



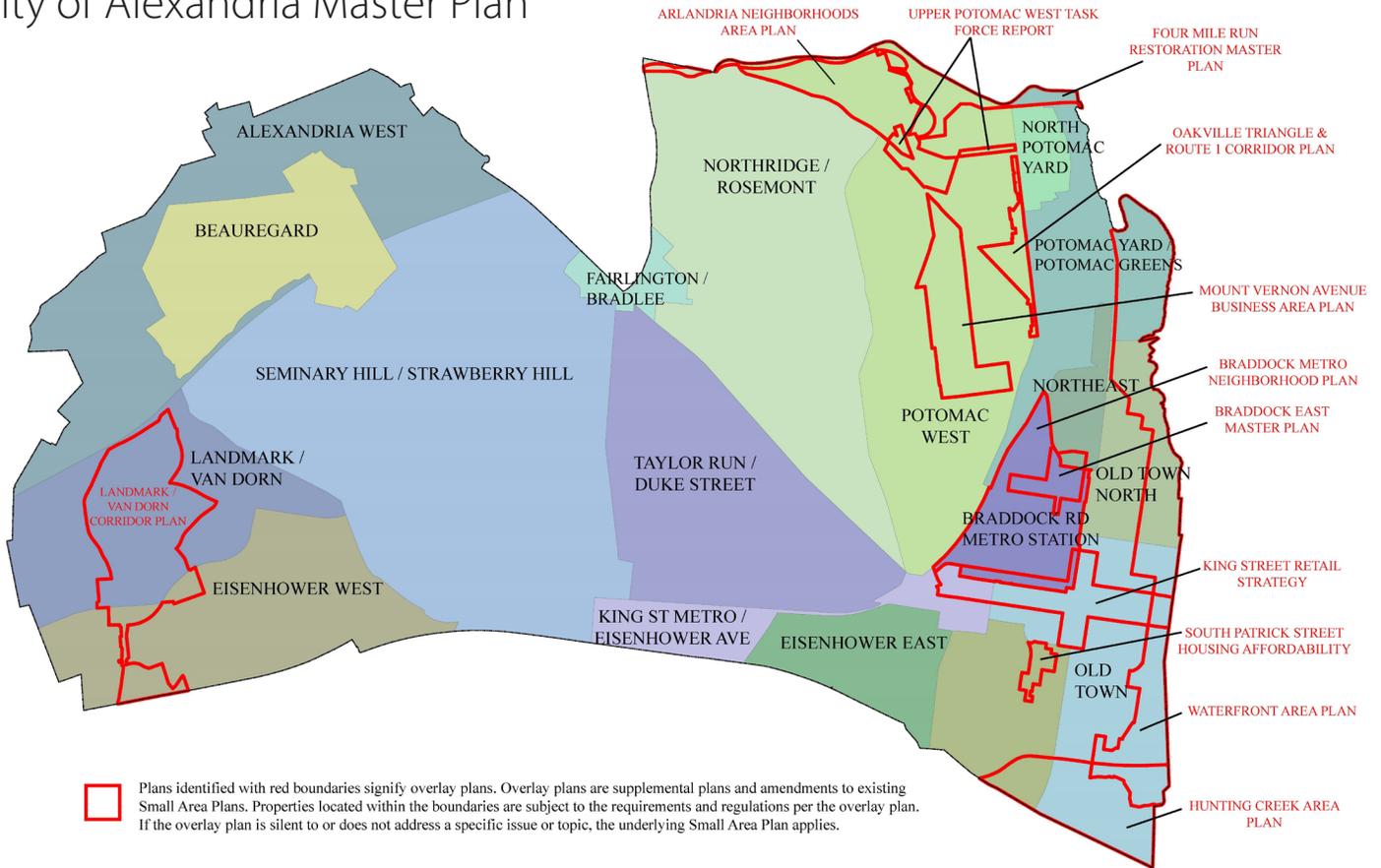
New art installation at Waterfront Park, Courtesy Lauren Hatcher

Alexandria Master Plan FY 2020 Status of Implementation Report



November 2020

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 2020 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.

This report, delayed due to the pandemic, details efforts from July 2019 – June 2020. Each of the highlighted activities contribute to fulfilling the vision of these Plans.

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 2021-2030 Capital Improvement Program](#) and existing staff resources.

Featured projects/plans include:

[Implementation Tracking](#)

Small Area Plans within the Growth Crescent

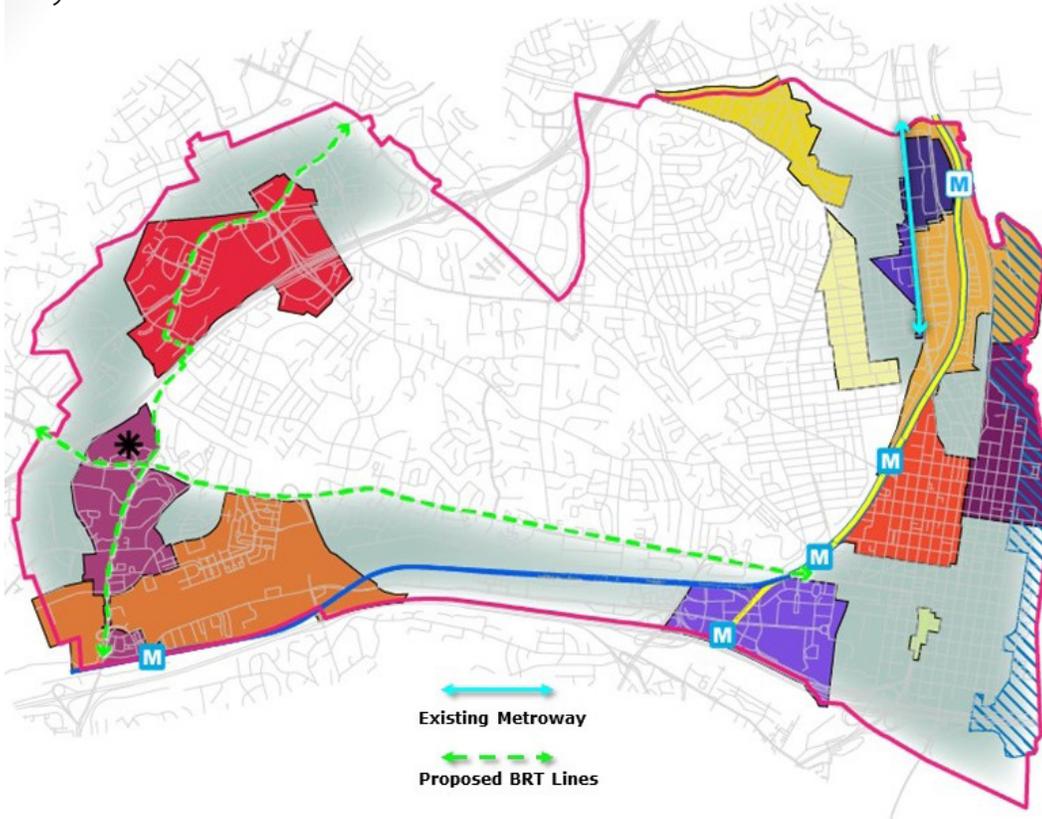
- [Alexandria West/Beauregard](#)
- [Braddock](#)
- [Eisenhower East/Carlyle](#)
- [Eisenhower West/Landmark Van Dorn](#)
- [Old Town North](#)
- [Potomac West](#)
- [Potomac Yard](#)
- [Waterfront](#)

Topical Chapters

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

City of Alexandria Growth Crescent

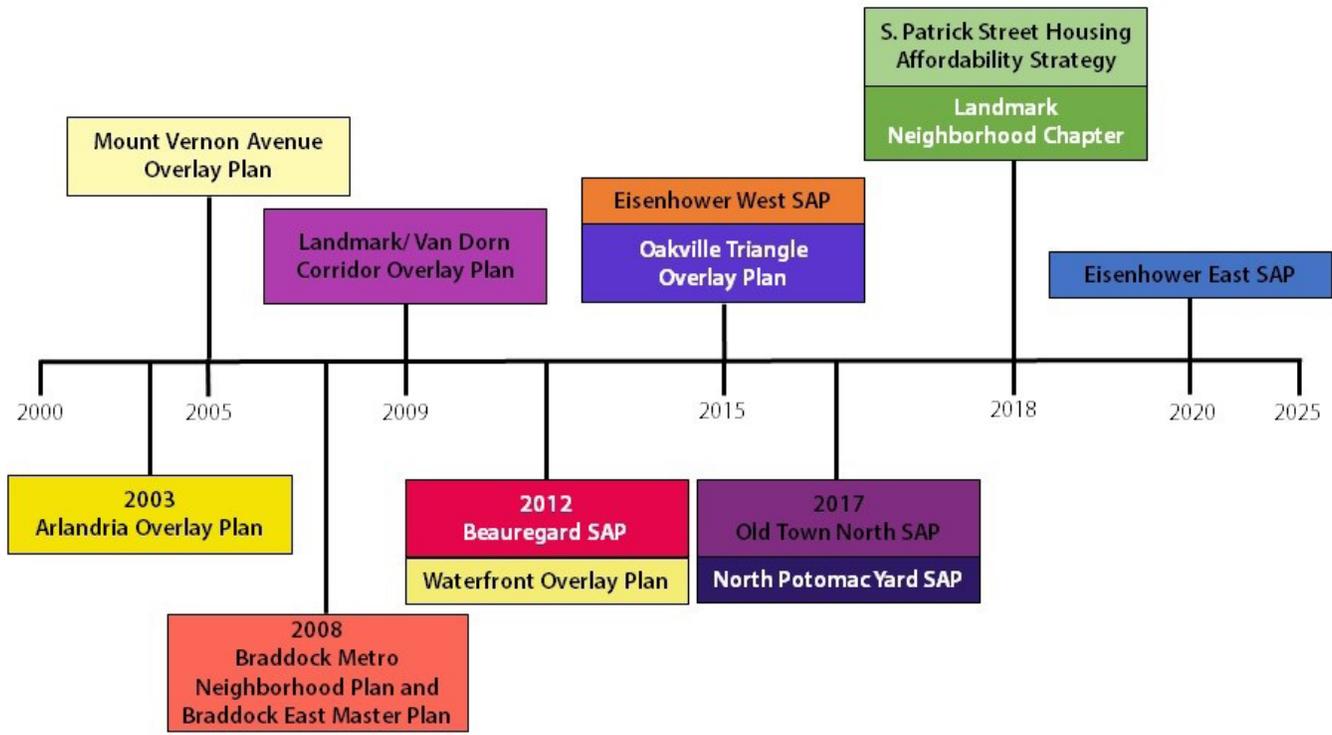
Plans listed in order of approval



- Eisenhower East (2020)**
Land Area: 245 ac
Planned Dev.: 19.1M
- South Patrick Street (2018)**
Land Area: 17 ac
Planned Dev.: 918k sf
- North Potomac Yard (2017)**
Land Area: 73 ac
Planned Dev.: 7.5M sf
- Old Town North (2017)**
Land Area: 200 ac
Planned Dev.: 6.5M sf
- Oakville Triangle (2015)**
Land Area: 37 ac
Planned Dev.: 2.7M sf
- Eisenhower West (2015)**
Land Area: 621 ac
Planned Dev.: 9.3M sf
- Beauregard (2012)**
Land Area: 237 ac
Planned Dev.: 10.2M sf
- Waterfront (2012)**
Land Area: 357 ac
Planned Dev.: 811k sf
- Landmark/Van Dorn (2009)**
Land Area: 607 ac
Planned Dev.: 12.5M sf
- * Landmark Mall (2019)**
Land Area: 51 ac
Planned Dev.: 5.6M sf
- Braddock (2008)**
Land Area: 237 ac
Planned Dev.: 3.6M sf
- Mount Vernon (2005)**
Land Area: 123 ac
Planned Dev.: 577k sf
- Arlandria (2003)**
Land Area: 151 ac
Planned Dev.: 2.0M sf
- Potomac Yard/Greens (2003)**
Land Area: 382 ac
Planned Dev.: 4.2M sf

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

Department of Planning and Zoning staff tracks progress toward development, community and infrastructure goals outlined in Small Area Plans (SAPs) through a database that records implementation activity accomplished to date. The database organizes implementation tasks into five categories: residential, commercial, open space, infrastructure and community development.

