

**CITY COUNCIL WORK SESSION
ON PLANNING DEPARTMENT WORK PROGRAM AND
WATERFRONT PLANNING PROCESS**

TUESDAY, MAY 12, 2009

5:30 P.M.

AGENDA

- | | | |
|------|--|--|
| I. | Welcome and Opening Comments | Vice Mayor Redella S. "Del"
Pepper |
| II. | Proposed Department of Planning and Zoning
Work Program | Faroll Hamer, Director,
Planning and Zoning

Karl Moritz, Deputy Director,
Planning and Zoning

Jeffrey Farner, Deputy
Director, Planning and
Zoning |
| | Council Discussion | |
| III. | Update on Waterfront Planning Process | Faroll Hamer |
| | Council Discussion | |

Individuals with disabilities who require assistance or special arrangements to participate in the City Council Work Session may call the City Clerk and Clerk of Council's Office at 703-838-4500 (TTY/TDD 838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.

EXHIBIT NO. 1

WS
5-12-09

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 8, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

VIA: FAROLL HAMER, DIRECTOR, DEPARTMENT OF PLANNING AND ZONING *FH*

SUBJECT: PRIORITIES FOR THE DEPARTMENT OF PLANNING AND ZONING'S WORK PROGRAM FOR FY2010 AND BEYOND

ISSUE: Consideration of Planning Commission priorities for planning projects in the Department of Planning and Zoning's work program for FY 2010 and beyond.

RECOMMENDATION: That the City Council confirm the following priorities, staffing levels and funding for the Department of Planning and Zoning.

- Complete small area plans for Potomac Yard and the Waterfront.
- Upon adoption of the Potomac Yard plan, begin a small area plan for the rest of the Route 1 Corridor (Braddock Fields/Landbay L or Route 1 West).
- Continue planning efforts on the Beauregard Corridor small area plan, with major work beginning in May 2009 and completion targeted for November 2010.
- Complete design guidelines for the Wayfinding program.
- Begin implementation of the Landmark/Van Dorn Corridor Plan.
- Accelerate support for implementation of the Arlandria Action Plan.
- Provide enhanced planning attention to development proposals in Carlyle including Block P and nearby ASA property.
- Embark on Phase II of the Green Building program, addressing existing buildings and outreach.
- Complete Eisenhower West Industrial Use Study in FY 2009. Consider phasing initiation of Eisenhower West small area plan to focus first on parcels identified in industrial use study as having greater near-term redevelopment potential, or initiate the full plan in late 2011.

- Work with the Office of Housing on the upcoming Housing Master Plan with adoption targeted for January 2011.

The resources required for this work program would require for FY2010:

- For the new projects proposed to be added to the work program, the additional resources (\$270,000 to \$290,000) outlined in budget memorandum #123 to the City Council (attached); and
- Receipt of a federal BRAC grant of approximately \$600,000 to pay for the consultant work on the Beauregard/Alexandria West small area plan.

DISCUSSION

Work Program

Attached to this memorandum is a chart showing the proposed work program for FY2010. Although the FY2010 work program is the focus of our discussion, the chart covers the time period from January 2009 through December of 2012 to give a broader picture of the proposed schedule of major planning projects. In addition, the chart shows work associated with plan implementation, which continues to occur for some years after each plan is adopted.

There are several new projects proposed, either due to Council direction (such as the unfunded Arlandria Action Plan) or because they are logical next steps to a recently completed project (such as Green Buildings Phase II and the Route 1 Corridor). Also, the Potomac Yard plan is currently underway, as a result of development pressure from the owners of Landbay F, even though resources were not allocated in the FY09 budget.

Proposed new projects that were not on the approved FY2009 work program include:

- Potomac Yard (Landbays F and L)
- Route 1 Corridor (either Braddock Fields/Landbay L or Route 1 West)
- Green Buildings Phase II
- Phase I of the Eisenhower West small area plan
- Arlandria Action Plan
- ASA/Carlyle Block P

With these new projects, this proposed work program is not possible with the resources in the approved FY2010 budget.

The Department has taken some steps to reduce the level of effort in this work program to increase efficiency and make room for new projects. For example, this work program proposed that work on the Arlandria Action Plan not begin until November, after work on the Wayfinding Design Guidelines is completed. Although the Wayfinding program was

not funded in the CIP for FY2010, it is important to complete the design guidelines, so when the program can be funded, it can be quickly implemented.

