupancy of office buildings over the past decade warranted a review of the Eisenhower East Small Area Plan's recommended land uses in order to ensure the area's competitiveness in the coming years. In September 2017 and January of this year, City Council approved master plan amendments allowing land use conversions (from office to residential) and updates to retail in the Hoffman Town Center on blocks 4, 5, 6a and the Metro Station area on block 20 in Eisenhower



East. These strategic amendments focusing on specific blocks followed the conclusion of a City analysis to evaluate land use, planning and urban design implications of the proposed amendments, while also taking into consideration the findings of the City's recent Fiscal Impact Analysis Study and Office Conversion and Competitiveness Study. The outcomes of all three studies supported the adoption of the amendments, paving the way for the current projects described below.

A second phase of the Eisenhower East Small Area Plan Update slated to begin this fall will consider the area as a whole and strategies to enhance the area's competitive advantage of having a Metro Station within walking distance. As one of the City's key economic development engines, the focus of the planning effort will consider the appropriate balance of office and residential uses in the plan area, as well as flexibility for land uses, in order for the area to remain competitive into the future. Additional topics for consideration will include potential additional density, retail strategy and management, streetscape, open space, public realm improvements, options or strategies for affordable housing, and interim uses.

Blocks 4 and 5

A proposal for Blocks 4 and 5 was approved by City Council on March 17. In addition to a Wegman's grocery store, the project will include 129,000 square feet of other retail uses, and approximately 720 dwelling units of various types within the 1.7 million-square-foot project. A public plaza will be an active, flexible public space constructed to accommodate numerous events and functions. Residential amenities and open space will be located on more than 2.6 acres of landscaped roof decks. Surrounding streets and sidewalks will be improved and modified significantly, allowing space for outdoor dining and trees, and improving the experience for all users. The project includes bike share and public art contributions in addition to a \$3.4 million affordable housing contribution. Construction is expected to begin in 2019, and the project is envisioned to provide a much needed retail anchor for Eisenhower East.

Block 6A

Conversion of the existing office building to residential and retail uses is underway at 200 Stovall Street (Block 6A) in the Eisenhower East planning

area. Interior demolition of the building began in the fall of 2017. The Eisenhower East Design Review Board approved the proposed design for re-skinning the building and the addition of three floors in March 2018, and exterior renovations are anticipated to begin early fall. The project includes five affordable/workforce affordable units.

Block 20

A residential tower and future hotel development at Block 20 was approved by City Council in December 2017. The plan includes a 420-unit residential building that will include 15 affordable units, and a future 180-room hotel with a number of open space and infrastructure improvements including a half-acre, publicly accessible dog park on the southern portion of the development's site. Pedestrian streetscape improvements will connect the dog park with the open space and pond improvements along Eisenhower Avenue completed with the adjacent Parc Meridian development.

Carlyle Plaza II

The Carlyle Plaza II South Residential Tower is the first phase of the Carlyle Plaza II development planned for construction. The Eisenhower East Design Review Board (DRB) generally approved the South Residential Tower with the exception of the low-rise portion of the building.

Carlyle Vitality Initiative

[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.

Implementation efforts this past year included several free community events such as a pop-up cafe, outdoor fitness classes, summer movie nights, happy hours, painting in the park and holiday events.

This initiative also brought banners to the Carlyle area raising awareness and welcoming people into the area, as well as offering some visual interest to the public realm. Partnering with the Office of the Arts, the initiative worked to bring updated interactive artwork to the Duke Street tunnel connecting Carlyle to the King Street metro. Installation is planned for this fall.

Transportation

- Improvements in the Eisenhower East area include implementing bicycle lanes on Jamieson Street and repaving the south side of the Eisenhower Trail to improve safety and comfort for users.
- TES and DPI have procured a design consultant to complete a missing segment of the Old Cameron Run Trail to provide connectivity between Eisenhower East and the Southwest Quadrant.

The Carlyle Vitality Initiative 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.



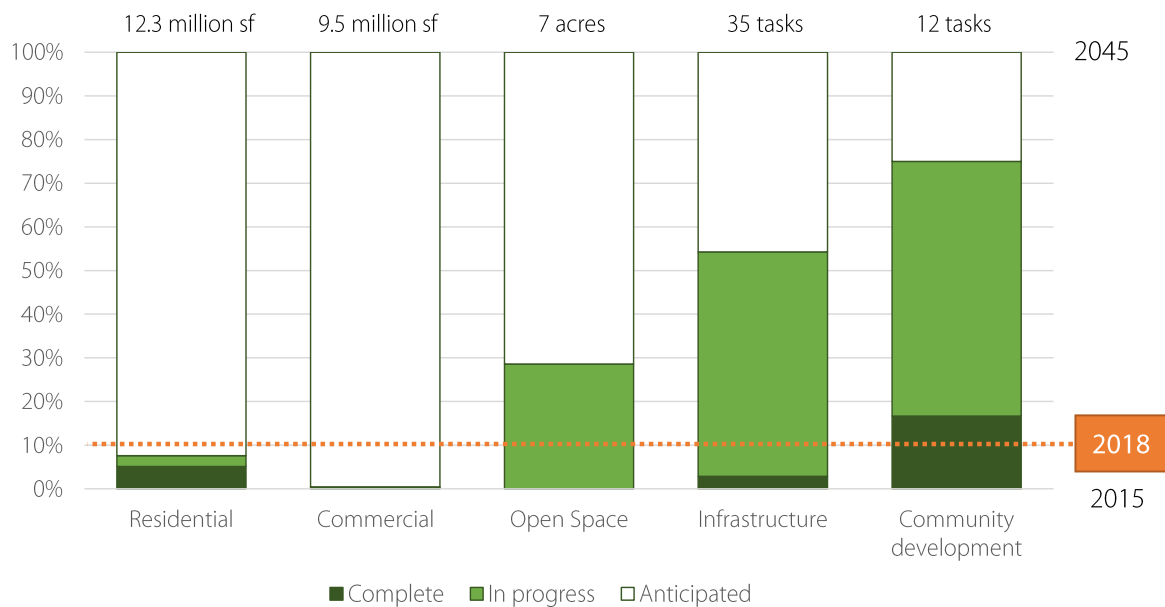


Brandywine Senior Living

EISENHOWER WEST/LANDMARK VAN DORN

Implementation Progress Tracking

Since the adoption of the Landmark/Van Dorn Corridor Overlay in 2009 and Eisenhower West in 2015, the City has prioritized improvements to streets and bridges, access to the area via public transit and the beltway, and improvements to the sewer system. Ongoing community development tasks such as the Implementation Advisory Group, developer contribution analysis, and identification of future community facility sites will provide developers with additional incentives to invest in this area.



