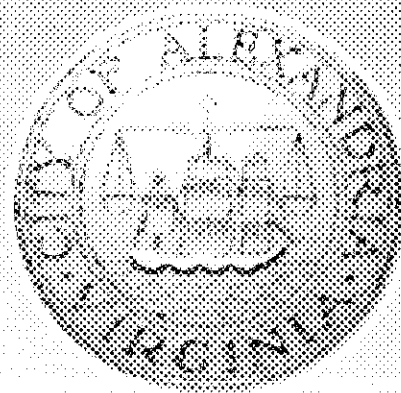


# *City of Alexandria*



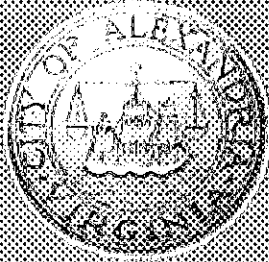
*Financial Issues*  
*City Council Retreat*  
*November 3, 2001*

*Economic  
and  
Revenue Outlook*



City Council Retreat

November 3, 2001



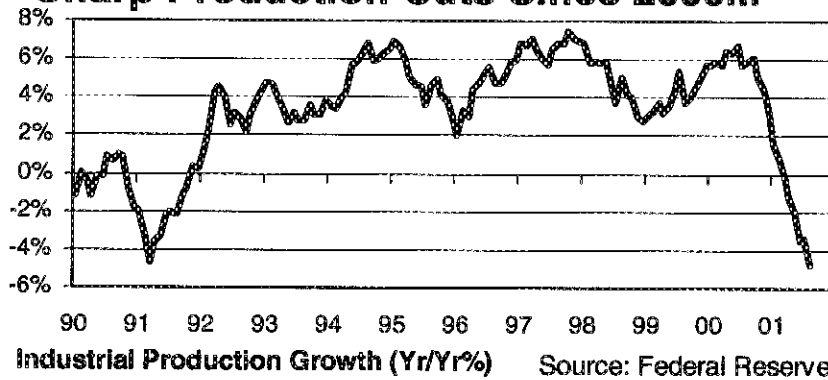
## *Economy - National*

---

- Did events of 9/11 tip the economy into a recession?
- GDP decreased at 0.4% which is weakest quarterly showing since 1991
- Earlier signs of growth reversed
- Pace of Federal Reserve interest rate cuts most aggressive since 1961
- Lowest interest rates since 1962
- Airline travel down 25%

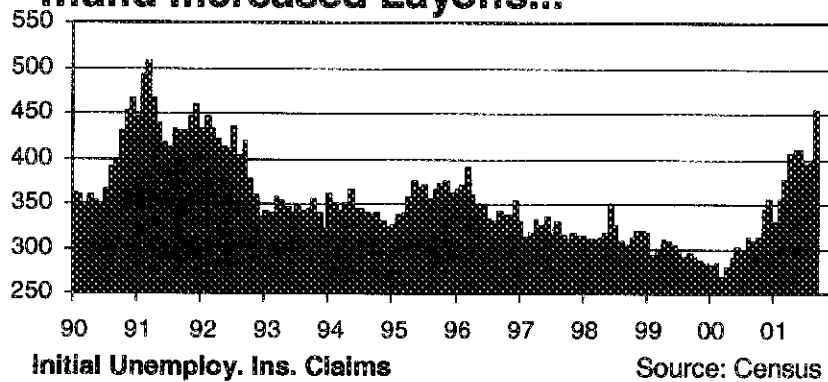
# *Business Correction Underway Prior to Sept. 11...*

## **Sharp Production Cuts Since 2000...**



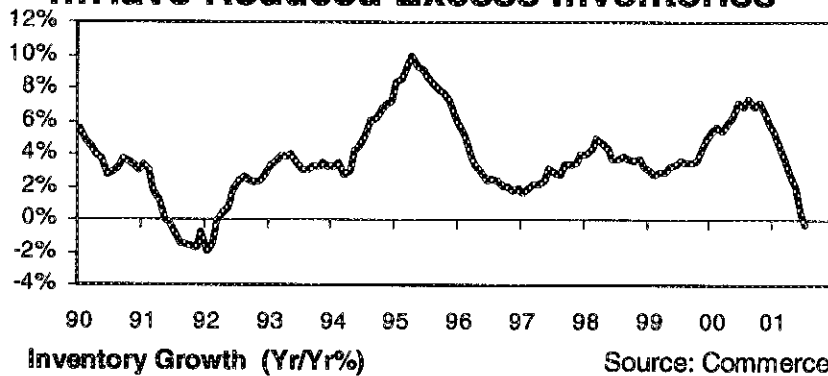
- ◆ Businesses began responding vigorously to slowing sales by cutting output last year.

## **...and Increased Layoffs...**



- ◆ There also were significant layoffs in an attempt to keep costs under control. The aggressive production and job cuts were underway prior to the September 11 tragedy.

## **...Have Reduced Excess Inventories**



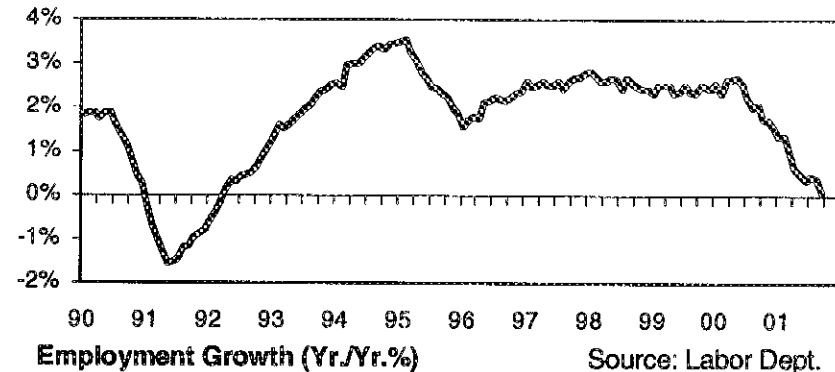
- ◆ These corrective measures were effective in helping to bring excess inventories under control.