During discussions of the FY2009 budget, it was communicated to Council that the budgeted complement of 53.5 FTEs created capacity for 3 major plans and 2 smaller planning projects – if fully staffed. The proposed work program has up to six projects occurring simultaneously. Resource issues are explored in greater detail later in this memorandum, but as Council members read the descriptions of the proposed FY2010 work program, Council may wish to be thinking about which projects should be retained by adding resources, and which should be delayed for lack of resources. In staff's estimation, there are no obvious candidates for delay. Interrupting projects that are well underway is counter-productive, especially if the public is already engaged. Some projects (Beauregard, Arlandria) are also more time-sensitive than other projects.

Proposed Work Program

Small Area Plans

1. *Potomac Yard Small Area Plan:* This plan, as well as the associated Metro Feasibility Study, is well under way with completion expected by December 2009. The Department is not proposing a delay in this Plan. However, at a Potomac Yard community workshop held in January, the public raised the possibility of looking at Potomac Yard's Landbay L in combination with the Braddock Fields adjacent to the Braddock Metro Station (although the Rosemont Civic Association has taken a position opposing such a study). Currently staff is engaged in a "threshold analysis" which will help the Commission and the Council determine if a Landbay L/Braddock Fields plan be conducted separately from the Potomac Yard plan.

If a Landbay L/Braddock Fields plan is added to the work program, staff recommends that it should begin immediately after the Potomac Yard plan because the technical studies will still be valid and many members of the public will already be engaged. If it is added to the work program, it will likely require some additional consultant resources.

If Landbay L/Braddock Fields is not added to the work program, staff recommends that planning for the west side of the Route 1 Corridor commence immediately after the Potomac Yard plan. Given the major transportation infrastructure projects that are contemplated for Route 1 – not only the possibility of a new Metro station but the investment in high occupancy transit along Route 1 itself and the need for coordination with Arlington County – it seems prudent to continue planning within the walkshed of these major investments.

2. *Waterfront Small Area Plan:* The initial public meetings were held in April; the goal is to have work on the Plan completed in 14 months (June 2010), shorter than the original estimate of 18 months. This Plan is now fully under way and in staff's estimation, is not a good candidate for delay because of broad community expectations as well as the critical role the waterfront plays in the City's economy and quality-of-life.

3. Beauregard Corridor Small Area Plan: Although staff has been conducting preliminary work throughout the spring, efforts on this Plan will accelerate in July as consultants are brought on board in preparation for a likely first community meeting in September. There are several factors creating a sense of urgency for this Plan's completion, the primary of which is the relocation of 6,400 Department of Defense jobs to the Mark Center. Others include the redevelopment intentions of more than one major residential landowner, and the planning for high occupancy transit along the Beauregard corridor, as well as the Columbia Pike streetcar project being planned by Arlington and Fairfax Counties. Completion is targeted for December 2011, or 18 months from commencement. The Department is pursuing BRAC grant funding to support this planning effort.
4. Eisenhower West Small Area Plan: The Eisenhower West Industrial Study will be completed in June and this report will shed significant light on the readiness of the Eisenhower West industrial area for redevelopment. An option for this proposed work program is to institute a two-phase small area plan, focusing initial planning work on the properties identified by the study as having the greatest near-term development potential. This approach will allow the Beauregard Plan to be completed before the balance of the Eisenhower West Plan begins; staff believes that having two major West End plans occurring simultaneously strains not only City staff but also residents and businesses who wish to participate fully in both planning processes. In addition, the Landmark/Van Dorn Corridor Plan has just been adopted and a redevelopment proposal in the Pickett Place area has just been approved. At a recent community meeting on the Industrial Uses study, some members of the public expressed concern about this initiative diverting attention from Landmark/Van Dorn's redevelopment. Upon receipt of the study's findings, the Planning Commission and City Council may conclude that it is not urgent to initiate Eisenhower West planning in FY2010. If that is the case, the Department recommends devoting those resources to the Green Building Phase II project instead.

Special Projects and Implementation

5. Green Building Phase II: The April 2 *Green Building Policy for Alexandria* staff report calls for the continuation of the Work Group to pursue issues such as: standards for existing buildings, incentives for high levels of sustainability, outreach and education for the community, and enforcement strategies. Staff recommends pursuing this project in FY2010 if the Industrial Uses Study's findings indicate that it is not urgent to initiate Eisenhower West planning in FY2010.
6. Wayfinding: This project has been under way for some time and has reached the stage where stakeholders are in the final rounds of design review. This project is scheduled for delivery of design guidelines in October 2008, and is subject to a City Council funding decision (the Wayfinding program is not funded in the FY2010 CIP, but possibly could be funded if the City Council raises the real estate tax rate above that reflected in the proposed FY2010 budget).