Note: Based on the 2015 Eisenhower West adoption year. The chart includes Landmark/Van Dorn tasks between 2009-2015.

Advisory Group

Eisenhower West/ Landmark Van Dorn Implementation Advisory Group

City Council established an Ad Hoc Eisenhower West/Landmark Van Dorn Implementation Advisory Group in March of 2016. Since the two plan areas overlap and share dependency on planned infrastructure, looking at the phasing and funding of both plans in concert will provide necessary coordination and efficient use of resources.

The Advisory Group met three times during this implementation period to review and discuss infrastructure updates and implementation studies, as well as area development including the upcoming Landmark Mall redevelopment. More information can be found on the [project website](#).

Planning and Development

Implementation Studies

Implementation of the two small area plans is underway and includes the following studies:

- **Infrastructure Plan**

The plan will include conceptual design of key framework streets, roadway parameters and alignment development, and planning levels costs. The study is anticipated to be complete in fall 2018.

- **Sanitary Sewer Analysis**

The Sanitary Sewer Analysis began in fall 2017 and includes a sewer model of existing and future conditions, sewer capacity constraints and alternatives for addressing capacity constraints. City staff is coordinating with Fairfax County and AlexRenew on the results of this analysis.

- **Air Quality Modeling Analysis**

The Air Quality Modeling Analysis related to the energy-from-waste facility began in February 2017 and is anticipated for completion this fall.

- **Funding of infrastructure**

An study is underway that is analyzing cost, phasing and potential funding for the planned infrastructure including the provision of developer contributions.

Cameron Park/Brandywine Senior Living

This multi-phased project was approved in 2013 as a mixed-use community with two multifamily residential buildings, ground floor retail, townhomes and a series of connected open spaces. In 2015, due to market demand, the applicant requested approval to add a senior living facility in the place of one of the multifamily buildings. The facility, Brandywine Senior Living, is fully constructed and includes 120 suites on six floors with ground floor retail. The remaining portions of the site will include 66 townhomes and a multi-family building with ground floor retail, both of which are currently under construction, an open space area and two plazas along Pickett Street.

Landmark Mall Redevelopment

The Howard Hughes Corporation (HHC), which owns all but the Sears portion of the Landmark Mall property, continues

to work on plans for redeveloping the 51-acre site. HHC is working toward the goal of incorporating the Sears site into the redevelopment plan.

While planning and discussions continue, HHC agreed to allow the Carpenter's Shelter to temporarily move its operations into the empty Macy's store space while its existing facility in the Braddock area is redeveloped. Construction for the new shelter is anticipated to last 18-24 months. To ensure that this interim use will not affect redevelopment of the Mall, an expiration date has been set for March 1, 2021. In the meantime, HHC has moved forward with engineering studies on sewer capacity as well as traffic counts for the traffic study that will need to be completed as part of the redevelopment process. The planning process is anticipated to begin in the fall of this year.

Transportation

- TES is implementing safety improvements and bicycle lanes on S. Pickett Street following its repaving between Valley Forge and Van Dorn streets.
- As part of [Vision Zero](#), TES has implemented several pedestrian safety measures in this area.



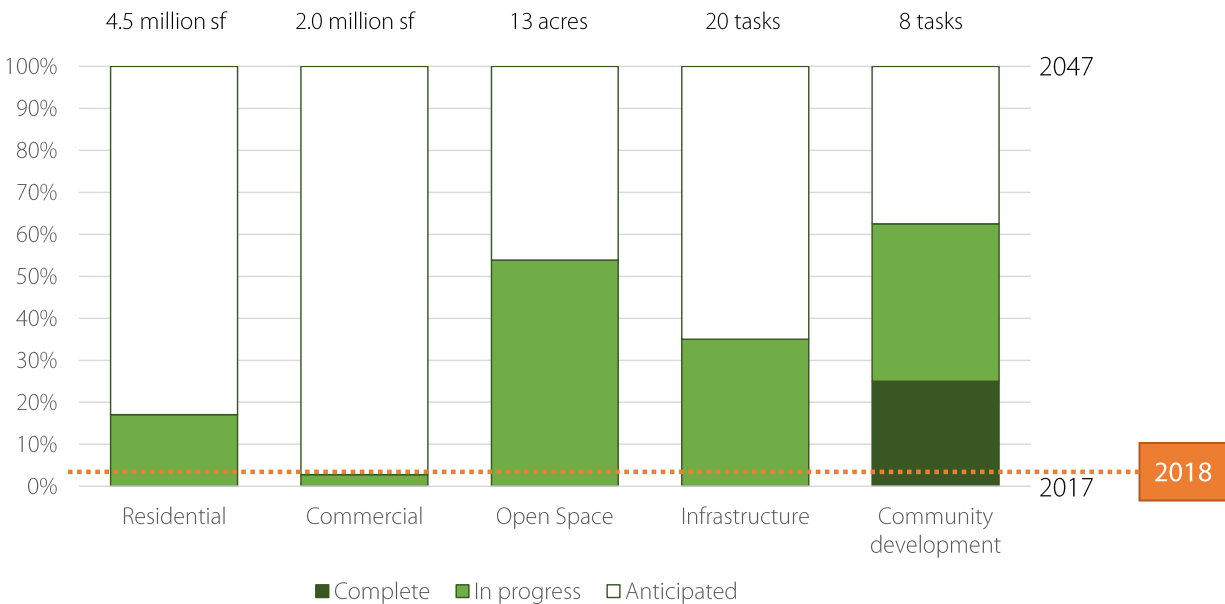
*Eisenhower West/Landmark Van Dorn
Advisory Group Meeting*



OLD TOWN NORTH

Implementation Progress Tracking

Since its adoption last year, Old Town North (OTN) has exceeded expectations in most implementation tracking categories. The rapid progress, including development of residential properties, demonstrates that the residential real estate market in this area is already attractive to investors. The City is encouraging continued market interest with the establishment of the OTN Arts and Cultural District, and by prioritizing open space development, pedestrian and bike improvements and community resources.



Note: Recommended land uses in the Old Town North Small Area Plan include some degree of flexibility. Allocation of square footage between residential and commercial in the chart above is based on one anticipated mix consistent with the Plan recommendations.

Planning and Development

Urban Design Advisory Committee Serving Old Town North

The Urban Design Advisory Committee (UDAC) met five times during this implementation period to review and discuss the redevelopment of the Crowne Plaza site, as well as that of 1201 N. Royal Street. More information can be found on the [UDAC webpage](#).