## ...Consumers Also Have Cut Back

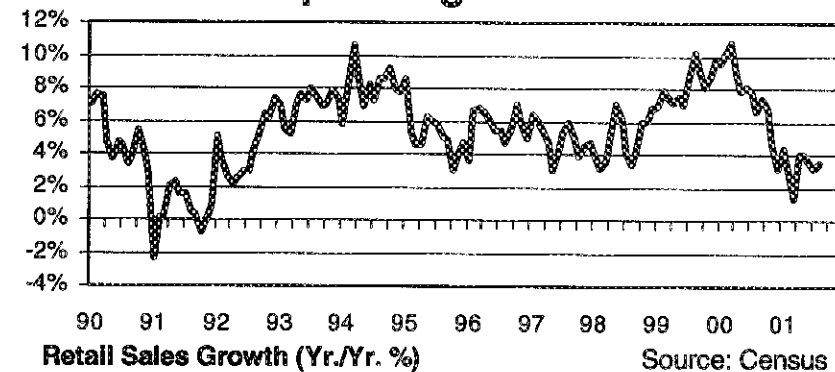
- ◆ The job cuts began at a time of relatively tight labor markets, but slowed personal income growth. As with production, this process began in 2000.

### Jobs Have Declined Since 2000...



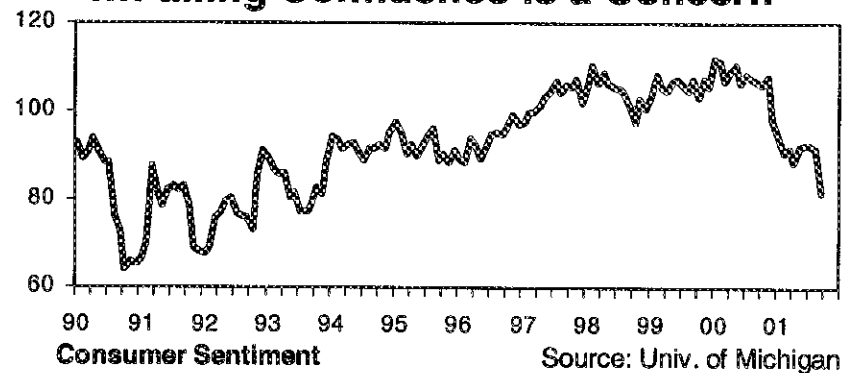
- ◆ The slowdown in income growth, along with the increasing interest rates in the first half of last year slowed consumer spending.

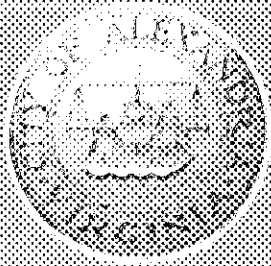
### ...As Has Spending...



- ◆ Consumer confidence slipped from the highs of last year, but stayed well above the lows of the last recession. More recently, confidence began falling after the September 11<sup>th</sup> attacks.

### ...Falling Confidence is a Concern





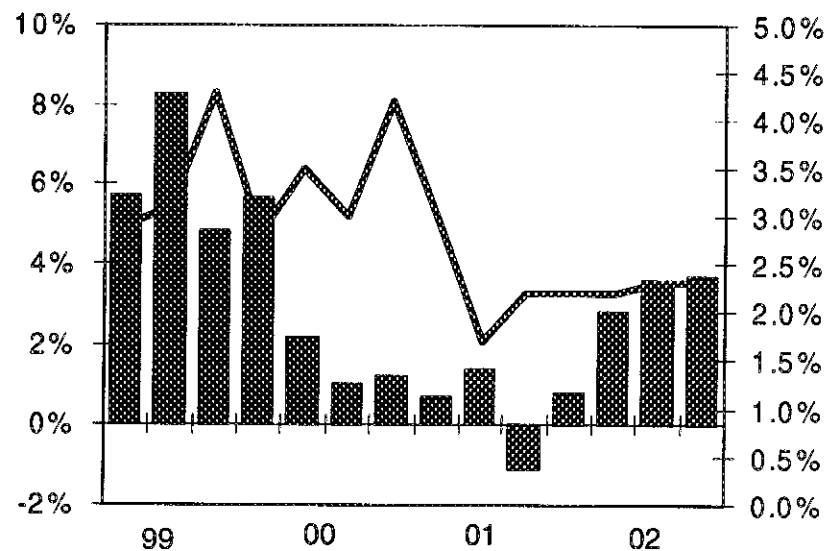
## *What Comes Next?*

---

- Increase in Defense and other Federal spending
- Another Federal Reserve rate cut?
- Rebound in consumer and investor confidence?
- Low inflation?
- Short-lived recession?
- Impact if more incidents occur?

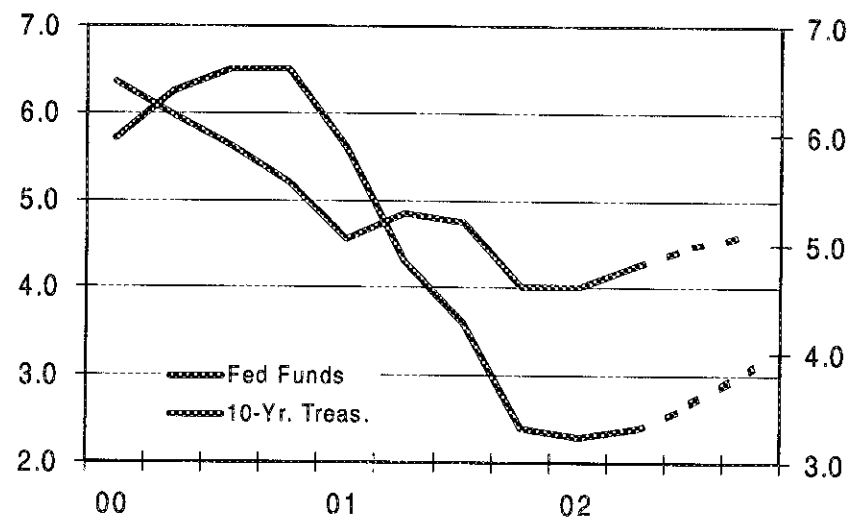
# The Consensus Forecast

## Real Growth & Inflation



Real GDP (Bar Left) CPI (Line Right)