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

Alexandria's growth crescent refers to areas within the city well served by transit where most development is expected to occur. Implementation progress charts for SAPs that reside within the growth crescent 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.

The progress shown from tracking implementation goals reflects the relationship among market drivers, city investment, and catalytic projects.



Courtyard at West Alex

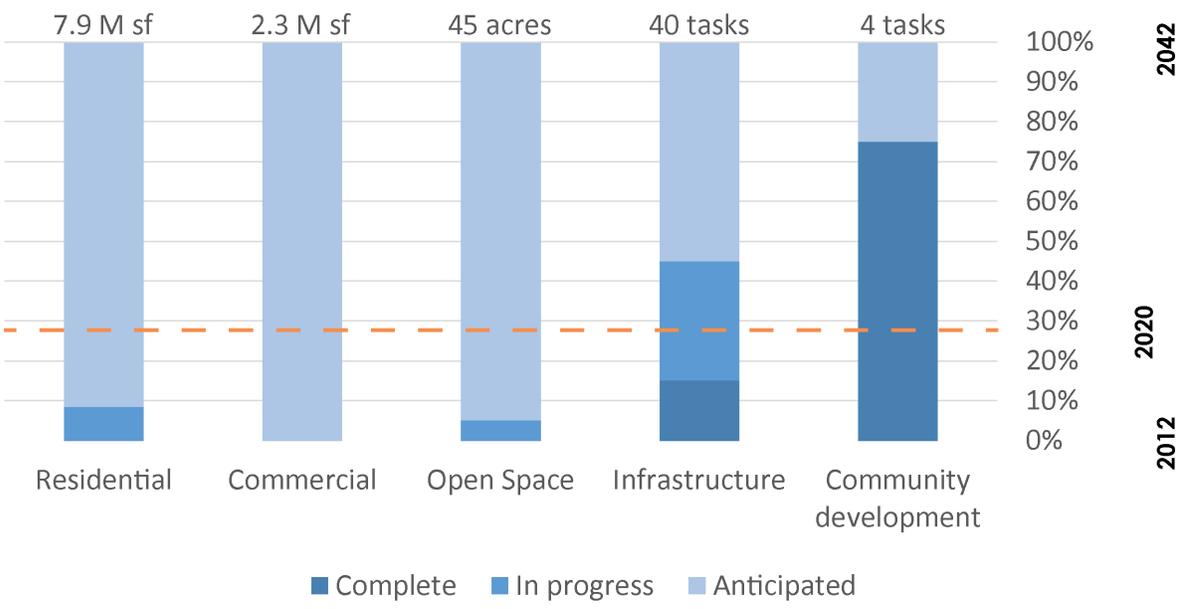


The Spire and Church of the Resurrection, Courtesy Anne Shine

ALEXANDRIA WEST/BEAUREGARD

Implementation Progress Tracking

Implementation highlights from the past year include development approvals and construction underway on multiple residential projects, including the Spire, a 100% affordable housing project. Infrastructure improvements include Complete Streets enhancements on Beauregard to improve safe access to the Ferdinand Day Elementary School as well as intersection improvements at King Street and Beauregard Street.



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

Planning, Development and Housing Affordability

Beauregard Design Advisory Committee (BDAC)

This Committee received progress updates during this implementation period on Monday Properties, the Spire, Ferdinand T. Day Elementary School, Newport Village, Fillmore Place (Craftmark townhomes) and West Alex. Background and meeting information can be found on the [project website](#).

Monday Properties

Approved by City Council in May 2019, construction continues for the Monday Properties project located at 2000 N. Beauregard Street anticipated for completion in spring 2022. The multifamily residential building will include approximately 300 units and project benefits include five on-site dedicated affordable housing units, internally screened parking, an amenity building with a pool, streetscape improvements, the installation of public art, and contributions to the Beauregard Implementation and City's Capital Bikeshare Funds.

The Spire

The Church of the Resurrection, in partnership with AHC, Inc. (AHC), a nonprofit developer, is redeveloping its church site at 2280 N. Beauregard Street with a 113-unit apartment building affordable to households at 40%-60% of the area median income (AMI) and a new church facility. The project held a groundbreaking in June 2019 and is expected to be completed in March 2021. The nearly \$50M project has secured funding from numerous sources, including competitive tax credit equity, commercial financing, a \$1.12M grant from the national and state Housing Trust Funds, a \$9.9M City gap loan as well as a \$350,000 rental assistance grant from the City.

Transportation

Complete Streets

As part of the City's implementation of the Complete Streets Policy, last summer flashing school zone signs were installed on N. Beauregard Street in support of the new Ferdinand Day School and a Leading Pedestrian Interval was installed at the intersection of N. Beauregard Street and Rayburn Avenue. This year, existing curb ramps and crosswalks were upgraded on N. Beauregard Street to high-visibility, a median refuge was installed at the intersection of N. Beauregard Street and Armistead Street, and an existing crosswalk on Mark Center Avenue was upgraded.

King and Beauregard Intersection Improvements

The City continued design of the King-Beauregard Intersection Improvement Project, which will create a multi-modal environment and promote safety for pedestrians and motorists by adding an additional left turn lane in each direction on King Street, medians on King Street, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Phase 1 improvements consisting of grading, curb and gutter and retaining walls were completed in 2017. Phase 2 design was mostly completed, which include the relocation of existing utilities, addition of a turn lane in each direction on King Street, as well as median, curb and gutter, sidewalk, pavement, drainage, storm water management, traffic signal and crosswalk upgrades.

This year, the City installed a 19-dock Capital Bikeshare station at Beauregard and Berkeley Streets using funding provided by the West Alex project, per the project's Conditions of Approval.



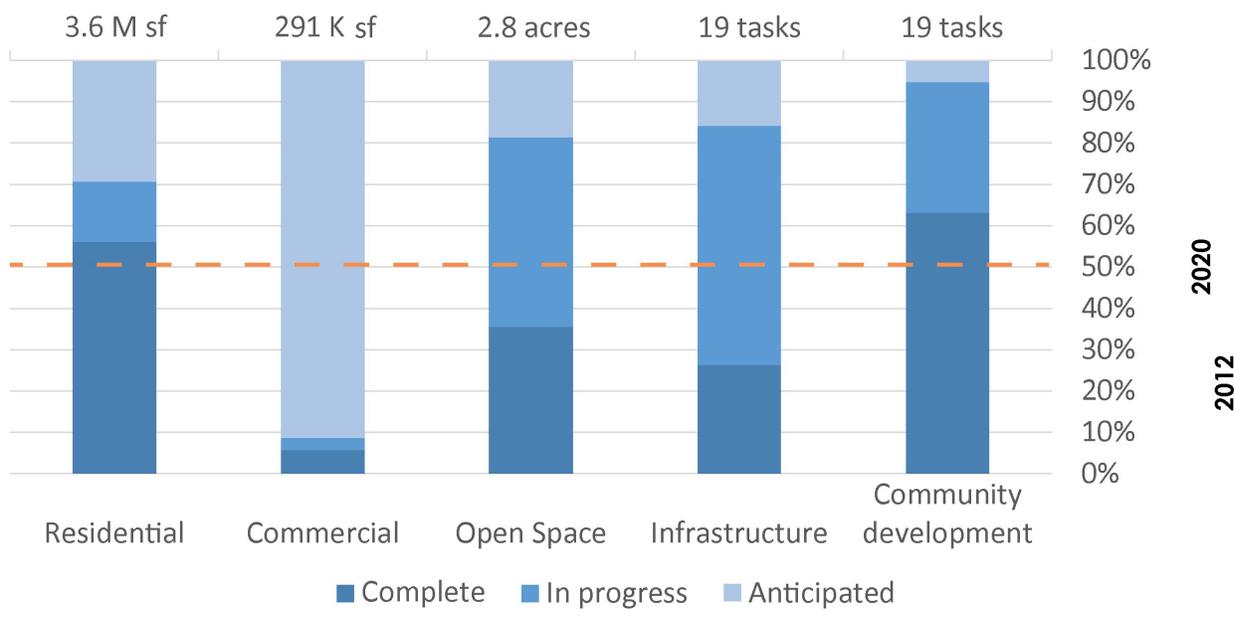


Braddock Gateway Phases 2 and 3 construction, Courtesy Kenyon Huber Wilker

BRADDOCK

Implementation Progress Tracking

Since the 2008 adoptions of the Braddock Metro Neighborhood and Braddock East Master Plans, implementation progress remains ahead of schedule in terms of recommended goals for open space, residential and community development. Commercial development continues to lag here consistent with regional and national trends but remains a priority at the WMATA Braddock Metro site.



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

Planning, Development and Housing Affordability

Braddock Implementation Advisory Group

This year, the Advisory Group met twice and was updated on Fayette Streetscape improvements progress, the status of implementation funds and active development projects including 1112 N. First Street, 701 N. Henry Street and the 1200 N. Henry Street redevelopment projects. Background and meeting information can be found on the [project webpage](#).



Construction of the joint AHDC-Carpenter Shelter project is complete and residents have begun moving in. The project provides a modern shelter facility and 97 rental units affordable at 40-60% area median income, including ten units with deeply affordable rents and case management services to help shelter residents transition into permanent housing.

The Aspire

In February of this year, City Council approved a proposal to redevelop a current automobile repair shop at 1112 First Street into Alexandria's first age-restricted senior multifamily building containing 133 independent-living residential units (nine of which are affordable set-aside rentals) and approximately 4,550 square feet for a neighborhood-serving ground floor restaurant.

The project is unique in that it will be restricted to tenants aged 62 years and older and will feature amenities and services specifically for seniors, such as a salon, game room, exercise and therapy spaces and a chapel - all of which provide a unique opportunity for aging in place.

In addition to the affordable units being provided through this project, contributions will also be made to the Braddock Implementation Funds, the City's Capital Bike Share Fund, the Housing Trust Fund and the Public Art Fund (or onsite art element).

1200 N. Henry Street

In September 2018, City Council approved a proposal to redevelop this site into a seven story, mixed-use building with 115 residential units, 11 of which will be committed affordable

units, 17,000 square feet of retail and 10,000 square feet of day care space, two levels of underground parking, publicly accessible ground level open space, and high quality architectural design with a signature gateway element that marks the north entrance to the plan area.

In June of this year, City Council approved an amendment to the approval that includes relocating the daycare space entirely to ground level; replacing the original 10,000 square foot second-floor daycare space with four residential units; reducing the retail square footage by 10,834 square feet to allow for a 11,600 square foot ground-level daycare; moving the garage entrance to align with the future alley across the N. Fayette Street extension; rearranging the below-grade parking garage configuration; changing the building design and architecture to enhance the overall architectural expression; and changing the site design and street tree locations due to building changes. Construction is anticipated to begin early 2021.

The Lineage on North Patrick Street (former Ramsey Homes)

ARHA has opened leasing for The Lineage through its third-party property manager, Edgewood Management.

The new community is anticipated to open in October 2020. Financed with tax credit equity, a City loan, ARHA investment and a seller's note, the project includes 15 public housing replacement units and 37 units affordable at 50-60% AMI. Pursuant to a Section 106 Memorandum of Agreement, an open house and forum commemorating the property's historic and cultural significance, originally planned for May, will be held in February due to the pandemic.