Old Town North Arts District

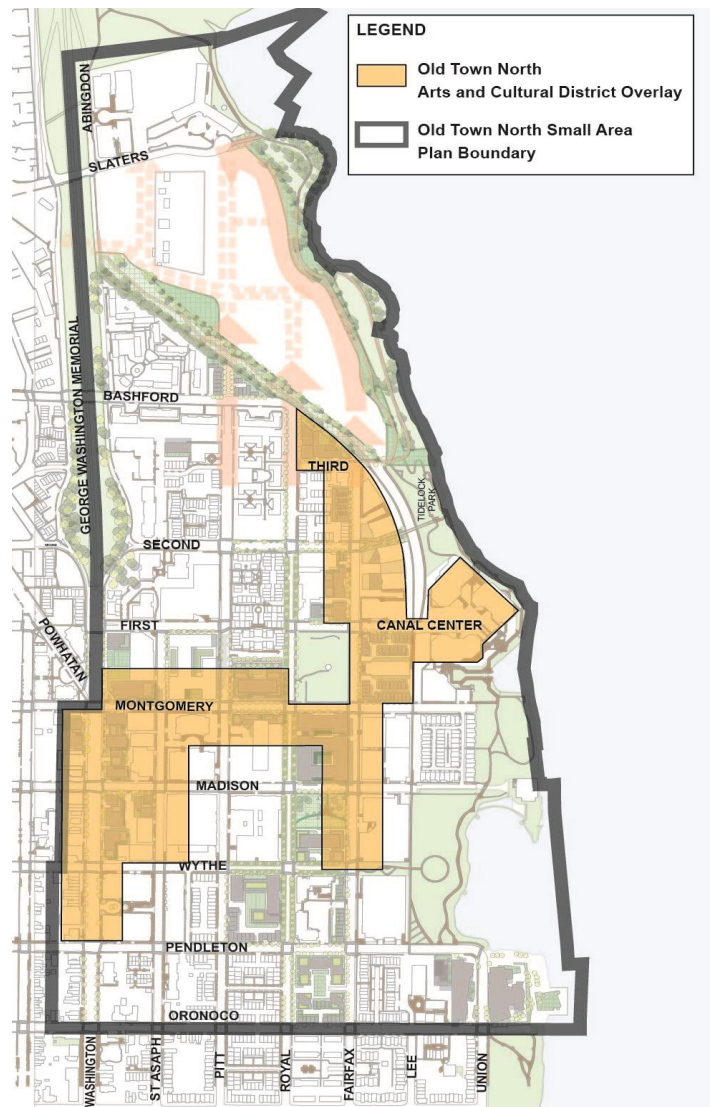
[The Old Town North Small Area Plan](#) was approved by City Council in June 2017. In April of this year, Council approved one of the Plan's implementation recommendations to establish an Arts and Cultural District in Old Town North. The new Arts and Cultural District Overlay zoning text amendment outlines the incentives for the creation of arts and cultural spaces within the Old Town North Arts and Cultural District. The text amendment also establishes definitions for ground floor arts and cultural tenant space and an arts and cultural anchor space.

Economic Development Award

The [Virginia Chapter of the American Planning Association](#) has awarded the City of Alexandria with the *2018 Terry Holzheimer Economic Development Award* for the establishment of the Old Town North Arts and Cultural District. The Plan prioritizes economic development and placemaking with recommended strategies for a balanced mix of uses, attraction of retail, arts and cultural uses, and creation of affordable housing options across all income levels.

Old Town North Streetscape and Open Space Fund

In March of this year, City Council established the Old Town North Streetscape and Open Space Fund and developer contribution formula to facilitate the implementation of the Plan's long-term vision, mitigate the impact of additional development and ensure that adequate public amenities are in place as redevelopment occurs. The developer contributions policy distributes the total cost of plan area improvements among the City and identified redevelopment sites with added floor area as a result of the Plan recommended rezoning, and establishes a per square foot developer contribution rate for the redevelopment sites. Grants and City Capital Improvement Program funding are identified as City funding sources.



Old Town North Linear Park

In FY 2019, the City will be working with a landscape architecture firm to develop a concept design for the conversion of an existing rail spur into a Linear Park. The rail spur is located in the Old Town North neighborhood between E. Abingdon Drive and Madison Street, running along the existing Mount Vernon Trail.

In addition to improving approximately three acres of the rail/trail section between Madison and Third streets, the conversion of the rail corridor will add approximately four acres of new open space between Third Street and E. Abingdon Drive. The Linear Park will be designed to incorporate a variety of passive and active recreational uses, provide enhanced landscaping, and improve the trail connection between the George Washington Memorial Parkway and the Mount Vernon Trail.

Crowne Plaza Adaptive Re-Use

In April, City Council approved a proposal to convert the existing 13-story Crowne Plaza Hotel at 901 N. Fairfax Street into a multifamily residential building — the first project to be

approved since the adoption of the SAP. The project also includes the addition of 41 townhouses on the site and a theater as an arts and cultural anchor, supporting the newly established Arts and Cultural District. The project also includes streetscape, pedestrian and trail improvements, green building design, onsite public art and an affordable housing contribution, which may be converted into onsite affordable units. Construction is anticipated to begin mid-2019.

1201 N. Royal Street

[Carr City Centers](#) is proposing to redevelop this warehouse site into a multi-family residential building with ground level arts space. The redevelopment of this site will implement several key recommendations within the Old Town North Small Area Plan (OTN SAP) such as promoting Third Street as an active retail corridor, creating arts space within the Old Town North Arts and Cultural District, and implementing green streets elements on Royal Street such as bioretention tree wells. The project is anticipated for public hearing late this year.

Abingdon Place

This second proposal following the adoption of the Old Town North SAP includes the redevelopment of the existing Old Colony Inn site into 19 condominium townhouses. The site is located between E. Abingdon Drive and Second Street and features several green infrastructure elements including bioretention areas and permeable walkways. The project, approved by City Council in May, also includes streetscape improvements, such as new brick sidewalks, George Washington Memorial Parkway 'nostalgia' street lighting and street trees.

600 N. Royal Street, WMATA Bus Garage

The former Washington Metropolitan Area Transit Authority (WMATA) bus garage site is under review for the development of a multi-family

residential building. Trammell Crow Residential has won the competitive process launched by WMATA in September 2017 to sell the two-acre site for development. This redevelopment will enhance the streetscape and urban design conditions of the site, as well as implement enhanced landscape and green infrastructure elements along Wythe and Royal streets as recommended by the OTN SAP.

Second Street - Green Infrastructure Demonstration Project

The City is planning to construct a green infrastructure demonstration project along Second Street between N. Pitt and N. Royal streets. In line with the City's Eco-City initiatives, 'Green infrastructure' is an approach to managing stormwater by infiltrating it into the ground to recharge the groundwater rather than conveying it to the sewer system. The project will reduce the existing paved area and will create green space for trees and a series of bioretention facilities. The overall design is anticipated to be finalized in September and construction is anticipated to begin in spring 2019.