## Interest Rates / Yields

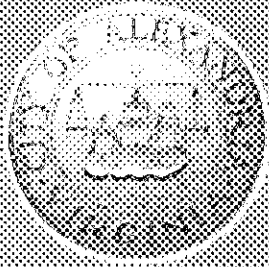


Fed Funds (Dark) 10-Yr. Treasury (Light)

Macro Economic Forecast	Actual				Forecast					
	4Q00	1Q01	2Q01	3Q01	4Q	1Q02	2Q	3Q	4Q	1Q03
Real GDP	1.0	1.3	0.5	1.4	-1.1	0.8	2.8	3.6	3.7	3.6
Consumer Price Index	2.9	4.2	3.1	1.7	2.2	2.2	2.2	2.3	2.3	2.4
<b>Interest Rate Forecast</b>										
Fed Funds	6.47	5.59	4.34	3.6	2.4	2.3	2.4	2.7	3.1	3.6
10-Year Treasury	5.57	5.05	5.27	5.1	4.6	4.6	4.8	5.0	5.1	5.4

Source: Blue Chip Financial Forecasts, October 2001





## *Economy - Virginia*

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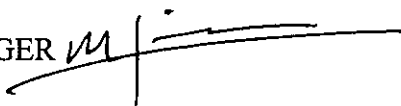
- Parallels national economy, but grows faster
- Economy has slowed
- Individual income tax revenues = -6.8%  
+8.9% budgeted
- Corporate income taxes = -38.1%  
+41.5% budgeted
- Sales tax 0.3% growth (pre 9/11)  
+7.7% budgeted

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 15, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK JINKS, ASSISTANT CITY MANAGER 

SUBJECT: REVISION OF *FINANCIAL ISSUES* RETREAT CHART

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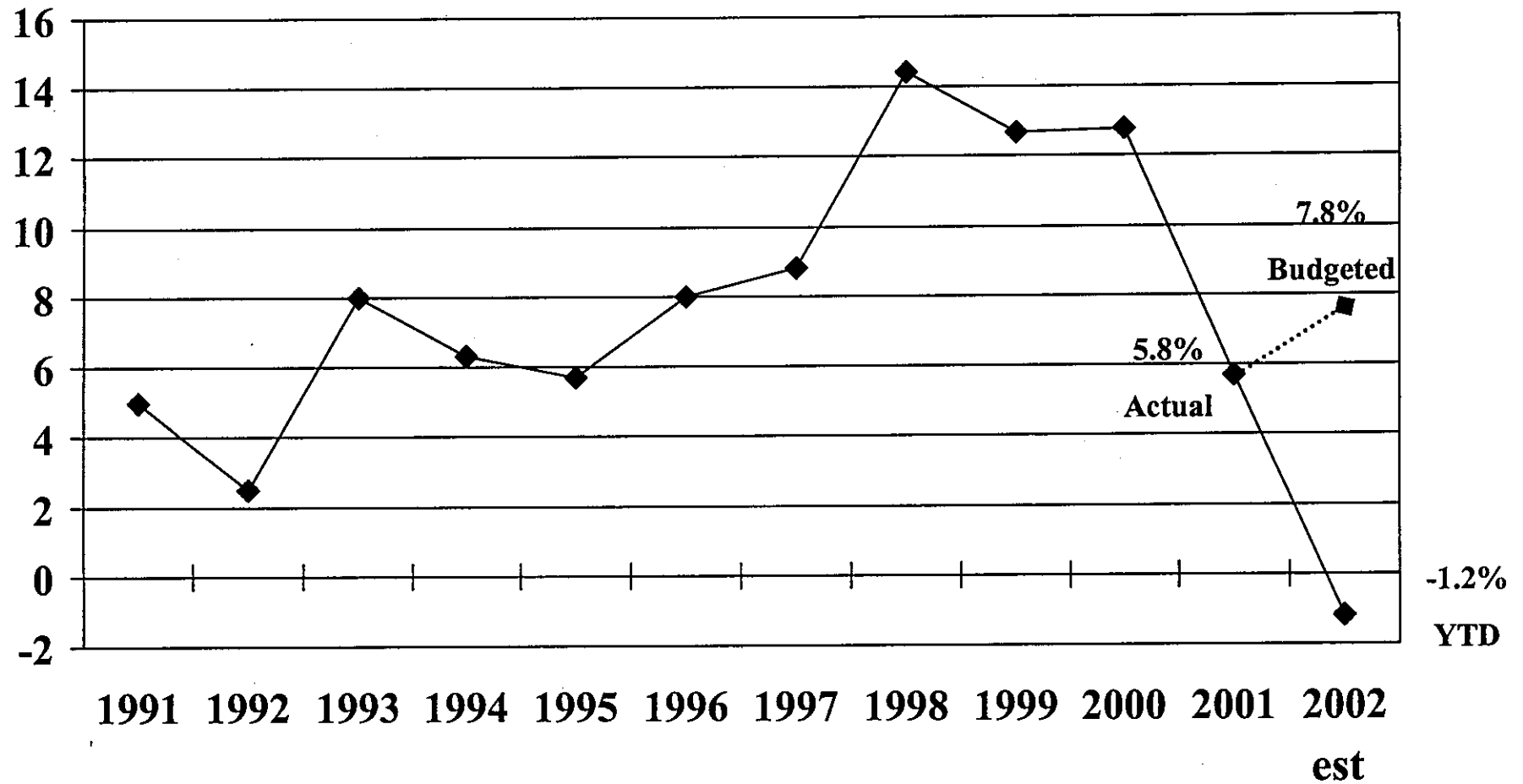
For your retreat notebooks, attached you will find a revised chart "Percent Growth in State Individual Income Tax," which should replace the chart on page nine of the *Financial Issues* presentation. The original chart mixed sales and income tax data. This chart fixes that problem. However, you can see that the drop off in income taxes and the budgeted versus year-to-date receipts for individual income taxes is very close to the trend depicted on the original chart.