7. Arlandria Action Plan: In February, the City Council added work on the Arlandria Action Plan to the work program, and this effort will involve multiple departments. The proposed work program shows this project following completion of the Wayfinding design guidelines because even if the necessary additional resources are provided, the Department as a whole cannot absorb another project until Wayfinding reaches that milestone. The proposed work program for Arlandria consists of:
- Establishing an Implementation Advisory Group (IAG)
 - With the IAG, reviewing the 2003 Action Plan, the progress in implementing the Action Plan, and developing the IAG's priorities for moving forward
 - Coordinating with the IAG on issues related to public facilities, infrastructure and other improvements such as intersections, traffic control and signaling, parking, streetscape improvements (including bulbouts, crosswalk enhancements, and gateway enhancements), park design and development, and public art
 - Assessing redevelopment market potential by engaging landowners in an assessment of the factors that have inhibited redevelopment and by issuing a Request for Expressions of Interest for redevelopment of key parcels that permits respondents to propose projects that may require changes to the current set of development constraints (zoning, height, land use mix, other requirements)
 - Continuing to explore the potential benefits and implications of an arts district and other options for pursuing community development in cooperation with arts organizations.
 - Empowering community residents and businesses by identifying improvements and other projects they can do themselves, such as supporting tree planting/care and other beautification projects, implementing the wayfinding program, through raising money and direct action.
8. ASA/Carlyle Block P: Development proposals for these key parcels are being prepared by landowners and there are a number of issues that will require a higher-than-normal level of planning attention. Among these issues: the role of retail on these sites and desirability of and mechanism for transferring density.
9. King Street Retail: This spring's King Street Retail study offered several suggestions to continue our implementation of the 2005 King Street Retail Strategy and to support and strengthen retailers in the King Street corridor. Given the priority of some other projects, and the fact that the proposed work program already requires more resources than budgeted, the proposed FY2010 work program would focus on small-scale but important projects that require relatively modest levels of staff time and funding. City staff is coordinating with AEDP and ACVA to identify these next steps. Implementation of the King Street Retail

strategy will also be coordinated with the Waterfront Plan, the T&ES led parking study now underway, and the Wayfinding plan.

10. *Housing Master Plan*: Staff is engaged in the preliminary work on this planning effort, which will be led by the Office of Housing with support by the Department of Planning and Zoning. Final scheduling is still under consideration, but significant staff time will be devoted to the project throughout FY2010.

Last September, the City Council reviewed and approved a modified work program for the Department of Planning and Zoning. Recognizing the capacity limitations of the Department's staffing and consultant resources, the Council (1) directed staff to begin work a Small Area Plan for Potomac Yard this fall, to be completed by the end of calendar year 2009; and (2) agreed that no items shall be added to the Special Studies and Projects category of the work program until the completion of the Potomac Yard Small Area Plan, which is scheduled for December 2009.

In the proposed work program, a Route 1 plan would follow adoption of a Potomac Yard plan, which means that the staff resources allocated to Potomac Yard would remain allocated throughout FY2010.

Staffing and Consultant Resources

The capacity of the Department to complete work program initiatives comes in two forms: staffing levels and funds for consultant resources. In order to meet expenditure targets, the City Manager's proposed FY2010 budget reduces both types of resources for the Department.

Last fall, staff hypothesized that the economic slowdown would result in a slowdown of regulatory activity. Less regulatory work would mitigate the impact of staff reductions and allow some development review staff to work on neighborhood planning projects.

This has happened to an extent: there is a reduced caseload of SUPs, DSUPs, and other regulatory work, and some development staff are now working on neighborhood planning projects, including the Potomac Yard Small Area Plan and the Industrial Uses study. However, unless development activity falls still further, there is no staff capacity that can be reallocated from regulatory cases to support an increased planning work program.

We cannot be certain that the regulatory caseload will not increase during the next fiscal year. While some development-related activity levels – such as building permit reviews – increase and decrease along with economic conditions, it is also true that landowners continue to pursue development approvals during slow economic times. As there is no “reserve” of staff or consultant resources in this budget, unexpected increases in the caseload could result in slower-than-average review times or delays in some planning projects.