701 N. Henry Street

In June, City Council approved a five-story, mixed-use, transit-oriented project on this site that will include 94 residential units (including seven affordable units), approximately 2,600 square feet of potential ground floor retail space, approximately 13,000 square feet of open space and underground parking. As part of this project, contributions will be made to the Braddock Implementation Funds, the Housing Trust Fund, the City's Capital Bike Share Fund and the Public Arts Fund.

Braddock Gateway

Phase 1 of Braddock Gateway, The Dalton at First and Fayette Streets, is complete and occupied. Phase 2 plans include a mixed-use building with 258

residential units, four of which will be 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 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.

Phases 2 and 3 are currently under construction with an anticipated completion in early 2022.

Transportation

Complete Streets

In 2019, the City implemented several improvements in the Braddock area as part of its Complete Streets policy. Installations included:

- Leading Pedestrian Interval and No Turn on Red restriction at the intersection of Cameron and West Streets next to Jefferson-Houston School.
- New flashing school zone signs on West Street.
- Painted curb extensions at West and Princess Streets.
- High-visibility crosswalks and removal of some parking to improve visibility at Wythe and Payne Streets.
- Pedestrian signage and restricted parking to improve visibility at the intersection of Braddock Place and Fayette Street.
- New pedestrian signals at the intersection of Columbus and Wythe Streets.



Capital Bikeshare and Dockless Mobility

The City is planning to purchase Capital Bikeshare stations that will be located at Braddock Metro South and at N. Columbus and Queen Streets. Installation is anticipated in the next few years.

Early this fall, a dockless mobility corral is scheduled for installation at North West Street and Braddock Road.



Rendering of open space and trail on Blocks 22 and 31, Small Area Plan Update

EISENHOWER EAST / CARLYLE

Implementation Progress Tracking — Eisenhower East

The Eisenhower East Small Area Plan (see planning process description on the following page) was adopted by City Council in February of this year. Implementation progress tracking will be reported in the FY 2021 Status of Implementation Report.

The Plan establishes a 30-year framework to guide future planning and development throughout Eisenhower East with redevelopment occurring in multiple phases. A major element of this framework is implementation of the community amenities recommended to mitigate impacts from development and enhance the quality of life for residents, employees and visitors to the area.

Implementation tasks that will be tracked in the future fall into the following categories:

- Housing Affordability
- Open Space
- Land Use
- Mobility
- Sustainability
- Developer Contributions
- CDD Amendments for Plan Consistency
- Eisenhower East Design Standards and Guidelines Amendments for Plan Consistency

Planning, Development and Housing Affordability

Carlyle Design Review Board

The Design Review Board (DRB) met four times during this implementation period. Projects reviewed and discussed include the WMATA Headquarters, the updated small area plan and 765 John Carlyle Street (Block P). Background and meeting information as well as the Design Review Board schedule can be found on the [DRB webpage](#).

Eisenhower East Small Area Plan Update

In February, City Council adopted the updated Eisenhower East Small Area Plan. The planning process began in January 2019, engaging the broadest possible cross-section of residents and stakeholders in the Plan area through a variety of means – informal pop-ups, open houses, online engagement, and multiple briefings to City Commissions including Planning Commission work sessions.

The Plan provides a blueprint for inclusive growth and a people-first orientation to build a complete community through recommendations that encourage expansion of housing opportunity, flexibility of land uses, transit-oriented development, social connections, an enhanced open space network including a new park under the Metrorail, safety and accessibility for all, and the necessary social infrastructure, including a public school, to make a complete community. The Plan seeks to enhance the quality of life for existing and future residents, workers and visitors and make the neighborhood a local and regional destination.

Central to the Plan's goal for creating an inclusive and equitable community is the provision of a more balanced range of multifamily housing options in proximity to transit, employment and neighborhood-serving amenities that

will contribute to the vitality of the area and enable more workers to live closer to their jobs. To that end, this is the first small area plan in the city to require a minimum percentage of additional residential rental development enabled by the Plan update be provided as committed affordable rental housing, supporting the City's *Housing for All Policy* and objective to develop or preserve 2,000 affordable housing units through 2025.

WMATA Office Building (Block 15A)

The Washington Metropolitan Area Transit Authority (WMATA) received City Council approval in July 2019 to construct its new Virginia headquarters at a previously vacant lot located at 2395 Mill Road. The new 14-story building will be designed to achieve LEED Platinum certification to benefit the environment and reduced long-term operating costs. It will contain four levels of above-grade parking with similar facade appearance and materials as the office levels and will be designed for the possible future conversion of the parking levels to additional office space. Currently, building permits have been issued and the site is under construction for the foundation.

As required in the Small Area Plan, the new development will participate in the proportionate distribution of costs associated with the implementation of, among other things, open space necessary to support development in the area. WMATA is providing a public access easement for the land it owns under the Metrorail Yellow Line tracks between Mill Road and Eisenhower Avenue. This easement will allow for the activation of underutilized space for a new park that may include a combination of programmed and passive public open space. The City will work with WMATA to design this area for public use.

Carlyle Crossing (Blocks 4 and 5)

Carlyle Crossing, a mixed-use residential development on Blocks 4 and 5, broke ground in July 2019. This 1.7 million square-foot phased development will be anchored by Wegmans Food Market anticipated to open in spring 2022. The project also includes 129,000 square feet of additional retail uses.

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 continued in 2019 with several community events including the first annual Carlyle Block Party, happy hour and networking events with participation from Carlyle restaurants, a health and wellness expo, ongoing fitness classes taught by instructors from Carlyle fitness studios and a Saturday movie series in John Carlyle Park.



Carlyle Vitality Initiative's Holiday Market

Spring 2020 events were postponed due to the pandemic, however this summer the Initiative brought Carlyle's first ever weekly farmer's market and continued the Saturday movie series as well as the outdoor fitness series.

Transportation

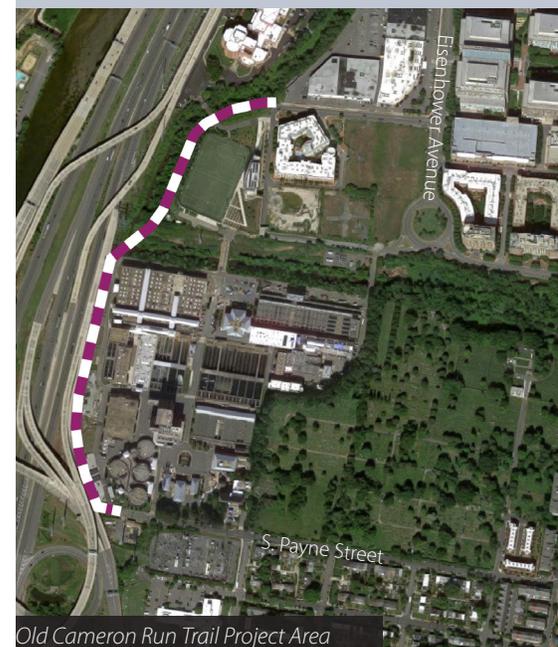
Eisenhower Avenue Widening Project

The City completed the design for the [widening of Eisenhower Avenue](#) between Mill Road and Holland Lane. This project will add an additional westbound left turn lane at the Eisenhower / Mill Road intersection, upgrade the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, convert the traffic circle at Eisenhower and Holland to a "T" intersection, upgrade the street lighting and sidewalks on the north side between Mill Road and Elizabeth Lane, and both sides between John Carlyle Street and Holland Lane, and road resurfacing. Construction is anticipated to begin this fall.

Eisenhower Avenue Metrorail Station Improvements

The City has completed the design for improvements to the Eisenhower Avenue Metrorail station. The improvements include new bus loading areas, new standard WMATA bus shelters, relocating the kiss-and-ride facility, relocating the car share spaces, providing spaces for private shuttles, and the creation of an enhanced pedestrian plaza at the Eisenhower Metrorail Station. The goal of this project is to improve the overall experience of Metrorail users. The construction is contingent on the redevelopment of a new Loop road by adjacent development. The City also completed design of interim crosswalk improvements across Eisenhower Avenue to improve pedestrian access and safety between the station and Hoffman Town Center. The crosswalk improvements will be constructed in FY 2021.

As part of the City's Complete Streets implementation, Old Cameron Run Trail is moving into the design phase to connect Old Town with Eisenhower East.



Old Cameron Run Trail Project Area

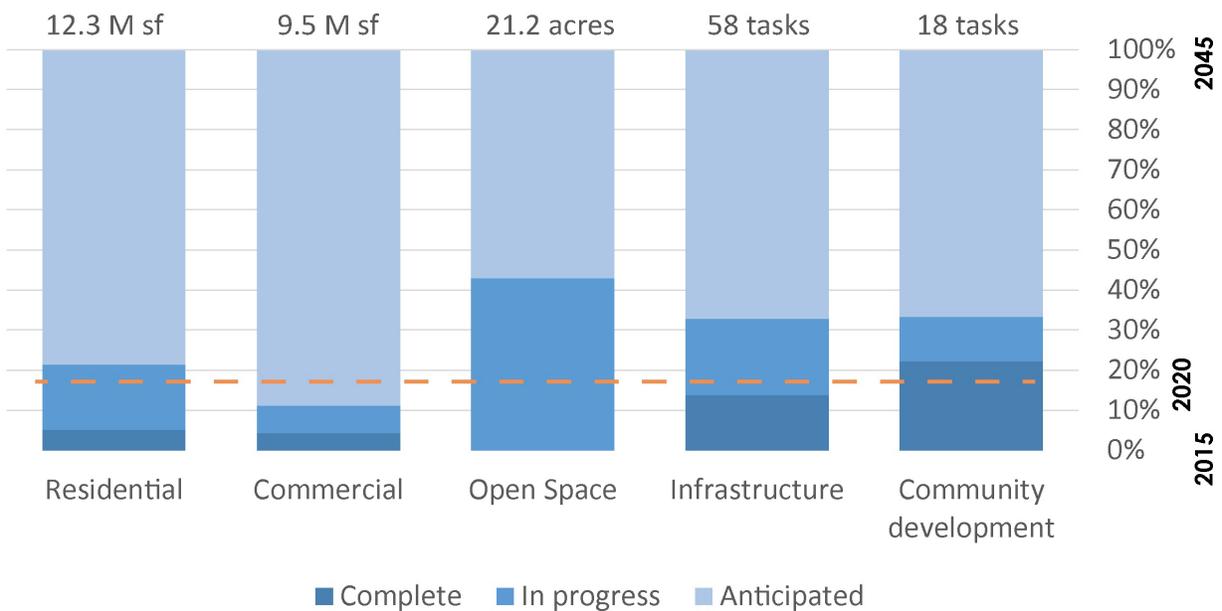


Rendering of Landmark interior transit hub

EISENHOWER WEST/LANDMARK VAN DORN

Implementation Progress Tracking

Implementation of the 2009 Landmark/Van Dorn Corridor Overlay and 2015 Eisenhower West Small Area Plan is on track with open space, infrastructure, and community development tasks. Residential development is also on track, with commercial development lagging similar to other areas in the City and region.



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 provides important coordination and efficient use of resources.

The Advisory Group met once during this implementation period regarding the Virginia Paving Special Use Permit, the Vulcan redevelopment site and the Landmark Mall project. More information can be found on the [project website](#).

Planning, Development and Housing Affordability

Landmark Mall Redevelopment

Since City Council's adoption of the Landmark Neighborhood chapter to the Landmark/Van Dorn Corridor Plan in May 2019, property owner discussions have been taking place to make progress toward initiating redevelopment. The property owner is actively working on implementing the plan for this large and complex site. Once proposals are submitted by the property owner, the City will work with the community to implement the plan. The goal of the City is to enable redevelopment of the site in a timely manner and implement the community's vision for the site. The Eisenhower West Landmark Van Dorn Implementation Advisory Group will serve as the venue for community engagement once the review process commences.