Transportation

- High visibility crosswalks have been implemented as part of [Vision Zero](#) in order to increase intersection safety in the area.
- Following the repaving of Pendleton Street, bicycle sharrows originally on Pendleton Street were moved to Oronoco Street or improved safety and convenience of cyclists.

Construction is underway for the redevelopment of the ABC/Giant site in Old Town North. The mixed-use project includes rental apartments, nine of which are affordable units, underground parking and ground level commercial space.

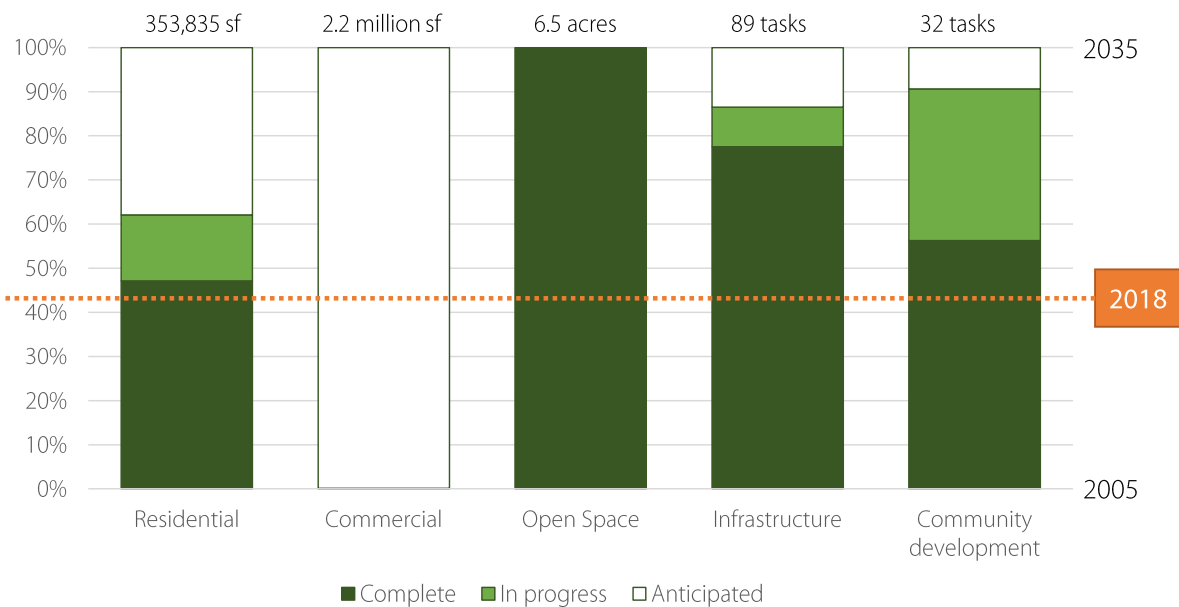




POTOMAC WEST

Implementation Progress Tracking Combination of Arlandria and Mount Vernon Avenue Overlays

The majority of progress in the Potomac West area has taken place in the Arlandria and Mount Vernon Avenue overlay areas. Arlandria and Mount Vernon have exceeded expectations in terms of open space development, infrastructure implementation, and community development implementation. Infrastructure projects have improved roads, pedestrian and bicycle safety, and streetscaping.

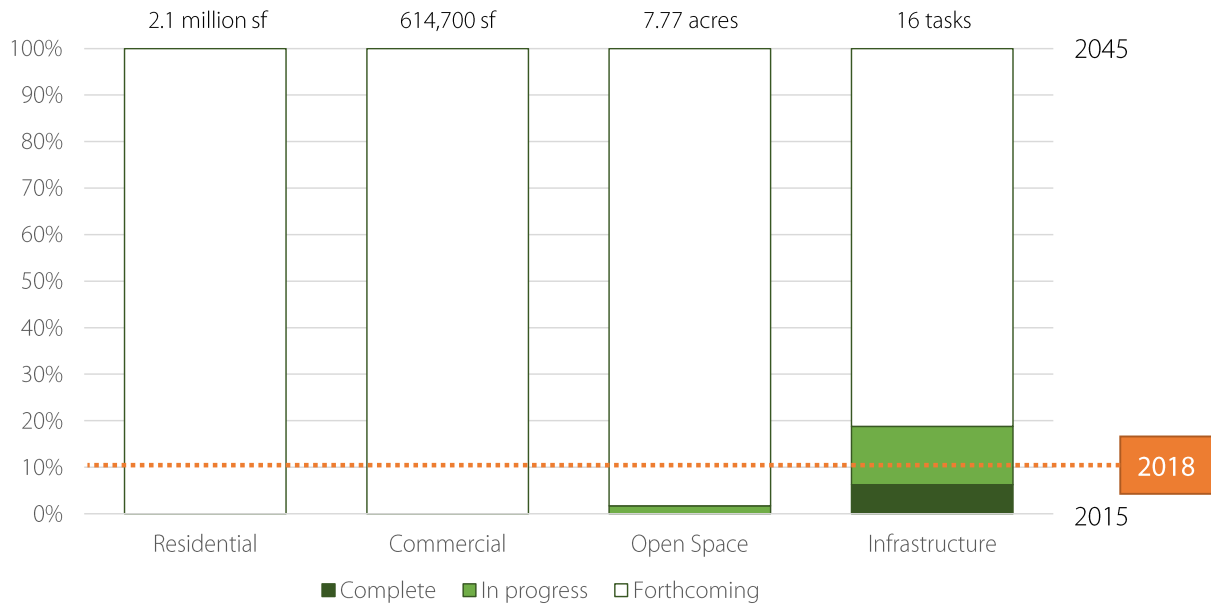


Note: Progress is based on the Mount Vernon Avenue 2005 adoption year. The chart also includes Arlandria tasks which occurred 2003-2005.

Implementation Progress Tracking

Oakville Triangle Overlay

In the three years since the adoption of the Oakville Triangle/Route 1 Corridor Plan, implementation has focused on bike and pedestrian improvements to the future Potomac Yard Metrorail Station. Development applications for the plan area have been approved, although construction has not yet commenced. The Plan for the Mount Jefferson Park Improvements was approved in 2016 and will be implemented with redevelopment of the Oakville Triangle site.



Planning and Development

Arlandria Quality of Life Walk

Every year community members and City staff collectively survey the Arlandria neighborhood to determine any needed improvements to the streetscape, signage, open spaces, and matters related to public health, safety and welfare. Following the walk this past December, staff has worked to address community concerns including replacing an existing, aging bus shelter with a new structure, alerting commercial property owners of any observed building code violations, and issuing warnings to retail establishments in violation of the City's sign ordinance.