Unfunded Resource Requirements

During the budget process, the Department of Planning and Zoning presented the Council with memoranda discussing the unfunded initiatives in the FY2010 work program. The Council agreed to take the issue up again during this work session on the Work Program. Attached to this memorandum is a copy of the second of the two budget memoranda, which is the refined (and lowered) cost estimate.

Note also that the Department is pursuing a federal BRAC grant of approximately \$600,000 to pay for the consultant work on the Beauregard Corridor small area plan. City staff is currently engaged in the grant process and will be requesting Council's authorization to pursue the grant in June.

ATTACHMENTS:

Attachment 1. Budget Memo 123, dated April 24, 2009

Attachment 2. Planning and Zoning Highlights and Accomplishments – July 1, 2008-
June 30, 2009

Attachment 3. Planning and Zoning Proposed Work Program FY 2010

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 24, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: BUDGET MEMO # 123 : UNFUNDED PROJECTS IN THE DEPARTMENT OF PLANNING AND ZONING'S WORK PROGRAM FOR FY 2010 – REVISION TO BUDGET MEMO #115

This memo is in response to a request from Councilman Krupicka for information about unfunded projects in the Department of Planning and Zoning's Work Program for FY 2010. It has been revised based upon City Council's discussion at the April 20 Add/Delete work session.

On April 7, 2009, the Department of Planning and Zoning presented a proposed draft FY 2010 work program to the Planning Commission. That work program includes some projects that are not funded in the City Manager's proposed FY 2010 budget because the need for them was identified after the proposed budget was released. The memorandum explaining the proposed work program was provided to the Mayor and Councilmembers on April 7, 2009, and the Council is scheduled to have a work session on the FY 2010 work program in May.

At the Add/Delete work session on April 20, Council Members indicated a desire to see a revised proposal that reduces the requested funds. In addition, some Council Members suggested that hiring staff may be a preferred alternative to engaging a consultant for ongoing tasks, particularly if the additional staff provides a new skill set that has multiple applications. The Council also requested that separate expenditure requirements be calculated for the two Potomac Yard small area plan options: the Braddock Fields/Landbay L plan, and the Route 1 West plan.

The original request for the not funded projects totaled \$570,000. They were:

- Upon adoption of the Potomac Yard plan (estimated to occur in December of 2009), begin a small area plan for the rest of the Route 1 Corridor (either Braddock Fields/Landbay L or Route 1 West)(total \$340,000);
- Embark on Phase II of the Green Building program, addressing incentives, existing buildings and outreach (total \$150,000); and
- Accelerate support for implementation of the Arlandria Action Plan (total \$80,000).

- The new, revised budget options are reduced to \$290,000 if the Route 1 West plan is chosen, or reduced to \$270,000 if the Braddock Fields/Landbay L plan is pursued: Follow up plan to the Potomac Yard Small Area Plan:
 - Either a small area plan for the Braddock Fields/Landbay L area: a total of \$170,000, with \$80,000 to Planning and Zoning for real estate economic analysis and models/renderings, \$50,000 to Transportation and Environmental Services for transit coordination, and \$40,000 to Recreation, Parks and Cultural Activities for one-half FTE (contract staff) for park/field design support;
 - Or a small area plan for Route 1 West: a total of \$180,000 in consulting services, with \$80,000 to Planning and Zoning for real estate economic analysis and models/renderings, and \$100,000 to Transportation and Environmental Services for transportation modeling and transit coordination.
- Green Buildings Phase II: The revised plan is to identify existing City staff to lead this project (no additional funds required).
- Arlandria Action Plan: A total of \$100,000 with \$80,000 to Planning and Zoning for one new staff person as an implementation specialist and \$20,000 in consultant funds for development economic analysis.
- Project Descriptions and Resource Requirements:
 1. ***Braddock Fields/Landbay L Small Area Plan (total \$170,000):*** The Potomac Yard Small Area Plan, as well as the associated Metro Rail Station Feasibility Study, is well under way with completion expected by December 2009. At a Potomac Yard community workshop held in January, the public raised the possibility of looking at Potomac Yard's Landbay L in combination with the Braddock Fields adjacent to the Braddock Metro Station. Currently staff is engaged in a "threshold analysis" which will help the Commission and the Council determine if a Landbay L/Braddock Fields plan should be conducted separately from the Potomac Yard plan. (The Braddock Road 7-11 can be looked at as it relates to the small area plan, understanding that redevelopment of the 7-11 site should not be unduly postponed by the planning effort.)