Building on the vision and recommendations established in 2009, the amended plan encourages a unique and connected mixed-use neighborhood by providing an urban



street grid and transit hub, urban building forms, a complimentary mix of uses, community amenities, connected open spaces and a range of housing opportunities.

Given that the anticipated build-out of the site is 20-25 years, the chapter includes flexible strategies related to land use and housing affordability, including co-location with community facilities. The chapter also incorporates recommendations for public and private open space, institutional uses, and increased mobility, connectivity and traffic safety.

Transportation

Eisenhower Broadband Link

The City continued design of the Eisenhower Broadband Communications Link project. This project expands the Smart Mobility fiber optic communications (broadband) network onto Eisenhower Avenue, between Van Dorn Street and Clermont Avenue. With the proposed development in the Eisenhower West area, a new smart infrastructure including traffic signals, is needed to manage the anticipated increase in traffic volume. This project aims to mitigate the impacts of proposed development along Eisenhower Avenue with the installation of communications conduit and fiber optic cable, surveillance cameras at key locations

for real time traffic monitoring and a communications network that will connect the new and existing traffic signals to provide synchronization along this corridor.

Complete Streets

As part of the City's Complete Streets program, the City installed a new flashing school zone sign on Cameron Station Boulevard near Samuel Tucker Elementary, installed a new ADA curb ramp at Cameron Station Boulevard and Harold Secord Street, and upgraded crosswalks to high-visibility on Duke Street.

Capital Bikeshare

Staff is currently working on purchasing Capital Bikeshare stations to be installed in these planning areas over the next few years. Locations will include:

- S. Pickett and Shillings Streets
- Van Dorn Metro Station
- Brenman Park and Somerville Street
- S. Reynolds Street and Edsall Road

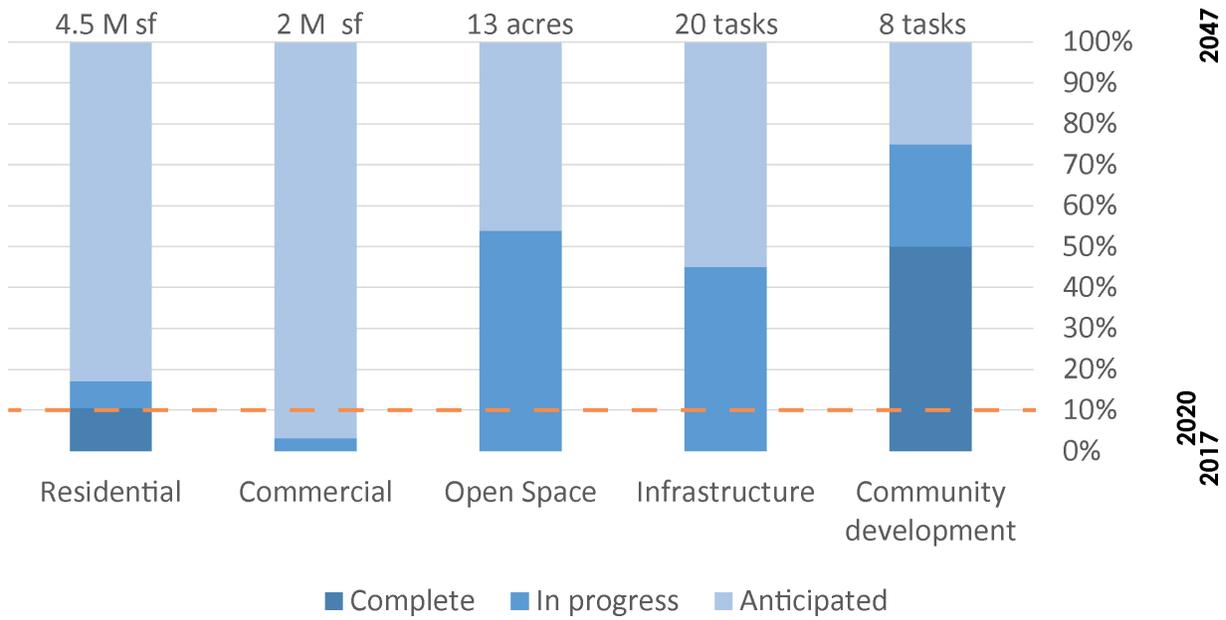


View of 600 N. Royal Street (former Bus Barn Garage)

OLD TOWN NORTH

Implementation Progress Tracking

Following on the trajectory of 2019 implementation progress, Old Town North (OTN) continues to exceed expectations in most implementation tracking categories. Continued progress with residential development under construction indicates the high demand for this area.



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, Development and Housing Affordability

Urban Design Advisory Committee Serving Old Town North

The Urban Design Advisory Committee (UDAC) met once during this implementation period to review and discuss the redevelopment of Transpotomac Plaza Office Buildings. More information can be found on the [UDAC webpage](#).

600 N. Royal Street (former WMATA Bus Garage)

This redevelopment, approved by City Council in February 2019, has begun construction and upon completion will include a 287-unit multifamily building, 12 of which are committed affordable, two levels of below-grade parking, green building certification consistent with the City's Green Building Policy, streetscape improvements and monetary contributions to the City's Housing Trust fund, Old Town North Streetscape and Open Space Fund and the City's Capital Bikeshare fund. Construction is anticipated for completion in 2022.

Second Street - Green Infrastructure Demonstration Project

The City plans 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 was finalized and the construction contract was awarded in December. Once work began in March, the contractor discovered conflicts with underground utilities. Construction work has paused until conflicts are resolved.



1201 N. Royal Street

This mixed-use development, currently under construction, will include 73 multifamily units and a 5,700 square foot arts and cultural anchor, which supports the Old Town North Arts and Cultural District. The project includes streetscape, pedestrian and Mount Vernon Trail improvements, green building and site design, and contributions to the City's Old Town North Streetscape and Open Space Fund, Housing Trust Fund, Capital Bikeshare program and the Living Landscape Fund. Construction is anticipated for completion in 2022.

Hotel Adaptive Re-Use

Construction has begun on this project to convert the 13-story former Crowne Plaza Hotel at 901 N. Fairfax Street into a multifamily residential building — the first project approved following the adoption of the SAP. Upon completion, the project will also include the addition of 41 townhouses on the site and a theater as an arts and cultural anchor, supporting the Arts and Cultural District established in the SAP. Construction is anticipated for completion in late 2021.

Transportation

The City designed and constructed sidewalk improvements near Second

and N. Pitt Streets. The project improved access for pedestrians by widening the existing sidewalk and improving pedestrian safety by shortening the crossing distance with bulb-outs.

Design was continued for improvements to the Mt. Vernon Trail along E. Abingdon Drive, south of Slaters Lane. This project will fill a missing gap along the trail and improve pedestrian and bicycle safety.

Complete Streets and Capital Bikeshare

During this implementation period, Vision Zero and Complete Streets improvements were added to streets that underwent repaving. This summer, the City installed a 15-dock bikeshare station at S. Washington Street and Mount Vernon Trail funded through contributions by the new development at 1199 S. Washington Street, per the project's Conditions of Approval.

In early fall, a 15-dock bikeshare station will be installed on N. St. Asaph and Montgomery Streets funded through contributions by the new development at 530 First Street, per the project's Conditions of Approval. The station will be installed after the City's repaving of St. Asaph Street is completed in late summer.

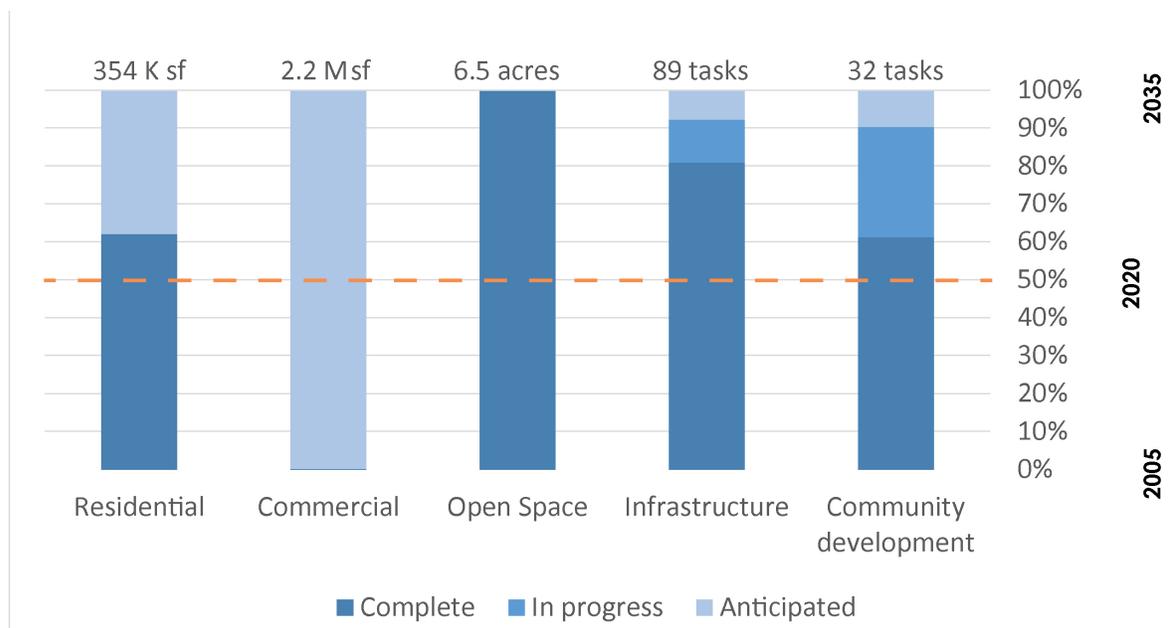


Ribbon Cutting at Four Mile Run Park Wetlands Bridge

POTOMAC WEST

Implementation Progress Tracking Combination of Arlandria and Mount Vernon Avenue Overlays

The timeframe for plan implementation in the Arlandria and Mount Vernon Avenue overlay areas is now at its midway point, with implementation progress well beyond that on all fronts with the exception of commercial development. A major highlight of open space implementation this past year was the new Wetlands Bridge in Four Mile Run Park.



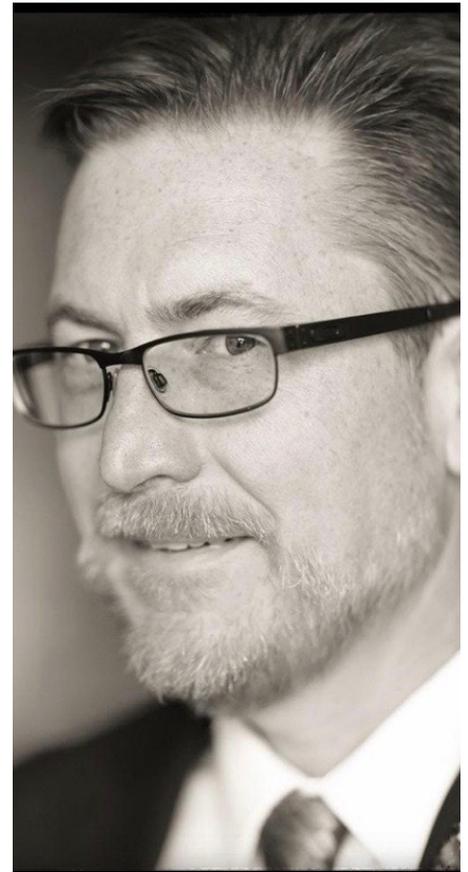
Note: Progress is based on the Mount Vernon Avenue 2005 adoption year. The chart also includes Arlandria tasks which occurred 2003-2005.

