

NVAA Jurisdictional Summary – City of Alexandria

New City Leadership

After a long political season, the City elected a full complement of Democrats, with a new Mayor and Council member. Allison Silberberg, formerly Vice Mayor, was elected Mayor in November 2015 and Willie Bailey, a lifelong Alexandrian, was elected to replace her seat on the Council. Five incumbents, Justin Wilson, John T. Chapman, Del Pepper, Paul Smedberg, and Tim Lovain were reelected with Wilson as Vice Mayor.

The City also experienced several turnovers in department leadership in 2015 and promoted from within. City Council appointed former Deputy City Manager Mark Jinks to City Manager in April 2015, and former Department of Project Implementation Director Emily Baker to Deputy City Manager in November 2015. In addition, the City promoted the following individuals from Acting Director to Director in 2015: Karl Moritz in Planning and Zoning, Gregg Fields in Code Administration, Yon Lambert in Transportation and Environmental Services, and Helen McIlvaine in the Office of Housing.

FY2017 Proposed Interdepartmental Work Program

Every year, the City proposes a work program that coordinates the various City department planning efforts and prioritizes them based on City policies and goals. The work program includes an ambitious list of short- and long-term projects and the proposal will be heard by City Council on February 23, 2016. For more information, please visit the following website:

<http://www.alexandriava.gov/planning/info/default.aspx?id=6688>

Parking Standards for New Multi-Family Residential Development

The parking requirements of the Alexandria Zoning Ordinance date back to the 1980s and are far out of sync with current parking practices. The City determined that they would study and revise the standards in phases: residential multi-family uses first, followed by commercial uses. In April 2015, the City Council approved an amendment to the City Zoning Ordinance to revise the parking standards for multi-family development projects. The revised parking standards reflect the City's parking practices, changes and trends in demographics, and changes in market demands. The Parking Standards for Multi-family Developments Guiding Document provides an overview of the new standards and instructions for applying them to new development projects.

The new standards require a per-bedroom ratio based on proximity to Metro and allow for deductions or “credits” for proximity to Bus Rapid Transit (BRT) stops and standard bus routes, Walkability score, and number of studio units. Additional deductions are allowed for income-restricted affordable housing.

For more information, the guiding document is linked below:

http://www.alexandriava.gov/uploadedFiles/planning/info/Parking_Standards_Task_Force/FINAL%20Guiding%20Document%202015.04.21.pdf

The commercial use study phase is scheduled to begin in Fall 2016 and anticipated to go to hearing in Fall 2017.

Eisenhower West Small Area Plan

In December 2015, the City Council adopted the Eisenhower West Small Area Plan, generally bounded by Duke Street, S. Pickett Street, Holmes Run, and the Metro/CSX rail lines. The Plan establishes the long-range vision and goals to guide the redevelopment of the 620-acre plan area over the next 25

years. The Plan focuses on providing a mix of uses while concentrating commercial development within a ¼ mile from the Van Dorn Metro Station, creating a new street grid within the existing “superblocks, and providing quality open space. The Plan also introduces “production, wholesale and repair” (“PWR”) uses, or “maker” spaces, in order to maintain some of the existing commercial uses within the plan area while providing new opportunities for business and employment growth.

For more information, the Plan document is linked below:

<http://www.alexandriava.gov/uploadedFiles/planning/info/EisenhowerWest/EWSAPFinalReportLoRes120115.pdf>

North Potomac Yard Development/New Inline Metro Station

In May 2015, the City Council voted to endorse the construction of a new Potomac Yard Metrorail Station, a new infill station on the Yellow and Blue lines between the National Airport and Braddock Road stations, and selected “Alternative B” as the Locally Preferred Alternative (LPA). The WMATA Board accepted the station into the system and endorsed the site choice in December 2015. The station is a key element of the redevelopment of Potomac Yard into a high-density, mixed-use, transit-oriented destination.