Attachment

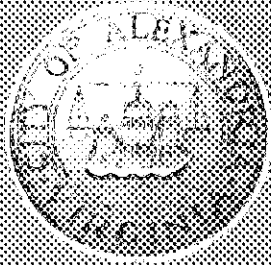
cc: Philip Sunderland, City Manager

# Percent Growth in State Individual Income Tax\*

(Revised)



\* Excludes Corporate Income Taxes

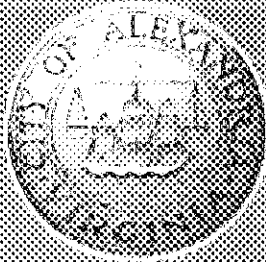


# *Economy – Northern Virginia*

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- Office vacancy rates = 5.6%\*
- Vacancy with office sublease = 10.5%\*
- Vacancy rate leads metropolitan area
- Metropolitan “coincident index” down
- Fairfax County sales tax = -6.4%
- IT and telecom sector problems continue

\* Source: Delta Associates September 2001 Report

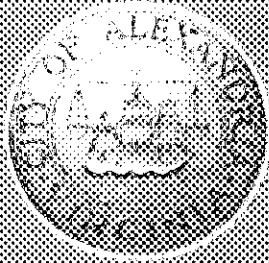


# *City Revenue Budget*

---

- FY 2001 ending results = +\$1.8 million
- Rates of growth slowed in FY 2001:
  - Personal Property (+7.36%)
  - Sales (+4.7%)
  - Restaurant Meals (+7.0%)
  - Business License (+9.1%)
- Conservative FY 2002 revenue budget
- However, shortfalls in some FY 2002 revenue categories likely

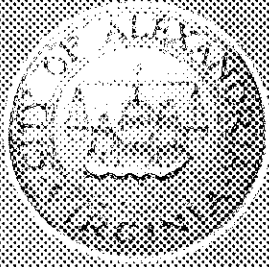




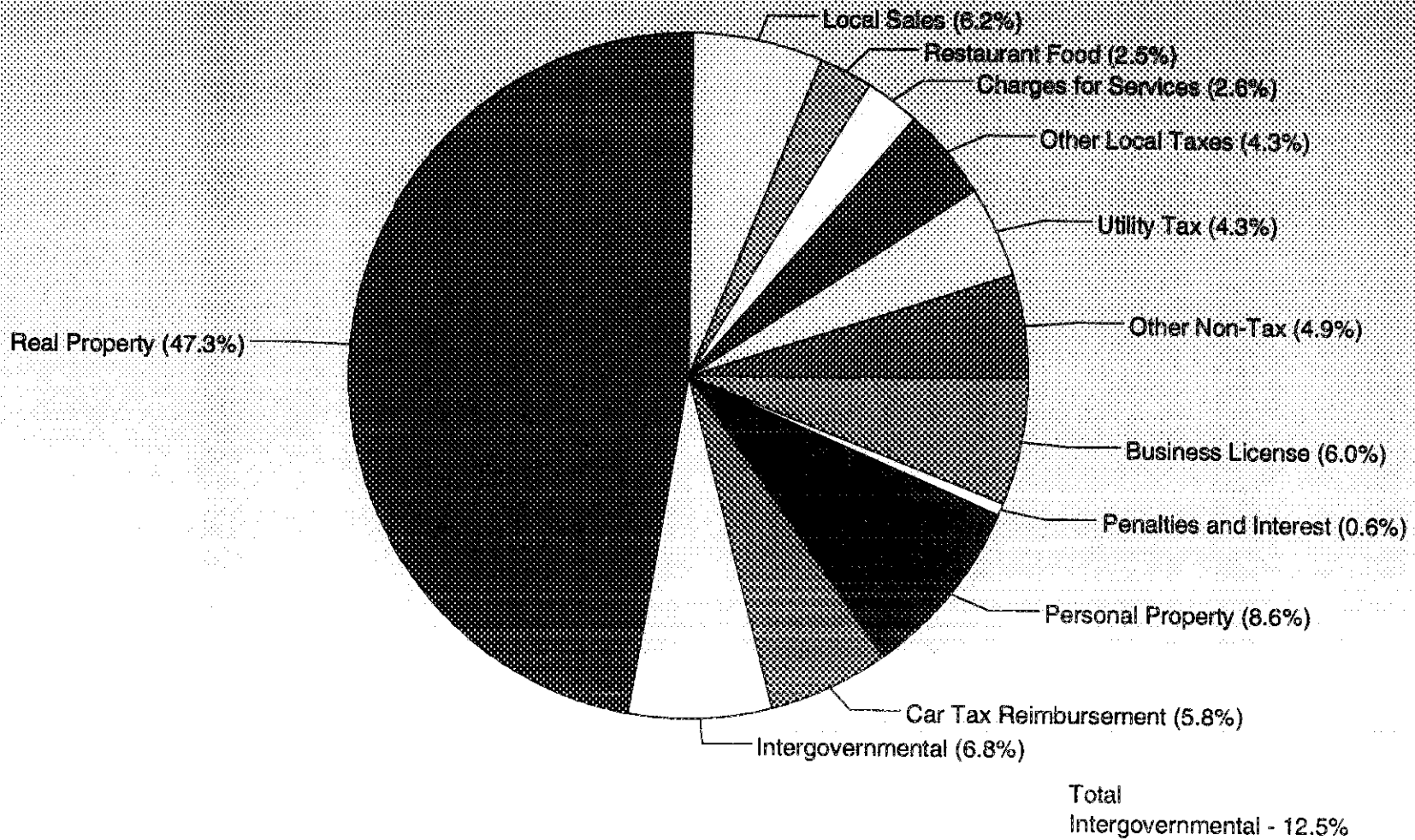
## *Real Estate Tax Revenues*

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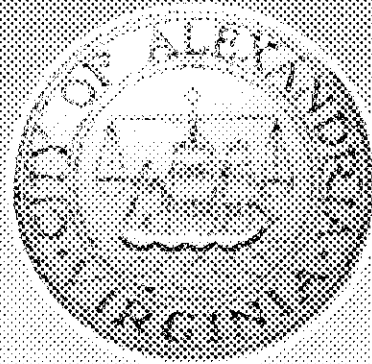
- Tax base grew 10.1% last year
  - Appreciation = +6.9%, New growth = +3.2%
  - Average residential = +9.35%
- Tax base growth of 10% for 2002 projected
- Very strong residential market in 2001
- +12% residential reassessment based on YTD sales trends
  - But will market demand soften before December 31st?
- Commercial properties will appreciate but, hotels likely to decline in value
- Office vacancy rates to rise in 2002 to double digit levels