Kevin Beekman

Arlandria resident Kevin Beekman, a champion for his community, passed away in August 2020. For over fifteen years, Kevin was a tireless advocate for the Arlandria neighborhood and was involved with community planning efforts to improve environmental quality, open space, bicycle and pedestrian safety, as well as Chirilagua's Mount Vernon Avenue business corridor. He was particularly passionate about Four Mile Run Park and making it more visible and accessible to all, helping to implement the Plan's vision to transform an old paint store into a community building and active public plaza adjacent to the Park.

He served as a member of the Four Mile Run Restoration Master Plan Joint Task Force since 2006, helping to shape Four Mile Run Park Wetlands Restoration. He was also Co-Founder of the Four Mile Run Conservatory Foundation and Co-Founder of Four Mile Run Farmers' and Artisans Market for which he successfully advocated to be the first market in Northern Virginia to accept SNAP food assistance as payment. He led numerous tree planting events, including the volunteer effort to plant trees and a garden to transform a former power substation into a neighborhood park at 3550 Commonwealth Avenue. Through his advocacy for bicycle and pedestrian safety and his service on the City's Traffic and Parking Board, Kevin partnered with the City to launch a pilot program to increase access to Capital Bikeshare rentals for lower income households in Alexandria.

Through these roles and many more, Kevin strengthened the fabric of the Arlandria and Alexandria community, leaving both better than he found them. His involvement and vision in implementing elements of the Arlandria Small Area Plan will have lasting impact on neighborhood development and public open space for generations.



Planning, Development and Housing Affordability

Lacy Court Apartments

The substantial renovation of Lacy Court, a 44-unit rental community in Del Ray, was completed in early 2020, with full lease up occurring soon thereafter. Lacy Court provides affordable housing opportunities for households with incomes up to 40-60% of the area median income. Constructed in the 1950s and owned by the Alexandria Housing Development Corporation (AHDC) since 2011, the property includes five units made fully accessible for persons with disabilities. In addition, five units are part of the City's Pilot Rental Subsidy Program which serves to further deepen the level of affordability.

Arlandria-Chirilagua and Del Ray Plans Update

Utilizing a Spanish-first approach, in fall 2019 the City hosted community conversations and pop-up events, as

well as other spontaneous encounters for residents and organizations located adjacent and near to Mount Vernon Avenue in Arlandria-Chirilagua and Del Ray as the first phase in the planning process to update the 2005 Mount Vernon Avenue Business Plan and the 2003 Arlandria Action Plan. Information gathered during these events helped identify issues of importance to community members and help staff develop the framework for the overall planning process to ensure that it is responsive to their needs and concerns. Grant support from the VHDA helped facilitate robust engagement.

In early 2020 before the COVID-19 pandemic, staff shared with Planning Commission and City Council progress and momentum gained during the fall 2019 Arlandria-Chirilagua and Del Ray community listening sessions. However, because of the COVID-19 pandemic, the City recommended two separate planning processes to ensure appropriate community engagement. The first phase will focus on Arlandria-Chirilagua, prioritizing

housing affordability as the first topic. Engagement in Arlandria-Chirilagua will be Spanish-first with English translation, through City convened events, existing organizations, pop-ups, open houses, and stakeholder meetings. The community engagement process resumed this fall.

The Office of Housing continues robust outreach in the Arlandria-Chirilagua community to ensure that those most likely to be impacted by upcoming economic development activity related to Amazon HQ2 and the Virginia Tech Innovation Campus benefit, too. With a Community Impact Grant, Virginia Housing, (formerly VHDA), is supporting the City's efforts in Arlandria-Chirilagua.

Parks and Recreation

Four Mile Run Park Wetlands Bridge

In November 2019, a ribbon cutting was held to mark the completion of the Four Mile Run Wetlands Bridge. The bridge was partially funded through a match

from the Department of Conservation and Recreation Virginia Recreational Trails Grant Program.

The bridge is a significant part of the Four Mile Run Restoration Plan and connects the Four Mile Run trail through the wetlands that were restored in 2016. The bridge, spanning 120 feet across, was brought into place by crane in order to preserve the integrity of the wetlands and existing pervious trail. The bridge improves trail connectivity by creating a 1 km loop through the 46-acre park. The bridge also improves access to Four Mile Run and its natural wildlife, which is an important resource for environmental education programs.

The project received the *2020 Best New Facility Award* from the Virginia Recreation & Park Society.

Kettle Park at Simpson Park

In June, the parkland located at corner of Bellefonte Avenue and Richmond Highway was renamed Kettle Park. The new name, nominated by the community, reflects oral histories which describe an annual tradition of neighbors bringing food to put in a kettle and share. The name demonstrates the love and care the community had for its places and each other.

The Simpson Park Improvement Plan recommends improving plantings and passive areas in the park. Through a community collaboration with Del Ray Citizens Associations and the Beautification Commission, Kettle Park was transformed into a native pollinator garden to improve the community's outdoor experience. Designed pro-bono by a landscape architect, there are over 3,000 native pollinator plants and 14 shade trees planted along this busy stretch of Richmond Highway. The plantings provide high wildlife value while also improving the streetscape experience for both pedestrians and vehicles.

The project was awarded a Community Matching Fund grant and received



Cora Kelly students designing their traffic garden

the *2020 Best New Environmental Sustainability Award* from the Virginia Recreation & Park Society.

Transportation

Mt. Vernon Avenue Access to Transit Improvements

In the spring of 2020, the City completed transit access improvements at 14 locations along Mt. Vernon Avenue. These improvements included consolidation of bus stops, upgrading ramps and crosswalks to improve pedestrian safety, and construction of bus bulbs at various bus stop locations. These improvements were followed by the resurfacing of Mt. Vernon Avenue between Braddock Road and Hume Avenue.

Traffic Garden at Cora Kelly Elementary School

In early 2020, staff began working with Cora Kelly Elementary School students to design a traffic garden for the school, the third traffic garden facility that has been planned in Alexandria. The purpose of a traffic garden is to allow young children to develop their traffic safety skills and practice riding their bikes and scooters, and walking in a safe, low-stress environment.

Implementation is expected in late 2020 or early 2021.

Complete Streets

Last summer, the City constructed a bus bulb at the corner of Mt. Vernon and W. Reed Avenues, repaved W. Reed Avenue, upgraded existing speed cushions and existing crosswalks to high-visibility markings, and installed a flashing school zone signage on W. Reed Avenue near Cora Kelly Elementary School. This spring, pedestrian signals were upgraded at the intersection of Commonwealth Avenue and Glebe Road to meet ADA requirements and existing curb ramps and crosswalks on Glebe Road were upgraded to high-visibility markings.

Capital Bikeshare

The City has been working with the developer of Oakville Triangle to include two new bikeshare stations, in the development once completed. Planning for additional stations is occurring and anticipated locations include:

- Reed Avenue and Edison Street
- Commonwealth and Reed Avenues
- Mount Vernon and E. Bellefonte Avenues



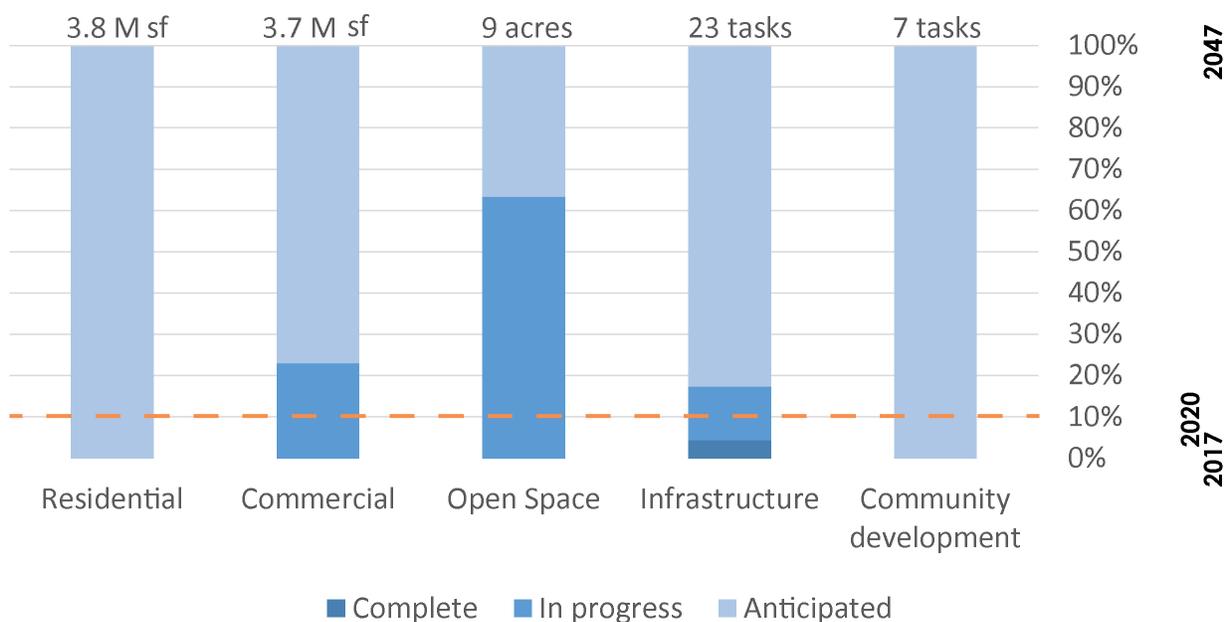
Rendering Virginia Tech Building Block 7W

POTOMAC YARD

Implementation Progress Tracking

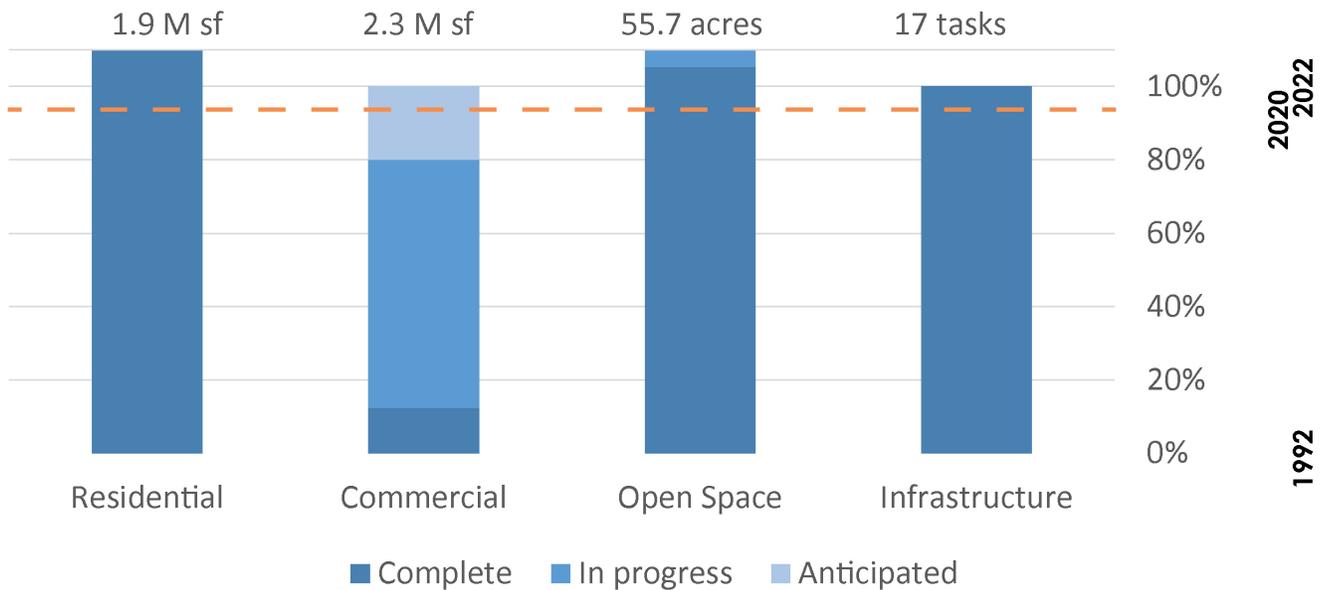
North Potomac Yard

One of the biggest steps toward Plan implementation this year was kicking off construction of the Potomac Yard Metrorail Station, represents the culmination of many years of work on the part of the City and its partners. The Station is anticipated to open in Spring 2022.