The community also described safety concerns at several intersections in Arlandria related to obstructed sightlines, distracted driving, speeding and failure to yield. In response to these concerns as well as to the recommendations from the Pedestrian/

Bicycle Master Plan, TES plans to conduct traffic studies and implement pedestrian safety improvements in Arlandria during 2018.

Parks and Recreation

The Department of Recreation, Parks and Cultural Activities (RPCA) and [Rebuilding Together Alexandria](#) have partnered to improve neighborhood parks throughout Alexandria including Hume Springs and Lynhaven. Rebuilding Together was recently awarded design and construction funding improvements for [3550 Commonwealth Avenue and the Dale Street portion of Four Mile Run Park](#). The projects are being planned and constructed simultaneously.

3550 Commonwealth Avenue

This 0.58 acre site had previously been a dormant electrical substation. The City's purchase of the property in 2009 required that Dominion Virginia demolish and remove the substation and complete all necessary environmental remediation. In October

2011, neighborhood volunteers used donated plants and mulch to install two gardens, a walking path, shade trees and park benches. In 2016, the City completed the Neighborhood Parks Improvement Plan, building upon the volunteer efforts. In September 2017, Rebuilding Together Alexandria hired the Landscape Architecture firm Rhodeside and Harwell to develop a design for the site, based on the Neighborhood Parks Improvement



Arlandria Quality of Life Walk

Plan. Construction will start this summer to implement the concept and will be ready for use in November 2018.

Four Mile Run Park at Dale Street

In May, volunteers working with Rebuilding Together Alexandria constructed a garden in Four Mile Run Park along Dale Street. The new community garden will help address the City's need for gardening opportunities in the Arlandria, Lynhaven and Hume Springs communities, as recommended in the 2014 Citywide Parks Improvement Plan. It will also feature a pergola and seating area. The City developed the concept for the site through numerous community meetings and engagement opportunities. A newly formed community organization comprised of residents from the Hume Springs and Lynhaven neighborhoods will manage the garden, in partnership with the City, after site completion in mid-July.

Renovated Multipurpose Court

The Alexandria Soccer Association (ASA) applied for the [City's Community Matching](#) funds to transform a dilapidated, underused basketball court in Four Mile Run Park into a futsal court. Futsal is 5 x 5 soccer played on a hard surface and is extremely popular in South American countries and in many immigrant majority neighborhoods of Alexandria. ASA raised \$15,000 in funds for the court conversion, which the City matched. RunningBrooke also supplemented the budget to further enhance the site. In mid-July, the City completed the renovation and the court re-opened for use, with ASA holding a Futsal championship at the site.

Four Mile Run Park and Connector Bridge

Four Mile Run Park Expansion Concept Plan and the Four Mile Run Large Park Plan are completed and in various stages of implementation. Landscaping and a new park sign have been installed, and new bird identification signs have been installed along the Four Mile Run Wetlands trail. New wayfinding and environmental education signs are

in fabrication. Design for the bridge connecting the new wetlands trail to the softball fields in Four Mile Run was completed last year. The City expects construction to begin in the fall and be complete in spring 2019.

Affordable Housing

Community Lodgings

In September, Community Lodgings completed a substantial renovation of 607 Notabene Drive using City and Virginia Housing Development Authority (VHDA) loan funding. As it did with the successful 2012 renovation of 612 Notabene, Community Lodgings partnered with HomeAid Northern Virginia. The 10,446 square foot, 7-unit building was upgraded with new windows, energy efficient appliances, and heating, cooling and plumbing systems. Furniture was donated by a local firm. The property maintains an on-site office and the Fifer Family Learning Center, where children participate in afterschool and summer programs. The City received the National Community Development Association's prestigious Audrey Nelson Community Development Award for its support of the rehabilitation work.

Transportation

- Several traffic studies and pedestrian safety improvements are planned in response to both the Quality of Life Walk and the recommendations of the Pedestrian/Bicycle Master Plan.
- TES is implementing trail improvements along Four Mile Run Trail in order to increase safety and comfort for users.
- DPI is continuing the design of the Mt. Vernon Avenue Bus Stop Accessibility project.
- Speed cushions are being implemented in order to calm traffic and increase safety for residents.

Alexandria Soccer Association and RunningBrooke partnered with the City to transform an underused basketball court in Four Mile Run Park into a futsal court.