# General Fund Revenues

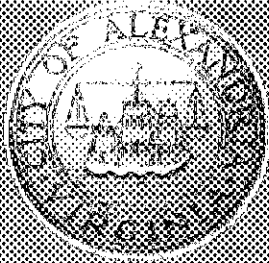


*Expenditure Challenges  
In FY 2003 and Beyond*



*Operating Expenditures,  
And  
Capital Improvement Program*

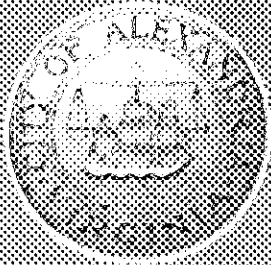
*City Council Retreat  
November 3, 2001*



# *FY 2002 Contingency Planning*

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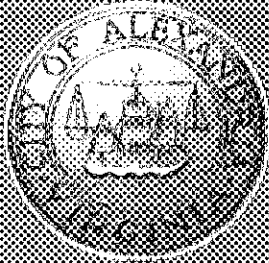
- Economic and revenue erosion and uncertainty created the need to develop contingency plans
- 3% Operating budget contingency plan
- 15% Capital budget contingency plan
- Public Safety agencies exempted from targets
- Some additional public safety expenditures likely
- Contingency plans will be reviewed and implemented as necessary
- Vacant non-critical positions being held open



# ***FY 2003 Operating Budget***

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- **Primary City Budget Drivers**
  - City step increase: \$2.5 million
  - City COLA: \$1.5 million for each 1%
  - Local CPI-U now at 2.8%
  - Benefits
    - Health Insurance: Increase of \$1.0 to \$1.5 million
    - VRS: FY 2003 contribution will remain stable
  - Debt service increases \$2.3 million primarily from July 2001 bond sale

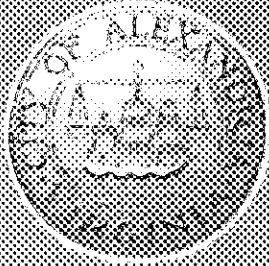


## *Current Capital Improvement Program FY 2002 – 2007*

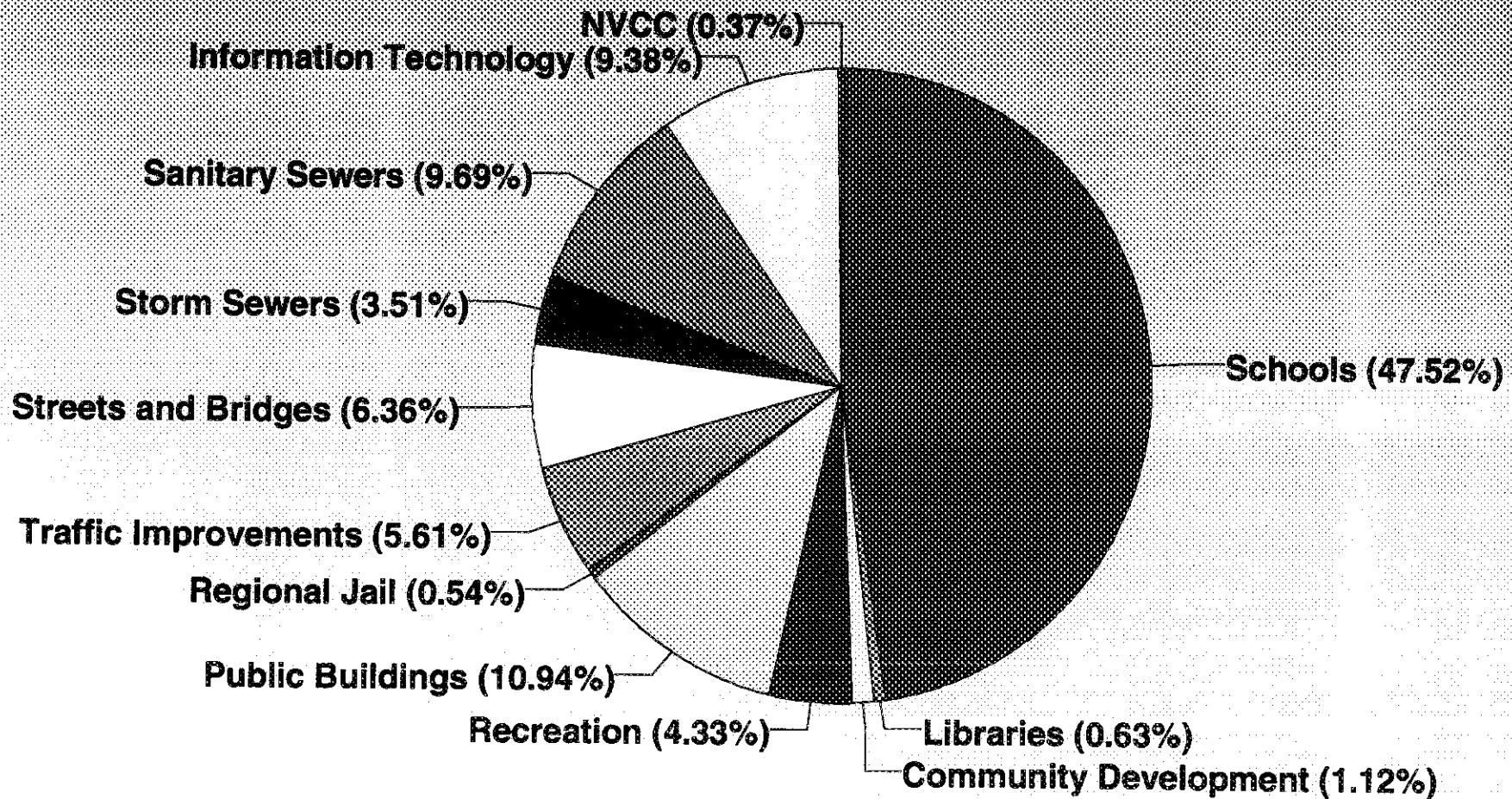
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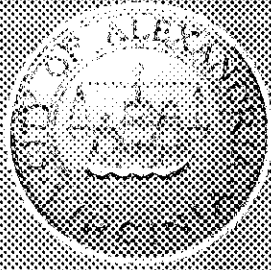
- CIP Totaled \$197.3 million in local funding
- Represented a 26.3% increase over the prior CIP
- Increased Cash Capital Contributions
  - From \$12.0 million in FY 2002 to \$14.0 million in FY 2003
  - Total of \$82.6 million through FY 2007
- Additional bonding of \$38.5 million previously planned in FY 2004 and beyond
- Current CIP provided increased funding for school capital, sewers, public buildings
- Reductions planned in FY 2002 with rescheduling primarily to FY 2004