South Potomac Yard

Implementation of the Potomac Yard Small Area Plan and CDD #10, focused on South Potomac Yard, is nearly complete with the exception of two commercial buildings now under construction.



Planning, Development and Housing Affordability

Potomac Yard Design Advisory Committee (PYDAC)

PYDAC met nine times during this implementation period. The Committee reviewed submissions for the Phase 1 redevelopment of North Potomac Yard including updates to the Design Excellence Standards, Conceptual Coordinated Development District amendments and the review and discussion of the design of eight buildings, new open spaces and the streetscape. More information can be found on the [PYDAC webpage](#)

North Potomac Yard Redevelopment

In November 2018, Amazon announced the location of its second headquarters in National Landing. Simultaneously, Virginia Tech and the Commonwealth announced a partnership with the City to locate a new Innovation Campus in North Potomac Yard (NPY) within walking distance of the new Potomac Yard Metro Station. Virginia Tech’s

Innovation Campus will be a graduate-level campus focused on high-tech degree and research programs with a focus on computer science, software engineering, data science, security and technology.

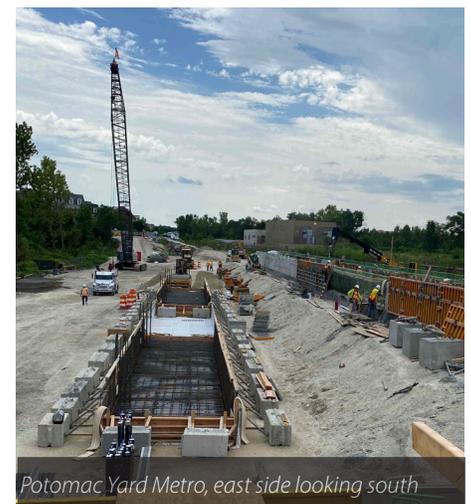
Housing affordability is central to the City’s vision for inclusive growth in the new Innovation District and overall NPY area. Monetary contributions, partnerships between private and nonprofit developers, and colocation of affordable housing with a future potential school or other public use on Block 23 will help to expand housing opportunity as the neighborhood develops.

The City has worked closely with representatives of the NPY development team and Virginia Tech to bring forward Phase 1 of the redevelopment — a mix of academic, office, residential and retail uses across 19 acres. At full build-out, NPY could support up to 7.67 million square feet of new development across approximately 69-acres.

With the goal of opening Virginia Tech’s new academic building in the fall of 2024 and to facilitate the

holistic development of a new mixed-use neighborhood with open space, strong transit connectivity and a unique streetscape design, staff and the applicant have processed strategic requests and approvals to move Phase 1 forward.

In October 2020, Virginia Tech and the NPY Development Team received unanimous approval of their Development Special Use Permit requests which allows for the construction of seven buildings, including one academic building, four office buildings and two



Potomac Yard Metro, east side looking south

residential buildings. It is expected that construction of the academic building and an adjacent office building will commence shortly, followed by the remaining five buildings in a phased development approach.

In addition, the City Council unanimously accepted a key recommendation of the Small Area Plan, the North Potomac Yard Environmental Sustainability Master Plan (ESMP), with amendments, which will provide the sustainability policy framework for implementation within North Potomac Yard.



Transportation

Potomac Yard Metrorail Station

Following the issuance of state and federal wetland and water quality permits, the City held a groundbreaking ceremony signaling the start of Potomac Yard Metrorail Station construction activities in December 2019. The Contractor has since received the necessary City approvals to advance station headhouse, platforms, knuckle pier, and north pavilion construction.

In April 2020, City Council approved staff's recommendation to proceed with enhanced Southwest Access design Modified Idea #1 and request to pursue modifications to the WMATA funding agreement, which will formally incorporate the \$50 million from the Commonwealth of Virginia designated for its construction. An amendment to the DSUP reflecting the finalized Modified Idea #1 design will be presented to Planning Commission and City Council for approval in November.

Potomac Yard Metrorail Implementation Work Group (PYMIG) meetings were held through February 2020, when no longer feasible under COVID-19 regulations. PYMIG received subsequent construction updates in the form of narrated presentations posted to the City's project website. Construction of

the Metrorail station is the culmination of more than 10 years of planning and design, and will be an important catalyst for the implementation of the North Potomac Yard Plan and Virginia Tech's Innovation Campus. The Metrorail station is anticipated to be complete by spring 2022.

Metroway – Potomac Yard Line

The Route 1 Metroway - Potomac Yard Line began service in August 2014. The Metroway provides frequent bus rapid transit service, mostly within dedicated transit lanes along Route 1, between the Braddock Road Metrorail station and Crystal Pentagon City.

In July 2019, the Commonwealth Transportation Board approved \$5M as part of the Virginia Department of Transportation Six Year Improvement Program for the design and construction of extending the Metroway's dedicated lanes between E. Glebe Road and Evans Lane. Future investments north and east of Evans Lane will be implemented as part of the North Potomac Yard redevelopment. Design is anticipated to begin in 2021.

Complete Streets

Vision Zero safety improvements were made at the Slaters Lane and Route 1 intersection. Sidewalks, crosswalks, and

curb ramps repaired, upgraded, and/or installed as necessary, as well as the installation of an interim crossing at E. Glebe Road and Potomac Avenue. The Potomac Trail was extended to meet this interim crossing.

Capital Bikeshare

Staff is planning to purchase Capital Bikeshare Stations to be located at Main Line Boulevard and E. Glebe Road, and at Potomac Avenue and Reed Avenue. The stations are anticipated to be installed in the next few years.

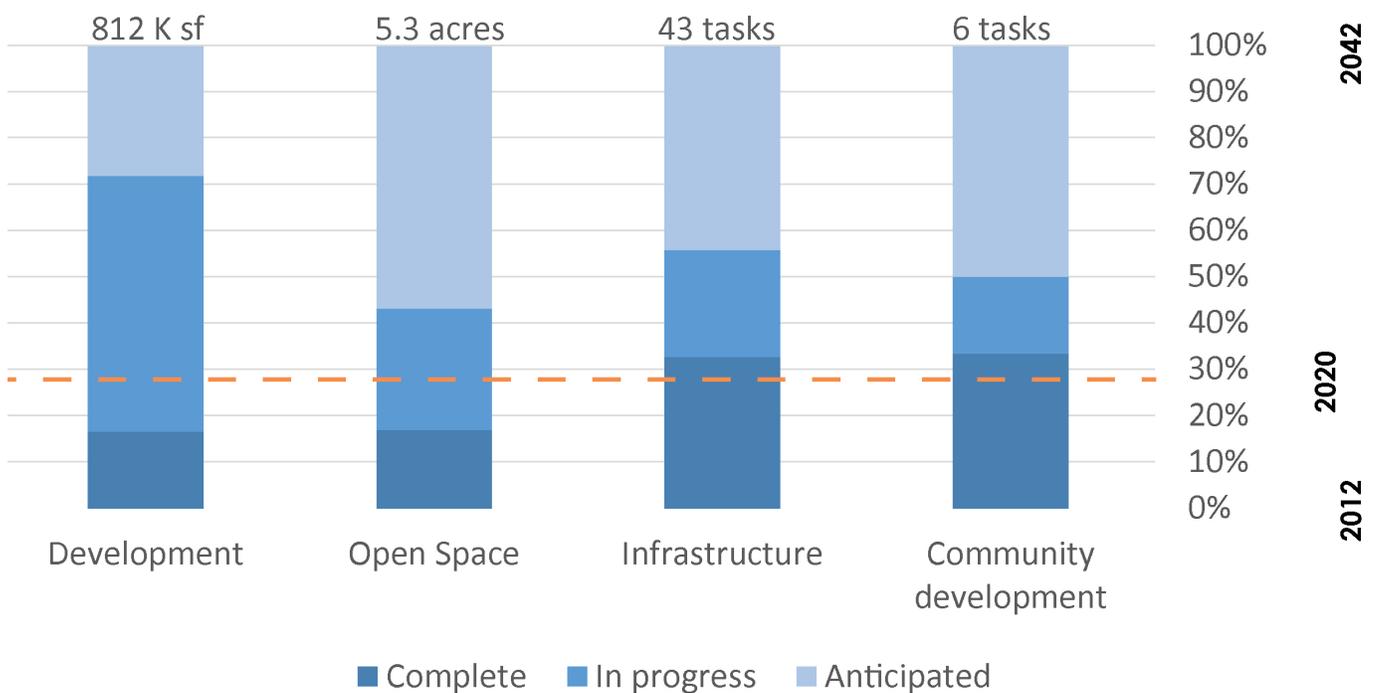


Tall Ship Providence, Courtesy Misha Enriquez

WATERFRONT PLAN

Implementation Progress Tracking

The City is currently on track toward meeting its implementation goals in the Waterfront Overlay Plan focusing on flood mitigation, pedestrian and bike facilities, and open space rehabilitation.



Planning, Development and Housing Affordability

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](#).

Waterfront Park Public Art and Landscape Renovation

In March, the second Site See Temporary Public Art was installed at Waterfront Park. [Wrought, Knit, Labors, Legacies by Brooklyn based Artist Olalekan Jeyifous](#) features colorful ground murals and metal sculptures that weave together African American quilting and textile traditions, with Alexandria's industrial and merchant heritage. The artwork will be on display until November 2020.

In May 2020, the landscape renovations at Waterfront Park were completed. The new plantings enhance views of the Potomac River, and the new wider reconfigured pathways accommodate more pedestrian traffic, and provide connections to the Interim Park. New moveable site furnishings have been placed under the canopy of the mature trees and provide much needed shade during warmer weather.

Ramsay Visitor's Center Garden Renovation

RPCA partnered with the Garden Club of Alexandria to renovate the gardens at the Ramsay Visitors Center located on King Street. The Garden Club funded the design and construction, while the City funded the site furnishings through a Community Matching Fund grant. Approved by the Board of Architectural Review in 2018, the courtyard features a brick patio to accommodate gatherings and tour groups, seat walls, benches, a water bottle filling station, a USB

charging station, and native understory plants. Several of the existing boxwoods were transplanted and incorporated into the garden design. The Garden Club will contribute to maintenance of the gardens and activate the space through horticultural events.

Tall Ship Providence Pier

A recommendation of the Waterfront Plan for historic interpretation along the waterfront includes adding historic ships and emphasizing Alexandria's maritime history. In March, City Council approved a special use permit to allow for docking and berthing facilities for the historic ship, *Tall Ship Providence*.

Facilities will include a floating pier (open to the public) consisting of two cottages, deck area and a gangway that connects the pier to the shoreline. The cottages will house a ticket office and maritime museum and gift shop.

Staff continues to work with the Tall Ship Providence Foundation on scheduling for construction.

Transportation

Complete Streets

Safety improvements were implemented in the plan area including new crossings on Wilkes Street, bike parking in key locations and a second bike fix-it station was added in Waterfront Park.

Capital Bikeshare

Per the Conditions of Approval for the Robinson Terminal South development, the City has been provided with \$60,000 to install a bike share station on the new development site frontage or directly across the street, and in the event a station cannot be located along the site frontage, an alternative site within a two block radius of the project may be selected. The station must be installed within one year of issuance of the Certificate of Occupancy permit and staff is currently working to locate a bikeshare station location.