Since 2011, the City has been analyzing multiple alternatives through an Environmental Impact Statement (EIS) process as established as part of the National Environmental Policy Act (NEPA). Now that the LPA has been established, the City can develop the Final EIS and will be released in winter 2016. Concurrently with completion of the Final EIS, City staff is working with WMATA, NPS, and design consultants to develop the conceptual design for the station, which is anticipated to go before City Council in spring 2016. The design will also be included in WMATA’s design-build RFP, anticipated to be issued in summer 2016. After execution of the design-build contract, the station will be designed and constructed with an anticipated opening in 2020. Approval of the Potomac Yard Metro paves the way for the development of North Potomac Yard as envisioned in the North Potomac Yard Small Area Plan, with 7.5 million square feet of mixed use development.

For more information, the Potomac Yard website is linked below:

<http://www.alexandriava.gov/PotomacYard>

Oakville Triangle/Route 1 Corridor Vision Plan

In January 2016, the City Council approved the Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines. This Plan was created in response to the StonebridgeCarras proposal to redevelop 13 acres of industrial properties along Route 1, also known as Oakville Triangle. The existing plan for this area had not been reconsidered in over 20 years, despite the fact that the major redevelopment and new Metrorail station in Potomac Yard are located directly across the street.

StonebridgeCarras proposed to develop 1.5 million square feet of residential, retail, office and hotel uses and will be seeking City Council approval of their development special use permit in Spring 2016. The Plan includes this proposal as well as the commercially-zoned properties along the western side of Route 1 and establishes potential land uses, massing, open space, and a new parallel road with improvements to the intersection of Glebe and Route 1.

For more information, the Plan document is linked below:

http://www.alexandriava.gov/uploadedFiles/planning/info/Oakville_Triangle/OakvilleDesignGuidelines09232015LoRes.pdf

Old Town North Small Area Plan Update Process

In 2015, the City began the Old Town North Small Area Plan Update process with the appointment of a 21-member Advisory Group. The existing 1992 Old Town North Small Area Plan was one of the most forward-thinking of the 1992 Plans and anticipated contemporary mixed-use development. It is being used as a basis for this current planning process, which is scheduled to be completed in 2017. The Plan process began with a 5-day Charrette where an interdisciplinary team of staff members worked closely with the community to identify draft planning categories as well as goals and objectives for the Update. Some of these were then translated into drawings or “concept designs.” The Plan is now moving into the study and testing phase, where the ideas produced during the Charrette will be studied by staff and the Advisory Group to determine their viability.

For more information, the Plan website is linked below:

<http://www.alexandriava.gov/planning/info/default.aspx?id=86032>

West End Transitway

The City is planning for a Bus Rapid Transit (BRT) system along the Van Dorn/Beauregard corridor (West End Transitway) that will provide robust high-capacity transit operations between the Van Dorn Metrorail station, Shirlington Transit Center, Beauregard residential area and the Pentagon using a combination of dedicated and shared lanes. The BRT will also support the redevelopment planned along its route in Landmark/Van Dorn and Beauregard and provide much-needed transit options for this underserved area. Currently the City is preparing to re-affirm the Locally Preferred Alternative for the transit technology, route, configuration, and cost estimate in addition to preparation of the federal environmental documentation. This current phase does not include any final engineering, design, or advanced financial planning.

The draft proposed route is available here:

[http://www.alexandriava.gov/uploadedFiles/tes/info/West%20End%20Transitway%20\(WET\)%20-%20Proposed%20Build%20Alternative.pdf](http://www.alexandriava.gov/uploadedFiles/tes/info/West%20End%20Transitway%20(WET)%20-%20Proposed%20Build%20Alternative.pdf)

New Permitting System Software Implementation

The City’s current permitting software is about 20 years old and has reached the end of its useful life. Staff is currently implementing an upgrade to a new system that will allow for online permit processing, payments, and plan review. This upgrade will take approximately two years, but once it is completed it will help streamline development and permitting review for applicants and staff alike.