# *Current Capital Improvement Program FY 2002 – 2007*



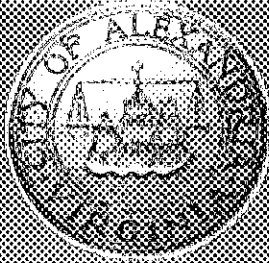


## *Current Capital Improvement Program FY 2002 – 2007*

---

- Updated CIP will have to consider
  - Schools capital
  - Public Safety Center
  - Metrorail/bus capital
  - Health Department
  - Requests to increase current CIP funding plans
    - Citizen interests
    - New or revised project cost estimates
    - Health and safety concerns
    - State or federal mandates
- Deferring projects in current CIP may be necessary to later years or beyond FY 2008



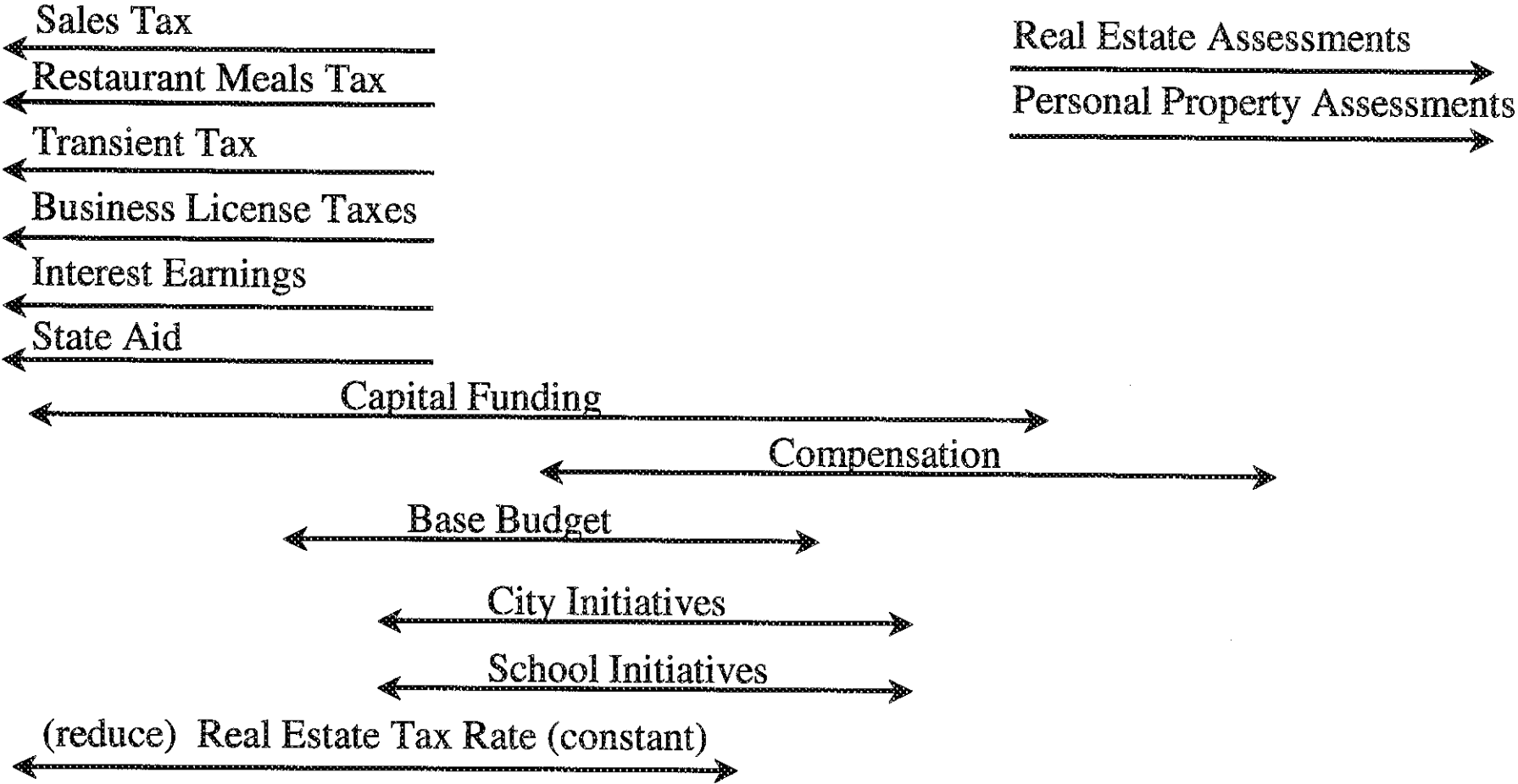
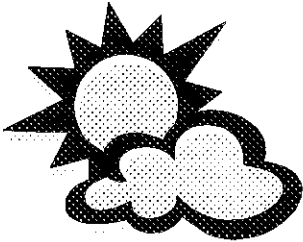


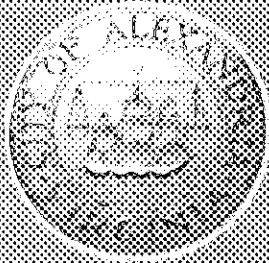
## *Conclusion: What does the revenue and economic picture mean?*