Wrought, Knit, Labors, Legacies frames Alexandria's African American history through the lens of the city's merchant and manufacturing industries of the 17th to 20th centuries.



Artist Olalekan Jeyifous

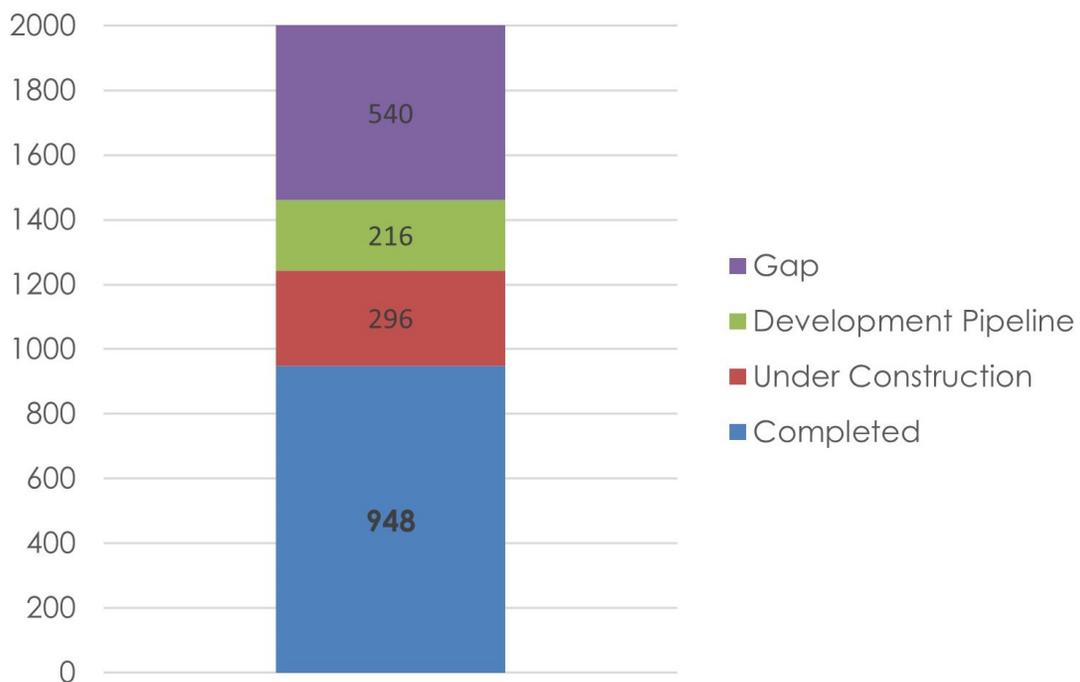


The Lineage on North Patrick (formerly Ramsey Homes)

HOUSING MASTER PLAN

Implementation Progress Tracking

The Housing Master Plan established a goal to create or preserve affordability in 2,000 units by the year 2025. At the end of FY2020, 948 units had been completed and 512 units were either under construction or in the development pipeline.

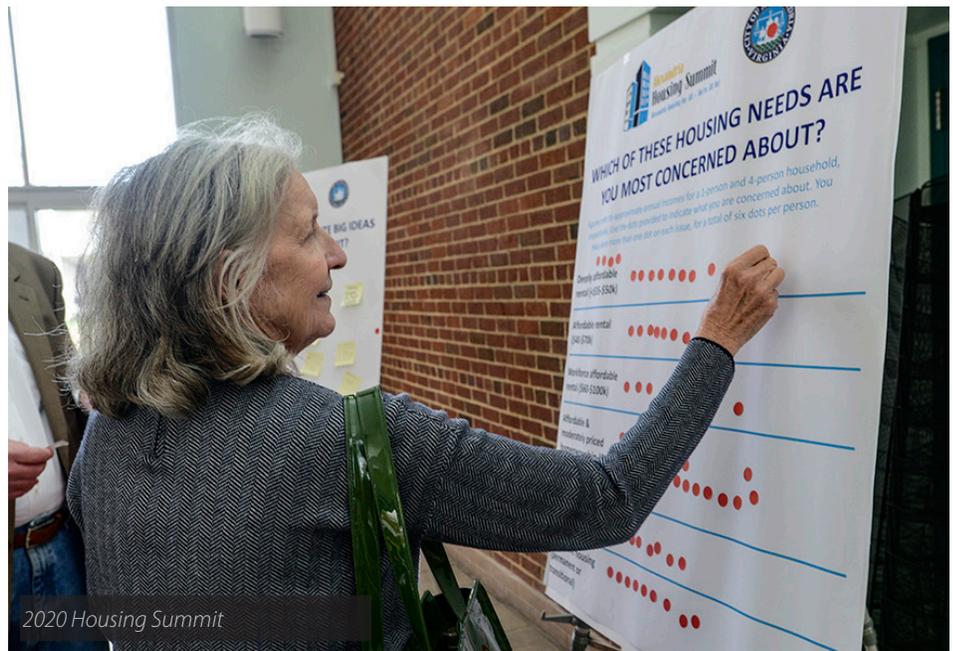


The City continues to implement the Housing Master Plan (HMP) goal of preserving or developing 2,000 units with new affordability through enhanced planning and housing policies, public/private and nonprofit partnerships, increased leverage of City financial investment, and incentives to secure additional affordable housing through the development process. The following was accomplished in FY 2020:

- 296 committed affordable rental units under construction/renovation and 216 units in the pipeline, including affordable and workforce units secured through the development process, and nine discounted assisted living units at the future Aspire independent living community in Braddock.
- 390 committed affordable rental units constructed/renovated, including new set-asides at The Foundry and the Denizen at Eisenhower Square and the creation of new committed affordability in 264 units at The Ellsworth and The Parkstone (formerly the Avana). Parkstone will transition to a 326-unit mixed income property with affordable, workforce and market-rate units.
- Nine first-time homebuyers received loans for down payment and closing cost assistance.
- Nine loans were issued through the Home Rehabilitation Loan Program.
- Four units were modified through the Rental Accessibility Modification Program. Two other units started the RAMP process but were postponed due to the COVID-19 pandemic.

Housing Trust Fund

Pursuant to the Housing Master Plan, the City continues to make investments in affordable housing through the use of developer contributions (the Housing Trust Fund), federal grant fund



allocations, dedicated funds, and other sources. In FY 2020, \$2.1M was pledged by developers, and \$2.4M was received.

2020 Housing Summit

Housing convened a [Housing Summit](#) on January 11. The successful, full-day event examined the progress and implementation of the 2013 Housing Master Plan and explored bold new ideas to address the City's affordable housing challenges and opportunities in 2020 and beyond. The event featured:

- Bus tours highlighting recent affordable housing developments.
- Exhibits showcasing programs and services provided by the City's affordable housing partners.
- An opening plenary that reflected on the accomplishments of the Housing Master Plan within the context of city's complex housing history and explored new directions to expand housing opportunity and promote equity, including a keynote on Minneapolis's Plan to increase housing and housing equity
- Breakout sessions on Alexandria's approach for Housing for All including innovative partnerships, financing models, and regulatory tools, and closing plenary that

examined local, regional, and state approaches to foster an inclusive and vibrant community.

COG Regional Housing Initiative

In March, City Council endorsed the Metropolitan Washington Council of Government's (COG) Regional Housing Initiative including its resolution to increase projected housing production, including affordable housing, through 2030 to support economic development and growth. COG has allocated Alexandria's share as an additional 3,000 housing units by 2030, with an estimated 2,250 to be affordable. To achieve its COG target, a number of Zoning for Housing initiatives have been proposed to explore via the interdepartmental workplan through 2022 to expand land use and regulatory tools to increase housing through the development process.

Outreach and Education

The Office of Housing conducts extensive and varied outreach to ensure City renters, homebuyers, and workers have access to comprehensive and timely information on available housing services and programs. Activities included:

- Four education and training sessions were planned for owners and prospective homeowners of common interest and condominium communities, in partnership with Arlington County and Alexandria law firm MercerTrigiani. Topics to be covered include governance and open meetings, fair housing, best practices for reserves, getting back on track, and a full day board training session offered by the Community Associations Institute (CAI). Due to the COVID-19 pandemic, two of the four sessions were cancelled, including the CAI session.
- The April Apartment Manager's Seminar, to review VA 2020 legislative changes impacting landlord tenant issues, was cancelled due to COVID.
- As part of its annual fair housing testing, staff tested for discrimination based on sexual orientation, specifically gender identification, in multifamily rental transactions. No findings of discrimination were made.
- In June, the City co-sponsored the 10th Annual Northern Virginia Housing Expo and, in response to the COVID-19 pandemic, its first virtual expo. The expo was transformed into an online format and provided exhibits, workshops, and private financial counseling throughout the month of June. In addition, workshops were livestreamed each Saturday and featured experts discussing topics such as local rental housing resources, local homeownership programs, improving credit scores, household budgeting, homebuying market overview, and preparing to purchase a home. The online exhibit hall featured virtual booths highlighting the resources and programs provided by local jurisdictions, non-profit organizations, mortgage and finance companies, real estate professionals, and affordable housing developers. Free financial



counseling was offered in secure online forum and by appointment each Wednesday and Saturday. The exhibits and workshops from this year's expo will remain online on the event's webpage through the rest of the calendar year. Throughout June more than 1,200 persons visited the Expo website and/or participated in one of its offerings.

- Monthly updates on available affordable units.
- Annual Apartment Survey.

Energy Efficiency

The Office of Housing continues to provide financial support to the Energy Masters program, a Cooperative Extension-sponsored program which trains Arlington and city volunteers in energy efficiency, water conservation, and community outreach and education. Working with tenants, Energy Master trained volunteers help modify affordable housing units to maximize energy efficiency. In 2020, the program celebrated completion of energy efficiency modifications of 1,000 units prior to the COVID-19 emergency. Based on Energy Masters' analysis of energy bills, modifications reduce energy costs by an average of 10-13%.

All City supported new construction projects undertaken with nonprofit housing partners incorporate elements to enhance energy efficiency and green building best practices, to yield cost savings for residents. All projects have achieved certification in the LEED or Earthcraft programs, many at the Silver LEED level or higher.

Dedicated Annual Funding

City Council's FY 2019 resolution to increase the City restaurant meals tax rate from 4% to 5% continues to generate dedicated funding for affordable housing. In FY 2020 these funds enabled a loan to the Alexandria Housing Development Corporation (AHDC) to acquire Avana Alexandria (now branded "Parkstone Alexandria") to preserve this 326-unit as a mixed-income development, including committed affordable and workforce units, as well as some market-rate units.

Housing Contributions Analyses

A housing contributions workgroup was convened in March 2019 to help update the City's affordable housing procedures and policies related to rezonings, applications involving land use changes, commercial building conversions, and senior housing projects providing independent living, assisted living, and

memory care. The intent of process is to ensure continued consistency and clarity for new and emerging development trends; and to provide certainty in the City's expectations while allowing for flexibility through the establishment of baseline expectations and goals.

Parallel to this process, the City undertook an evaluation of inclusionary zoning in Spring and Summer 2020 to determine if inclusionary zoning could augment affordable housing production through the development process. Recommendations on both processes are anticipated to be scheduled for worksessions and public hearings in Fall 2020. It is noted that the Eisenhower East Small Area Plan includes a requirement that 10% of all residential rental units yielded through additional density be provided as committed units affordable at 60% AMI for 40 years.

The Waypoint (Fairlington Presbyterian)

In 2018, City Council approved a proposal by Wesley Housing Development Corporation, in partnership with Fairlington Presbyterian Church, to convert a portion of the Church's existing surface parking lot into a 100,900 square foot, four-story affordable multifamily building with underground parking. The 81-unit residential affordable housing project includes a mix of one-, two- and three-bedroom units and will provide a range of improvements including increased tree canopy, open space, a plaza area and undergrounding of overhead utilities.