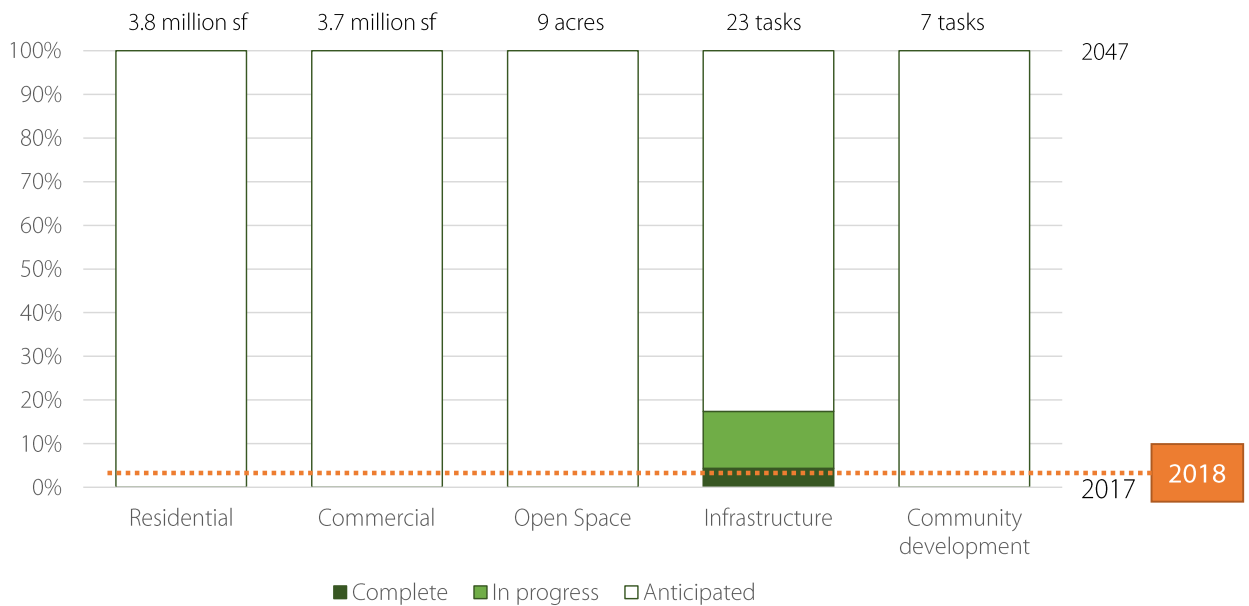
APTA Conceptual Rendering

POTOMAC YARD

Implementation Progress Tracking

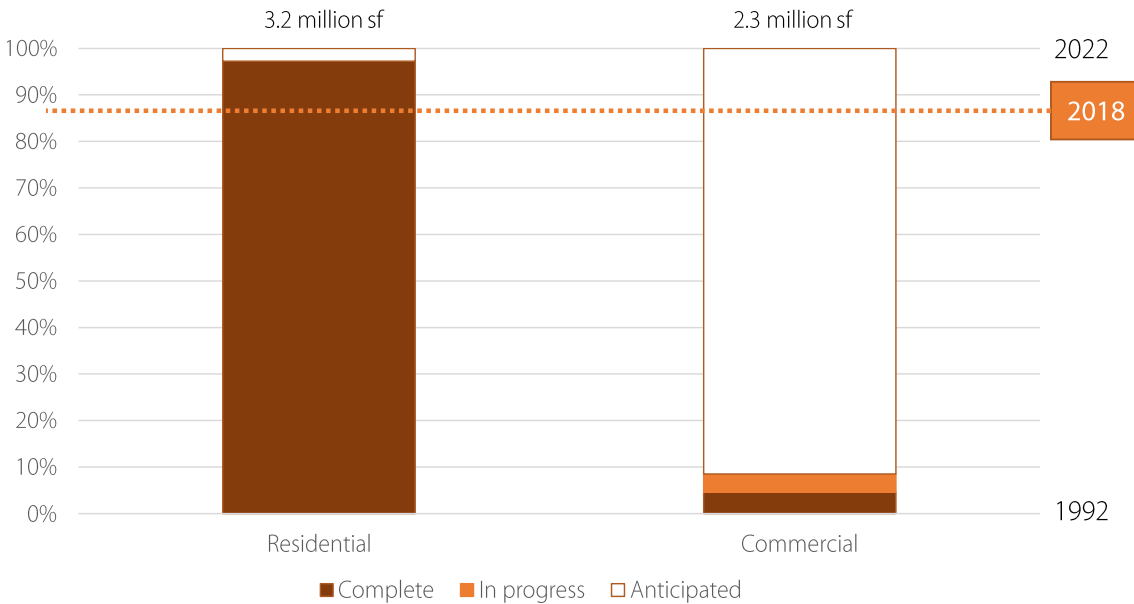
North Potomac Yard

Since its adoption last year, the City has prioritized infrastructure tasks in North Potomac Yard to make the area more attractive to real estate developers, with a focus on enhancing public transit and pedestrian facilities including the forthcoming Potomac Yard Metrorail Station and the existing Metroway bus rapid transit system.



South Potomac Yard - *Preliminary* Implementation Progress Tracking

This progress chart is preliminary and is based on summary-level data for South Potomac Yard from staff analysis, rather than on project-level data from the Department's implementation tracking database. In addition to the real estate development depicted here, the SAP and supporting CDDs may call for open space, infrastructure, or community development tasks; these data will be collected throughout the remainder of 2018 and included in next year's report.



Planning and Development

Potomac Yard Design Advisory Committee (PYDAC)

PYDAC met five times during this implementation period to review and discuss the Landbay H/I Multifamily, National Industries for the Blind and American Physical Therapy Association development projects, as well as the interim park in Landbay G. More information can be found on the [PYDAC webpage](#).

American Physical Therapy Association (APTA)

APTA is proposing to construct a new seven story office building. This project would be the second non-residential building in Potomac Yard, abutting the National Industries for the Blind office building, currently under construction. Both of these sites sit across Potomac Avenue from the future Metrorail station. The retention of these two existing organizations in the city and their move to Potomac Yard serve as catalysts to support retail and other non-residential uses in the Town Center area. The APTA building will have approximately 115,000 square feet with three levels of below grade parking. Two new roads will be constructed around this site to complete the block including

Dogue Street to the west and Wesmond Drive to the north. The project will feature a public plaza, enhanced streetscaping and contemporary architecture.

Potomac Yard Landbay H/I

This two-building 140-unit multifamily residential development at 2551 Main Line Boulevard was approved by City Council in October 2017 and will include 5 one-bedroom and 4 two-bedroom committed affordable homeownership units. These units presented a rare opportunity to add family-sized units to the city's stock of affordable for-sale units. In addition to the affordable sales units, the developer will contribute \$315,000 for down payment and closing cost assistance for homebuyers with incomes up to 70% AMI. Neighborhood improvements include ground-level open space, public art, and streetscape improvements.

Potomac Yard Metrorail Station

The proposed new Potomac Yard Metrorail station will provide an extensive range of benefits for Alexandria and the surrounding communities. The station, which will provide walkable access to regional transportation systems for neighborhoods in the northeast area of the city, is expected to generate

billions of dollars in new private sector investment over the long term, grow the city's tax base and eventually support 26,000 new jobs and 13,000 new residents.

While the station design will remain consistent with the original project, transportation purpose and need, costs escalated to \$320 million due in part to increased labor and materials costs. Cost escalation required the City and the Washington Metropolitan Area Transit Authority (WMATA) to reduce the scope of planned construction. The station will, at this time, no longer include as part of its original construction, a south entrance at E. Glebe Road or south station mezzanine. An enhanced public entrance to the north mezzanine to accommodate pedestrian access from E. Glebe Road as well as the Potomac Greens (east) side of the station will be included.