---

- A great deal of uncertainty for some time
- Timing of tax receipts makes forecasting difficult
- Real Estate Assessments will increase in real terms
- Lower rates of growth and likely some revenue category declines
- Reduced State Aid likely
- Conservative budgeting necessary by City and Schools for both Operating and Capital Budgets

# Budget Balancing Factors





# ***FY 2003 Budget Priorities and Initiatives***

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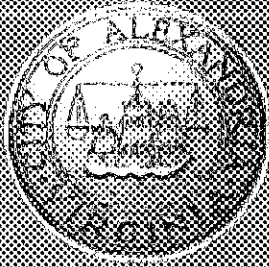
- **Public Health & Safety**
  - Community safety and internal security
- **Economic Development**
  - Initiatives to retain and encourage additional economic activity
- **Affordable Housing**
  - Begin implementation of Task Force Report
- **Development Process**
  - Improve the development process
  - Increase fees to recover cost associated with the development process
- **Social and Community Services Planning**
  - Assess based on new Census information
  - United Way “Working Poor Report”



# *FY 2003 School Operating Budget*

---

- **Primary School Budget Drivers**
  - School step increase: \$2.7 million
  - School COLA: \$1.04 million for each 1%
  - Health insurance increase of 10% (\$0.4 million)
  - Enrollment
    - FY 2001 – Actual Enrollment = 11,167
    - FY 2002 – Enrollment Budgeted = 11,637
    - FY 2002 – Actual Enrollment = 11,104
    - FY 2003 – Projected Enrollment = 11,320
    - Budget savings for FY 2003 due to enrollment decline of 317
    - Projection methodology under review



# *FY 2003 School Operating Budget – cont'd*

---

- Budget Initiatives and Concerns Under Discussion
  - Restructured Compensation Pilot Program
  - Performance Evaluation Program (\$0.9 million)
  - Athletic Advisory Committee Recommendations
  - Reductions in State Funding (\$0.5 million)
  - Differentiated Resources (\$0.4 to \$0.6 million)
  - ESL Staffing Formula
  - Available Fund Balance (\$1.5 million)

# City Council Retreat

November 3, 2001

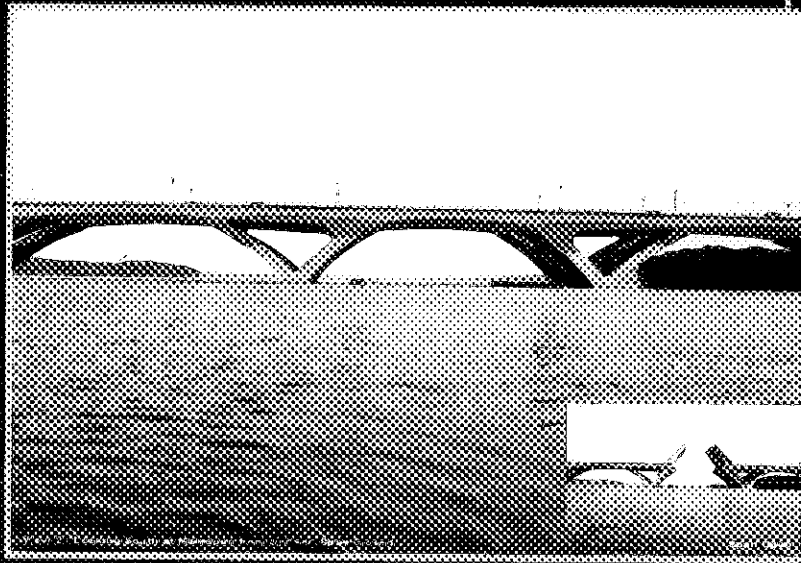
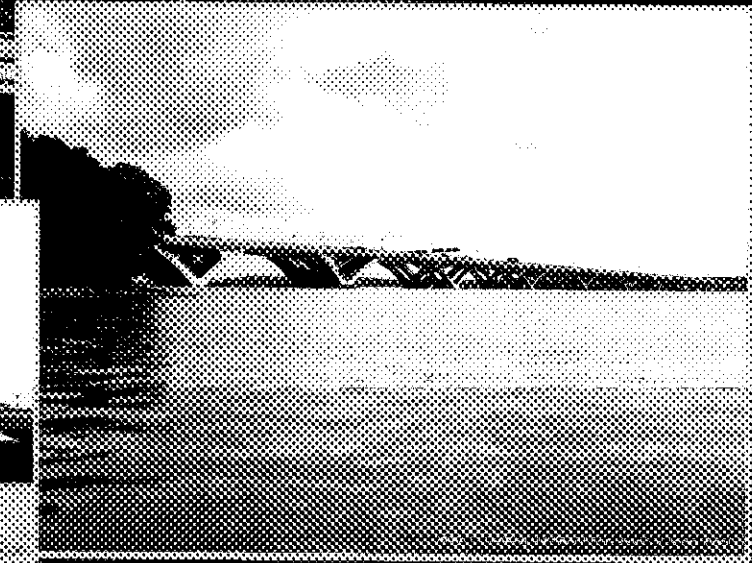
## Department of Transportation and Environmental Services Projects Update

- Woodrow Wilson Bridge
  - Monroe Avenue Bridge
  - Eisenhower Avenue-to-Duke Street Connector
  - Comprehensive Transportation Policy and Program
    - Traffic Calming



By Richard J. Baier, Director

# Woodrow Wilson Bridge Update





# Woodrow Wilson Bridge

Time Line for Contracts and Events 2001 - 2007

Contracts	2001	2002	2003	2004	2005	2006	2007
Foundations	█						
Superstructure		█					
Ground Stabilization		█					
Demolition		█					
Tie-In			█				
Route 1 Interchange				█			
Events/Decisions							
South Street Closing		█					
Noise Abatement Measures		█					





# Woodrow Wilson Bridge

Foundations Contract – May 2001 – Spring 2003

- Construction of 53 of the 64 piers and the driving of 1000 of the 1608 piles in Jones Point Park and the Potomac River.
- Under the Foundations Contract, pile driving in Jones Point Park completed by the end of 2001, and continuing in the Potomac River until early 2003.
- Work is three weeks behind schedule; contractor is working on Sundays in the Potomac River to catch up.