The Church and the Potomac Crescent Waldorf School will continue to operate on the site. The project will provide housing affordable to households with incomes between 40% and 60% of the area median income; a rental subsidy grant program will also help make nine units deeply affordable. The approximately \$38 million project is

funded through competitive tax credit equity, a commercial loan, deferred developer fee, and loan of up to \$7.65 million from the City's Housing Opportunity Fund. The City closed on a portion of its loan in July to enable sitework to begin. The project will be completed in Spring 2022.

South Patrick Street Housing Affordability Strategy

The 2018 Strategy developed a framework to preserve housing affordability and diversity along South Patrick Street. The approval of the plan was followed by the creation of a new zoning tool to incentivize the preservation of housing affordability. The first redevelopment proposal under the plan (for The Heritage, a rental community with 244 deeply affordable and workforce affordable units) is currently in review and anticipated to go to public hearing in early 2021. Community and resident meetings began in January and will continue online.

Accessory Dwelling Unit Study

Consistent with the recommendations of the Housing Master Plan and Age-Friendly Plan for a Livable Community, the City is conducting an Accessory Dwelling Unit (ADU) Study to inform the development of a draft ADU policy and associated zoning regulations. ADUs can expand on-site housing options for multi-generational families, caregivers, and live-in childcare providers; bring in rental income that helps cover housing costs for both first-time homebuyers and long-time Alexandrians at risk of being priced out of the city; and enhance housing affordability for the City's workforce, including recent graduates and young professionals. Recommendations are anticipated to be scheduled for public hearing in Fall 2020.

Per a 2015 agreement between the City and Southern Towers, 105 Committed Affordable Units (CAUs) with rents at 55% and 60% area median income (AMI) are available at Southern Towers through July 2028.





Woodbine Tot Lot Ribbon Cutting

OPEN SPACE MASTER PLAN UPDATE

Ad Hoc Open Space Steering Committee

In October 2019, City Council reinstated the Ad Hoc Open Space Steering Committee. The 11-member committee was appointed in January and met throughout the spring. Over the next two years, the Committee will work to provide recommendations for defining publicly accessible open space, and to develop policy tools intended to increase, preserve and improve the quality of the City's publicly accessible open spaces.

Pocket Park Improvement Plans

In January 2020, the Park and Recreation Commission endorsed the [Pocket Parks Improvement Plans](#). The plans provide recommendations for 25 pocket parks, which are City owned, and less than a half acre in size. The two-year process involved extensive community outreach to learn about how the parks are used, and to determine future needs. Surveys, site signage, and public meetings were conducted in 2018 and 2019. Pocket parks often have seating, gardens,

playgrounds, or other small activity areas that are vital for supporting the social, recreational and environmental needs of their local neighborhoods. Despite their size, pocket parks are often the only nearby public space for many residents.

Like other Park Improvement Plan implementation strategies, the recommendations are assigned a priority rank, cost and proposed timeframe. Recommendations may be implemented incrementally, independently or together, depending on need and availability of funding and resources. Recommendations may be incorporated into the City's ten-year Capital Improvement Program Budget.

Ewald Park Pool Demolition

For nearly nine years Ewald Pool has been closed becoming a safety concern for the community. In February 2020, the pool and pool house were demolished to make way for future park improvements. As recommended in the Ewald Park Neighborhood Improvement Plan, future improvements include two multi-use courts located within the old

pool area, relocation of the playground, parkour equipment, an additional basketball court, and public art. The former pool area will be programmed until future construction of the park improvements can begin.

Woodbine Tot Lot—Whitaker's Wish

[RPCA partnered with Make-A-Wish Mid-Atlantic to improve the Woodbine Tot Lot.](#) Whitaker, a 4 year-old cancer survivor who lives in the neighborhood and loves going to the playground, had one wish—a new playground for his friends and community. During the Pocket Park Improvement Plan process, playground improvements were identified as a top priority for this pocket park. The project leveraged community partnerships through donations and in-kind services, and received a Community Matching Fund grant. Designed with Whitaker, the playground has new climbing equipment, a fire truck themed play structure, more swings and new mulch surfacing.



Rendering of RiverRenew Outfall 001 Diversion Facility Restoration, Robinson Terminal North

SANITARY SEWER MASTER PLAN

RiverRenew Project

As part of the City's implementation of the 2001 Water Quality Management Supplement and the 2012 Sanitary Sewer Master Plan, and following the 2017 Virginia General Assembly enacted law requiring Alexandria to bring four combined sewer outfalls (CSOs) into compliance with state and federal laws on an accelerated schedule, the Planning Commission and City Council authorized the transfer of ownership of the CSOs to AlexRenew, effective July 1, 2018. The City and AlexRenew agreed that transferring the ownership of the CSOs to AlexRenew will provide the best approach to comply with the level of CSO control and implementation schedule mandated by the State Legislature. Implementation of the plan is referred to as RiverRenew and is anticipated for completion by July 1, 2025. The cost of the program is currently estimated at \$465-596 million.

Environmental Assessment Process

The National Park Service (NPS) issued the Finding of No Significant Impact (FONSI) on April 14 for the RiverRenew Project, bringing the National Environmental Policy Act (NEPA) process to a close. Compliance with NEPA is required since portions of the project will be constructed on NPS land. This milestone was achieved through a comprehensive public participation process with significant input from the Alexandria community and project stakeholders.

RiverRenew Stakeholder Advisory Group

In December 2018, AlexRenew and the City jointly created the [RiverRenew Stakeholder Advisory Group](#) (SAG) through City Council Resolution #2850 to monitor the implementation of RiverRenew. The 13-member SAG represents a diverse group of residents from Alexandria neighborhoods,

businesses and environmental groups. Between February 2019 and December 2019, the SAG met six times covering a wide range of topics including community impact mitigation, rate adjustments, outreach opportunities and messaging. In September, City Council passed Resolution 21-0163 establishing a new SAG for RiverRenew. Building off the foundation from previous SAGs, this group will monitor construction progress and is scheduled to start meeting in early 2021.

Development Special Use Permit

RiverRenew will be implemented within the boundaries of the following Small Area Plans: Old Town North, Old Town, Waterfront Plan, and King Street/ Eisenhower Avenue. In FY 2019, City Council approved AlexRenew's [Development Special Use Permit application](#) for new sewer infrastructure and associated surface enhancements to remediate the combined sewer system in these areas.



Community outreach on Alexandria Mobility Plan

TRANSPORTATION MASTER PLAN

Alexandria Mobility Plan

In FY 2020, the [Alexandria Mobility Plan](#) publicly launched a strategic update to the 2008 Transportation Master Plan to ensure that transportation in the City continues to serve the needs of residents, businesses and visitors as the region grows and new technology adds to the ways people move. Through online engagement, pop-up events, stakeholder meetings, focus groups, and an Innovation Forum, the Alexandria Mobility Plan gathered public input on mobility needs, ideas, and tradeoffs to help establish clear priorities for improving mobility. The updated plan will be structured around the following elements: Streets; Smart Mobility; Transportation Demand Management; Public Transit; and Parking and Curbside Management and as is anticipated to be completed in early FY 2021.

West End Transitway

In July 2019, the City was awarded \$57 million in Smart Scale funds to be used toward the construction of a first phase of the West End Transitway that

will focus on Transportation Systems Management (TSM) improvements such as Transit Signal Priority, new stations, pedestrian and bicycle safety and access to stations, queue jump lanes and other roadway improvements, and purchase of new buses. The design of the West End Transitway phase 1 improvements is anticipated to begin in early 2021.

Metrorail Station Improvements

During the summer of 2019, the Washington Metropolitan Area Transit Authority constructed improvements to the Braddock Road, Eisenhower Avenue, Van Dorn and King Street Metrorail stations as part of the Platform Improvement Project for stations throughout the region. Improvements included repairing / reconstructing the platform, new slip resistant surface tiles, escalator improvements, brighter energy efficient LED lighting, new stainless steel shelters, improved Passenger Information Displays, new surveillance systems, speakers and safety call buttons.

Additional improvements to the Van Dorn Metrorail Station were made to the Kiss & Ride area to improve vehicle circulation and pedestrian access and safety.

Also in 2019, the City continued the construction of the King Street Metrorail Station Access Improvement project. This project adds three additional bus bays, improves pedestrian access and safety, reconfigures the shuttle, kiss & ride and taxi areas, improves bike parking and landscaping and lighting throughout the area adjacent the station. The improvements are anticipated to be completed in late 2020.

Alexandria Union Station Project

Virginia Railway Express (VRE) continued design of accessibility improvements at the Alexandria Union Station. Improvements include a new pedestrian tunnel between the Alexandria Union Station and the tracks owned by CSX. The new tunnel will eliminate the

existing at-grade crossing of tracks between the Alexandria Union Station West (closest to the station) and East (middle) platforms, improve pedestrian access between the two platforms with a direct ADA accessible route; extend and widen the East Platform to allow VRE and Amtrak passenger use of Track 1 (farthest east track), all while maintaining rail traffic during construction.

Smart Mobility

This spring, the City initiated the Transit Signal Priority (TSP) Phase II Project. This project will install and program TSP equipment along Duke Street, between Walker Street and Telegraph Road, and along King Street between Dawes Avenue and N. Quaker Lane. In addition, the project will install and provide equipment for emergency vehicle preemption along these two corridors.

Dockless Mobility

In FY 2019, the City launched a pilot program to allow private companies to operate shared mobility devices (such as dockless bicycles and scooters available for rent) in the city under a nine month demonstration program. In December, TES launched [Phase II of its Dockless Mobility Pilot program](#), which includes additional measures to regulate scooter companies and riders. One of the recommendations for Phase II includes installation of additional parking corrals throughout the city. In FY 2020, parking corrals were installed or scheduled to be installed in 34 locations citywide.

Wayfinding

Multiple phases of the [City's Wayfinding Program](#) have been implemented over the previous fiscal years, including parking, directional signs and pedestrian interpretive kiosks in Old Town, City park and recreation center identification signs, and new highway signs.

The final phase of the vehicular signage program on major corridors throughout the city has been implemented, and

new business location signs have been completed in Old Town along King Street and at Cameron Station. The Wayfinding Program has also provided content to DPI for a new information kiosk and pedestrian directional sign at King Street Metrorail station.

A contract for the next phase of destination identity signage for the Office of Historic Alexandria and RPCA sites was initiated in FY 2020; this phase is expected to be completed in Spring 2021. Additional interpretive signage was also developed in FY 2020.

Traffic Adaptive Signal Control

TES awarded the contract for the Adaptive Signal Control project in the last quarter of FY20. The adaptive control project will give the City a two generation leap in traffic control technology. Today the traffic signals are coordinated through fixed timing plans that are implemented on a time of day, day of week schedule, much the same way as a programmable thermostat does in a modern home. Adaptive control will monitor traffic and continually adjust traffic signals to optimize the operation of the City's transportation network. The project will upgrade traffic signal field equipment with equipment that will allow the operation of future Connected and Autonomous Vehicles (CA/AV) as well as possible self-driving shuttle buses. As more people start using CA/AVs, the adaptive system will eventually be able to directly interface with these vehicles to further optimize the operation of the transportation network.

As part of this project, fiber optic cable is being installed along Eisenhower Avenue between Van Dorn Street and Clermont Avenue. This fiber will allow the deployment of future smart devices along Eisenhower Avenue. Construction is expected to begin in about a year.

Five transit shelters were replaced throughout the city, helping to improve pedestrian safety and access, and encourage more transit ridership.



Bus shelter at King & Bradlee Shopping Center



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

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City Manager's Office



City of Alexandria, VA
Department of Planning and Zoning, November 2020