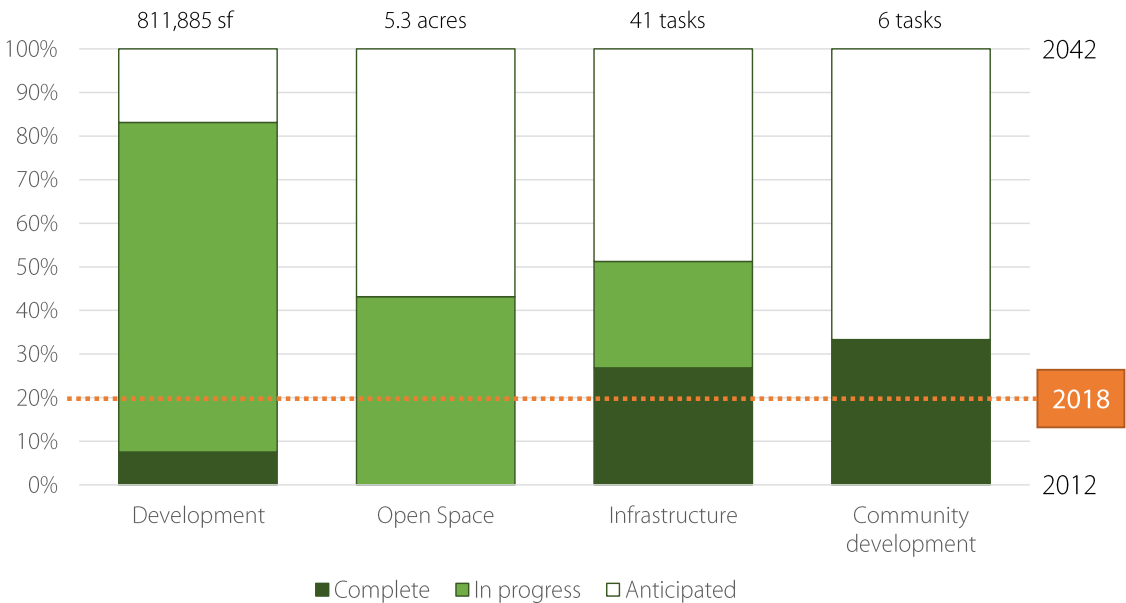
City staff will facilitate a process with the community and the to-be-selected design/build contractor starting this fall. This redesign process will include development of alternative access to the north entrance on the west side (from Potomac Avenue) to accommodate riders accessing the station from near E. Glebe Road. Construction activities are expected to begin in late 2018, with the new station in service in late 2021 or early 2022.



WATERFRONT PLAN

Implementation Progress Tracking

Since its adoption in 2012, the City is on track toward meeting its goals in the Waterfront Overlay Plan area. The City has prioritized flood mitigation tasks, pedestrian and bike facilities, and open space rehabilitation along with completing community development goals such as working with the Waterfront Commission and negotiating the relocation of the Old Dominion Boat Club to allow for contiguous public access to the waterfront.



Planning and Development

Waterfront Commission and Ad Hoc Monitoring Group on Waterfront Construction

Both the Alexandria Waterfront Commission and the Ad Hoc Monitoring Group on Construction met monthly during this implementation period to discuss issues related to the implementation of the Waterfront Plan. Background and meeting information can be found on the [project webpages](#).

Old Dominion Boat Club and Interim King Street Park

The new home for the [Old Dominion Boat Club](#) opened in January of this year. The new three-story building sits at the foot of Prince Street overlooking the Potomac River and features large balconies and a patio area for outdoor use by members.

Groundbreaking for the [interim park](#) at the foot of King Street took place in March following the demolition of the former boat club structure. The Waterfront Small Area Plan calls for a network of pedestrian and bicycle paths to provide continuous public waterfront access from Oronoco Bay Park to Jones Point Park. The new park will be the keystone in this vision, establishing prime public access to the Waterfront. The interim park will include a river terrace, flexible plaza, lawn and waterfront promenade. Scheduled to open in fall 2018, this new space will provide the community with a flexible gathering space for daily use and seasonal special activities.

Strand Property

In February, City Council approved a mixed-use development along The Strand in Old Town directly facing the Potomac River. The parcel is the last redevelopment site identified in the Waterfront Plan to submit for a DSUP approval. The project will include 18 multifamily residential condominiums in a new 5-story building on the site of the existing 1-story retail building at 211 Strand, and the adjacent 205 Strand building, which will be renovated. The



Construction of the interim park at the foot of King Street

203 Strand building is also part of the site and is currently occupied by Chadwick's restaurant which will remain. When completed, the total ground floor retail on site, including Chadwick's, will be approximately 11,000 square feet.

Windmill Hill Park Shoreline Rehabilitation

The Windmill Hill Park Shoreline Rehabilitation Project is planned for substantial completion in the fall of 2018. Due to the time of year, planting will occur in the fall. Funding is now available to install the northern pier as approved in the concept plan and will occur following substantial project completion. The new park features an improved dog park, two water access points, a new waterfront trail and pedestrian safety improvements on Union Street.

Robinson Landing

Throughout the development of this project, [archaeologists have uncovered hundreds of thousands of artifacts from Alexandria's past](#) on this site including bakery and bulkhead complexes, the remains of *Pioneer Mills*, multiple historic ships and wharves, and burial sites. Construction has begun with the first nine of 26 townhouses nearing completion. Building permits are under review for the below grade garage and the planned multifamily buildings. The site will also include commercial space and over one acre of ground level open space. The existing pier will be fully rehabilitated with added amenities such as outdoor dining, seating areas and dock spaces for recreational boaters. Completion is anticipated for the fall of 2020.

Transportation

- High-visibility crosswalks at Wilkes and Union streets will be installed in preparation for a raised crosswalk to be implemented after substantial construction in the Windmill Hill Park area is complete.



Archaeologists at Robinson Landing



St. James Plaza

HOUSING MASTER PLAN

The City continues to implement the Housing Master Plan goal of preserving or developing 2,000 units with new affordability through enhanced planning and housing policies, public/private and nonprofit partnerships, increased leverage of City financial investment, and incentives to secure additional affordable housing through the development process. In FY 2018, the following accomplishments toward that goal were made:

- 192 committed affordable rental units under construction/renovation and 495 units in the pipeline, including affordable and workforce units secured through the development process, and two assisted living units affordable to persons with auxiliary grants at the future Sunrise Facility on Washington Street.
- 126 committed affordable rental units constructed/renovated, including St. James Plaza, a new City-supported 93-unit affordable project on Fillmore Avenue and

the substantial renovation of 607 Notabene, a 7-unit property in Arlandria with a Family Learning Center.

- Eight loans provided by the Office of Housing to first-time homebuyers to provide down payment and closing cost assistance.
- Five loans were issued through the Home Rehabilitation Loan Program.
- Three grants were issued for rental accessibility modification projects.
- Private developers provided \$3.1 million and pledged approximately \$4.4 million to the Housing Trust Fund.

Resolution 830 Process

The City's Office of Housing (OH) and the Alexandria Redevelopment and Housing Authority (ARHA) partnered to review and update [Resolution 830](#), an agreement between the City and ARHA to replace any public housing units lost as a result of demolition and/or due to redevelopment. A Working Group, representing different

community interests and viewpoints, including affordable housing providers, developers, civic associations and non-profit social service providers, was convened and participated in four public meetings. In July, the City and ARHA presented recommendations of the Working Group to the ARHA Redevelopment Work Group for its guidance regarding next steps.

Outreach

The OH published one educational report, continued to conduct condominium governance and landlord/property-manager trainings, and participated in regional housing events. Additionally, Office of Housing hosted the 8th Annual Northern Virginia Housing Expo, a forum featuring regional housing options, resources and counseling services, with an estimated 900 attendees. Workshops offered information on senior housing options, home energy efficiency, condominium associations, rental housing resources, homeownership programs and improving credit scores.