If a Landbay L/Braddock Fields plan is added to the work program, staff recommends that it should begin immediately after the Potomac Yard plan because the technical studies will still be valid and many members of the public will already be engaged.

The Department has determined that a total of \$170,000 will be needed for this plan, about one-quarter of the current Potomac Yard small Area Plan. The consultant services would include \$80,000 to Planning and Zoning for real estate economic analysis and models/renderings, which are used during the planning process to communicate concepts to stakeholders and to help residents and decision-makers select preferred options. Consultant funds would also include \$50,000 to

Transportation and Environmental Services for transit coordination support. In addition, because of the significant open space/playing field element, the Department of Parks and Recreation would need \$40,000 for a one-half time contract staff person.

2. **Route 1 West (\$180,000):** If Landbay L/Braddock Fields is not added to the work program, staff recommends that planning for the west side of the Route 1 Corridor commence immediately after the Potomac Yard plan. Given the major transportation infrastructure projects that are contemplated for Route 1 – not only the possibility of a new Metro station but the investment in high occupancy transit along Route 1 itself – it seems prudent to continue planning within the watershed of these major investments.

The Department has determined that \$180,000 in consultant services would be required for this Plan. The main differences from the Braddock Fields/Landbay L option: transportation modeling funds (\$100,000) are included to test development scenarios against the capacity of the planned transportation network, and no funds are included for additional RPCA staff.

3. **Green Building Phase II (total no new \$):** The April 2 *Green Building Policy for Alexandria* staff report calls for the continuation of the Work Group to pursue issues such as: standards for existing buildings, incentives for high levels of sustainability, outreach and education for the community, and enforcement strategies. Staff recommends pursuing this project in FY 2010 if the Industrial Uses Study's findings indicate that it is not urgent to initiate Eisenhower West planning in FY 2010.

The Department has determined that this project can likely be undertaken without consultant funds. The City is looking to existing staff to take the lead on this project.

4. **Arlandria Action Plan (total \$100,000):** In February, the City Council added work on the Arlandria Action Plan to the work program, and this effort will involve multiple departments. The proposed work program shows this project following completion of the Wayfinding design guidelines because even if the necessary additional resources are provided, the Department as a whole cannot absorb another project until Wayfinding reaches that milestone. The proposed work program for Arlandria consists of:

- Establishing an Implementation Advisory Group (IAG)
- With the IAG, reviewing the 2003 Action Plan, the progress in implementing the Action Plan, and developing the IAG's priorities for moving forward
- Coordinating with the IAG on issues related to public facilities, infrastructure and other improvements such as intersections, traffic control and signaling, parking, streetscape improvements (including bulbouts, crosswalk enhancements, and gateway enhancements), park design and development, and public art

- Assessing redevelopment market potential by engaging landowners in an assessment of the factors that have inhibited redevelopment and by issuing a Request for Expressions of Interest for redevelopment of key parcels that permits respondents to propose projects that may require changes to the current set of development constraints (zoning, height, land use mix, other requirements)
- Continuing to explore the potential benefits and implications of an arts district and other options for pursuing community development in cooperation with arts organizations.
- Empowering community residents and businesses by identifying improvements and other projects they can do themselves, such as supporting tree planting/care and other beautification projects, implementing the wayfinding program, through raising money and direct action.

The Department had previously calculated that this project would require one-half FTE in staff support over the next year. In light of Council's guidance regarding the staffing of ongoing responsibilities, the Department recognized that Plan implementation is an important and growing responsibility for the Department. As staff has indicated previously, there is no additional capacity within the Department for additional work. As a result, the Department is now recommending the addition of one new staff person to be a hands-on implementation specialist, working on implementation and small business problem resolution and focused on Arlandria, King Street, Mount Vernon Avenue, Carlyle, and Cameron Station and addressing such issues as signs, complaints, enforcement, SUP conditions, Carlyle funds and parks, coordinating implementation advisory groups and more. This position would have worked on recent issues as A-frames, bike signs, Cameron station signs and administrative SUP issues, for example. This position will free up some work capacity among the neighborhood planning staff, which is stretched very thin in the proposed work program, and it will improve the department's ability to address urgent issues that arise without in our commercial corridors and districts. Indirectly, the position will reduce the need for consultant support, although the Arlandria project will require \$20,000 for real estate economic analysis.