Energy Efficiency

The Office of Housing extended financial support to the Energy Masters program which trains volunteers in energy efficiency, water conservation, and community outreach. The volunteers then assist with hands-on modifications at various affordable housing sites. The group held work days at several Alexandria properties this year including Arbelo, Longview and Brent Place Apartments.

Dedicated Annual Funding

Pursuant to a proposal brought forward during the City's FY 2019 budget process, a resolution to increase the rate on Alexandria's restaurant meals tax by 1% from 4% to 5% was approved to generate dedicated funds for affordable housing development. The increase is estimated to add \$4.75 million annually to the City's Capital Improvement Program (CIP) for the purpose of supporting affordable housing expansion in the city.

Route 1 South Housing Affordability Strategy

Working in collaboration with the community and property owners, this planning effort began in January to develop strategies and identify public and private resources and tools to preserve housing diversity along Route 1 South in the Southwest Quadrant Small Area. It is focused on preserving both the existing number and levels of affordability at The Heritage at Old Town and Olde Towne West III, as well as on identifying ways to enhance the neighborhood, improve safety and accessibility along Route 1 South, and create a more welcoming gateway to the city. The planning process has involved extensive public engagement, including a design charrette, pop-up events, community meetings and a walking tour, and is scheduled to go to public hearing in fall 2018.





OPEN SPACE MASTER PLAN UPDATE

Staff continues to implement recommended action steps as identified in the [City's Open Space Master Plan 2017 Updated Implementation Strategy](#). Implementation this past year included updating the City's Landscape Guidelines, completion anticipated for December 2019, and the development of standard public access easement language with the Departments of Recreation, Parks & Cultural Activities, Planning & Zoning and the City Attorney's Office. The Update identifies priority actions for new investments, activities, and projects in support of protecting additional and enhancing existing public open space. These actions include a focus on data collection and analysis, policy, and opportunities to form and support innovative partnerships between public and private sectors. The recommended strategies and actions in this Update support the five goals established in the 2002 City of Alexandria Open Space Master Plan.

Holmes Run Bike Trail

The Holmes Run Bike Trail is a 3.1 mile long section of trail extending between Cameron Run Regional Park (and the Eisenhower Avenue Trail), Dora Kelly Nature Park and the Holmes Run Park. This trail provides connections to N. Pickett, N. Van Dorn and N. Beauregard streets, as well as to Arlington. The City has awarded a contract to Civil Wall Solutions for the construction of improvements along the Holmes Run Bike Trail from the stream crossing at N. Ripley Street to Van Dorn Street. The Holmes Run Bike Trail project provides improvements to a portion of the existing pedestrian and bicycle network along a section of Holmes Run Trail. This includes the replacement of the existing Holmes Run fair weather crossing with a new pedestrian / bicycle bridge, an on-street bicycle route to be used as an alternative to the Holmes Run trail during flood events. Also included is the restoration of a portion of the Holmes Run to a more natural condition. This restoration will also ensure the

base flood elevation is not increased as a result of the construction of the new pedestrian bridge. This project conforms to the goals and visions set forth in the Citywide Parks Improvement Plan which was endorsed by City Council in 2014.





TRANSPORTATION MASTER PLAN

Vision Zero Action Plan

In December 2017, City Council adopted Alexandria's [Vision Zero 2028 Action Plan](#). Vision Zero is a multidisciplinary, multi-national traffic safety concept that aims to achieve a transportation system with no deaths and serious injuries. The Action Plan highlights the City's commitment to providing safe streets for all users and reducing fatalities and severe injuries on the roadways, and includes [Priority Action Items](#) that will be a major focus during years one and two of implementation, as well as [Vision Zero Work Plan](#), providing a detailed outline of the milestones for implementation.

Commercial Parking Standards Update

Following a 10-month task force review, City Council approved a text amendment in January that updates the [City's commercial parking standards](#). The purpose is to "right-size" commercial parking requirements to meet current and future parking demand while supporting the City's goals and policies, including:

- Support of small businesses (Strategic Plan);
- Reduction of greenhouse gas emissions (Environmental Action Plan);
- Increase non-single occupant vehicle trips (Strategic Plan and Transportation Master Plan);
- Support investments in transit (Transportation Master Plan, small area plans); and
- Encourage high quality new development (small area plans)

Pedestrian/Bicycle Mobility Plan

Implementation of this supporting element of the City's Master Plan has continued with the establishment of the Vision Zero program, conducting safe routes to school audits, constructing new sidewalks on Commonwealth Avenue and Wythe Street, and implementing a network of shared-use streets.

Alexandria Transit Vision Plan

The [Alexandria Transit Vision Plan planning process](#) began this spring to identify existing and future bus transit

needs and community priorities as a basis for designing a future bus network that improves mobility, accessibility and overall cost efficiency. The project is being managed as a partnership between the City and DASH. Both recognize the need to address declining transit ridership, changing land use patterns, shifting regional travel and recent technological advances. The Transit Vision Plan represents an opportunity to fundamentally re-imagine the city's bus network and will include an extensive public outreach process beginning in fall 2018.



Courtesy Boys and Girls Club



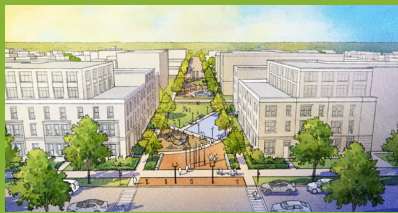
WAYFINDING

Implementation of the City's [Wayfinding System Design Guidelines Manual](#) recommendations continued in FY 2018. Implementation milestones included the installation of 73 vehicular directional signs throughout the city. These signs provide direction to major historic sites, recreational facilities, neighborhoods and other city resources. An additional 79 vehicular directional signs are expected to be installed by December 2018. Also in 2018, staff anticipates moving forward with the next phase of the program, which will include installation of gateway signs.

Following a request from business owners at Cameron Station, TES has been working with Planning and Zoning to expand the business district sign program to that neighborhood. Four business district signs will be installed in Cameron Station by the end of the summer.

TES has coordinated with the Office of Historic Alexandria to make the interpretive content found on the mini-kiosks installed along King Street available on the City's [website](#), a well as with the installation of new Wayfinding signage at various historic sites including the Black History Museum and Fort Ward. TES is coordinating with DPI regarding Wayfinding signage at King Street Metro, part of the bus area renovation project slated to start this year.





Department of Planning and Zoning
Department of Project Implementation
Department of Recreation, Parks and Cultural Activities
Department of Transportation and Environmental Services
Office of Historic Alexandria
Office of Housing
Alexandria Economic Development Partnership
City Manager's Office



City of Alexandria, VA
Department of Planning and Zoning, July 2018