Planning & Zoning Highlights and Accomplishments
July 1, 2008 to June 30, 2009

- completed/approved Braddock East Plan
- initiated implementation phase of the Braddock Metro Neighborhood Plan
- completed/approved Landmark/Van Dorn Plan
- initiated Potomac Yard planning process
- initiated the Waterfront Plan
- completed/approved Wayfinding Program Phase I Signs Concept
- completed a King Street Retail Study
- enacted temporary portable sign program to assist side street businesses on King Street
- completed/approved changes to the zoning ordinance to assist small businesses
- revised the outdoor dining ordinance
- completed Eisenhower East Industrial Uses Study (June)
- BRAC133/WHS review
- adopted zoning regulations to allow covered open porches in required front yards by special exception
- improved the City's GIS with updated software and systems architecture; initiated program to expand use of GIS in land use planning
- created and staffed the joint City Permit Center with Code Administration and T&ES.
- GIS division supported multiple projects for City departments including the Computerized Maintenance Monitoring System for T&ES, an SRS Viewer for Police, and Automated Vehicle Location monitoring (several applications, including King Street Trolley).
- developed a draft green building policy to be considered by City Council
- participated in Four Mile Run Restoration Project and development of Design Guidelines
- provided technical support to ACPS regarding demographic and forecasting analysis
- completed/approved text amendment to extend the validity period of site plans and DSUPs from 18 months to 36 months
- approved the James Bland redevelopment project
- approved Landbays G and I & J East in Potomac Yard

- approved Landmark Gateway project
- reviewed ATA and IDA projects for June 2009 docket
- regulatory caseload:
 - development approved: 5,489,488 square feet
 - development cases: 61
 - SUPs: 44
 - zoning complaints and SUP compliance cases: 610
 - permits/BZA applications/plot plans: 3,416
 - historic preservation applications/permits: 853
- achieved State approval of the Uptown/Parker-Gray Historic District for Listing on the Virginia Landmarks Register
- initiated Census Complete Count Committee
- implemented new Infill Regulations to protect single-family and two-family neighborhoods outside the historic districts
- made significant progress on a Citywide Wayfinding program (for October 2009 approval)

Proposed Work Program FY 2010

May 12, 2009

	Calendar 2009						Calendar 2010						Calendar 2011											
	FY2009			FY2010			FY2010			FY2011			FY2012											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
SMALL AREA PLANS																								
Potomac Yard and Vicinity Plans																								
Potomac Yard SAP (incl Metro Feasibility)																								
Landbay L or Route 1 West*																								
Route 1 West if not completed earlier																								
Beaugard Corridor Small Area Plan																								
Eisenhower West Small Area Plan																								
Industrial Uses Study																								
SAP Phase I or Green Building Phase II																								
SAP - Full Plan or Phase II																								
Waterfront Small Area Plan																								
Future Small Area Plan																								
SPECIAL PROJECTS AND IMPLEMENTATION																								
Wayfinding																								
Arlandria Action Plan																								
Housing Master Plan (Housing)																								
ASA/Carlyle Block P																								
Braddock Implementation																								
Landmark/Van Dorn Implementation																								
King Street Retail Implementation																								

* Area across from Potomac Yard such as Oakville Triangle, etc.

KEY

	Internal preparatory work
	Public meetings/plan development
	Plan approval process
	Plan implementation

Plans and projects in current work program are shown in black
 New plans and projects are shown in green
 Projects led by other departments are shown in purple

14

WS
5-12-09



David Fromm or Amy Slack
<alsdmf@earthlink.net>
05/12/2009 09:40 AM

To Bill Euille <alexvamayor@aol.com>, Del Pepper
<del@delpepper.com>, Tim Lovain <timothylovain@aol.com>,
Ludwick Gaines <councilmangaines@aol.com>, Paul Smedberg
cc James Hartmann <james.hartmann@alexandriava.gov>, Jackie
Henderson <jackie.henderson@alexandriava.gov>, Faroll Hamer
<faroll.hamer@alexandriava.gov>
bcc
Subject DRCA supports study of Land Bay L, GW Middle School, and
Braddock Fields

Mayor Euille and members of City Council,

It is my understanding that you will be reviewing the work plan of the Planning Department at the council work session this evening (12 May 2009) and that one topic for consideration will be whether or not to include studying the merits of swapping Land Bay L in Potomac Yard for the Braddock Fields.

At the April meeting of the Del Ray Citizens Association, the membership voted unanimously in support of performing the study. Although it was acknowledged that there are important issues and questions to be addressed, it was felt there could be significant long-term benefits for the city and that this was an opportunity for the city to achieve goals espoused in numerous city initiatives related to smart growth, open space, transportation, and being an eco-city.

The DRCA requests that you approve adding the the study of the combined area of Land Bay L, the George Washington Middle School, and Braddock Fields to the Planning Department's work plan.

The attached article, which was printed in the Gazette Packet and the Alexandria Times, provides background on the history of the proposed land swap, the questions and issues that need to be addressed, and the potential long-term benefits to the city.

If you have any questions, please contact me.

Sincerely,
David Fromm, President
Del Ray Citizens Association
703.549.3412 (H)
202.404.4670 (W)
president@delraycitizen.net
www.delraycitizen.org

Honoring our past, Celebrating our present, Envisioning our future!

cc: James Hartmann, City Manager
Faroll Hamer, Director of Planning and Zoning
Jackie Henderson, Clerk of the Council

attachment: PY_Land_Swap.pdf



PY_Land_Swap.pdf

To the editor,

On July 27, 1954, an article on the front page of the Gazette Packet reported that the City of Alexandria was "woefully lacking in both indoor and outdoor recreation areas." Fifty-five years later, the City is still 30 acres shy of the goals stated in the Open Space Master Plan. Now, in 2009, one problem is that there are fewer options for acquiring significant amounts of open space.

Potomac Yard is one of the few regions of the City with a large acreage of undeveloped land. In particular, Land Bay L, the area south of Monroe Bridge that extends down almost to the Braddock Metro, comprises (after subtracting 5 acres for roads) approximately 12 acres. It could potentially be developed with as many as 358 townhouses.

At the Potomac Yard community workshop held at George Washington Middle School at the end of January 2009, 7 of 9 tables (about 60 participants) expressed the opinion that serious consideration should be given to swapping Land Bay L (the area south of Monroe Bridge that extends down almost to the Braddock Metro) for the Braddock Fields which are adjacent to George Washington Middle School and the Braddock Metro.

The motivation was that if Land Bay L could be swapped for the approximately 3.5 acres of the Braddock Fields, the city would realize a significant net gain of over 8 acres of open space. The total space would be about 12 acres which, when combined with those at the expanded Simpson Park, around the bridge, and the Potomac Yard Linear Park, would make for an impressive major park system. It would also place density next to the Metro. No further analysis of the cost or benefits was done at the workshop.

Because of the opinion from the workshop, Eric Wagner, chair of the Planning Commission and the Potomac Yard Planning Advisory Group (PYPAG), and Faroll Hamer, Director of Planning and Zoning, asked the full PYPAG workgroup to consider the concept. PYPAG decided not to evaluate the concept in detail as part of their work plan. Instead, they would review a basic feasibility or threshold study to be performed by city staff.

There are a lot of questions and challenges to be addressed, including:

- First and foremost, can the area behind GW Middle School, including the parking lot, when combined with Land Bay L be configured so there are useful playing fields that meet the needs of the school now and in the future? Will developing Braddock Fields hem the school in, reducing its potential capacity? How will the parking at GW be replaced?
- Or is this an opportunity to create a true campus for GW Middle School?

- Land Bay L is somewhat odd shaped. Do we really get useful space for the sports fields that the city needs?
- How accessible will the new open space be for the neighborhoods that now enjoy close proximity to Braddock Fields?
- How dense will the development be? Does the full density of Land Bay L transfer, or is it a value swap, which assuming the Braddock site to be more valuable, would result in less density?
- Will the traffic be worse than what will come from the townhouses planned for Land Bay L? Ideally being located next to a Metro will reduce automobile usage. Can the "Main Street" from Potomac Yard be extended down to carry some of the traffic instead of dumping it at the intersection of Mt. Vernon and Braddock Avenues?
- The developer would really prefer to build townhouses in Land Bay L and can submit a plan for those townhouses in June 2010.

These are significant challenges that need to be answered, but if there is an opportunity to have a net gain of 8 to 9 acres of open space and increased density at the Metro, shouldn't the City seriously explore that opportunity?

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