# Woodrow Wilson Bridge

Superstructure Contract – December 2001 –  
December 2006

- **Construction of the new twin span bridge, deck, and operator's tower which includes:**
  - Demolition of the old bridge when the outer loop of the new twin span bridge is completed.
  - Construction of the remaining 11 piers (608 piles) and the new inner loop bridge.
  - Signing and marking of the new bridge.



# Woodrow Wilson Bridge

Summary of Pile Driving and Pier Construction in Jones Point Park and the Potomac River for the Entire Project

	Foundations Contract		Superstructure Contract	
	Piers	Piles	Piers	Piles
Jones Point Park (JPP) Piers	10	362 (Concrete)	10	362 (Concrete)
Jones Point Park Abutment				132 (Concrete)
Potomac River Piers*	43	638 (Steel Pipe)	1	12 (Steel Pipe)
Maryland Abutment				102 (Steel Pipe)
<b>Total</b>	<b>53</b>	<b>1000</b>	<b>11</b>	<b>608</b>

\*Includes 4 piers, 60 piles at water's edge in JPP and subject to JPP time restriction.



# Woodrow Wilson Bridge

Ground Stabilization Contract – December 2001 – June 2003

- Increase the strength of the soil for construction by compressing and removing moisture from marine clay.
- Requires trucking in 400,000 tons of soil to the Route 1 Interchange area and major utility relocation.
- Contract for construction of the Route 1 Interchange begins August 2003 and ends April 2007.



# Woodrow Wilson Bridge

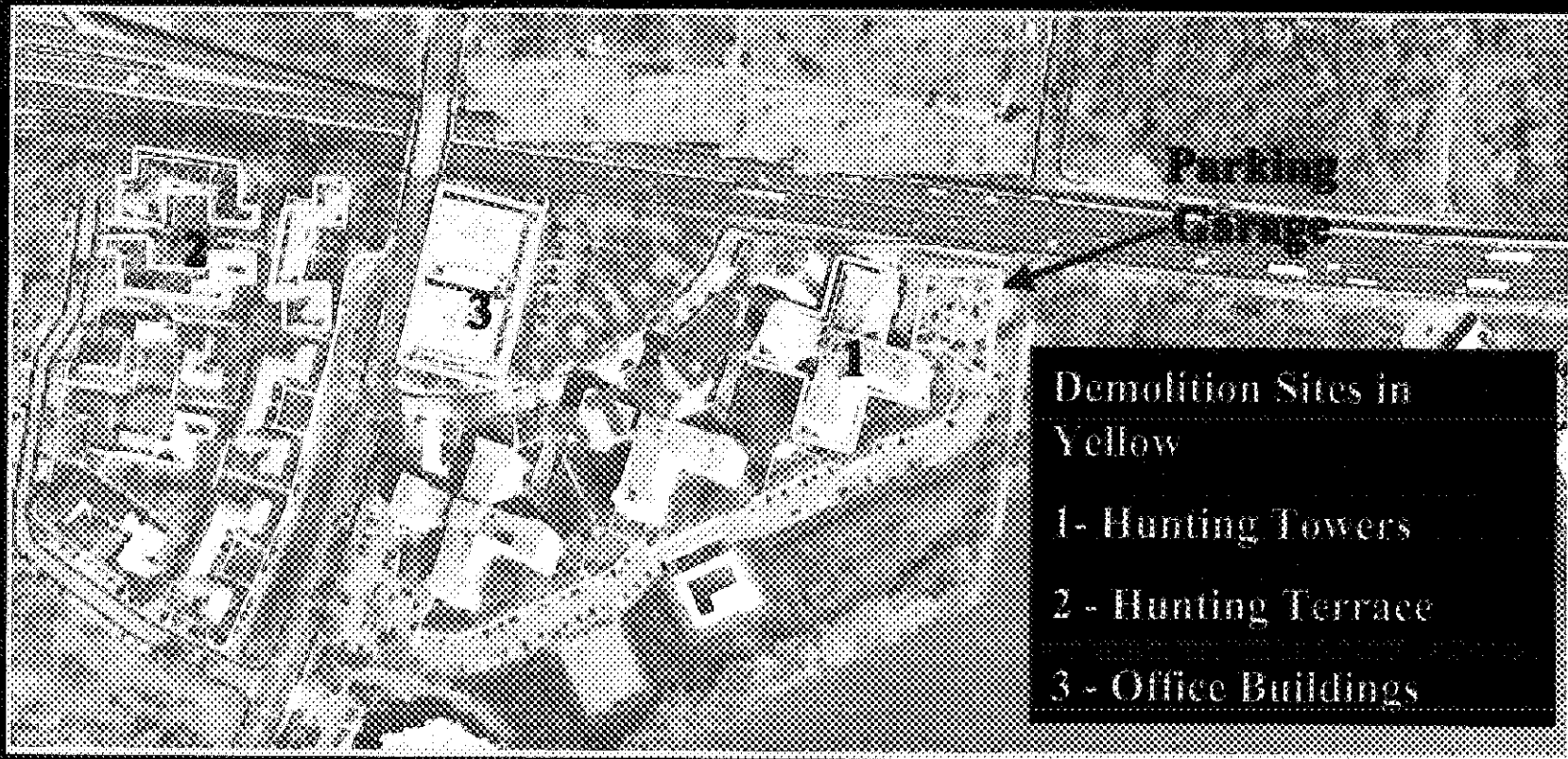
Building Demolition Contract – February 2002  
– October 2002

- Includes one Hunting Towers Building (#3), three Hunting Terrace buildings, and two office buildings.
- As of mid-October, approximately 300 relocations had occurred, which is about 87% of the total.



# Woodrow Wilson Bridge

Demolition Contract 2002 (One Hunting Towers Building, Three Hunting Terrace Buildings, and Two Office Buildings)



# Woodrow Wilson Bridge

Tie-In Contract- October 2002 to  
January 2005

- **Connects the existing Virginia Beltway to the newly constructed outer loop bridge and includes:**
  - Relocation of all traffic from old Bridge to outer loop of the new Bridge.
  - Construction of Urban Deck and South Washington Street streetscape.
  - Existing Freedmen's Cemetery Restoration.



# Woodrow Wilson Bridge

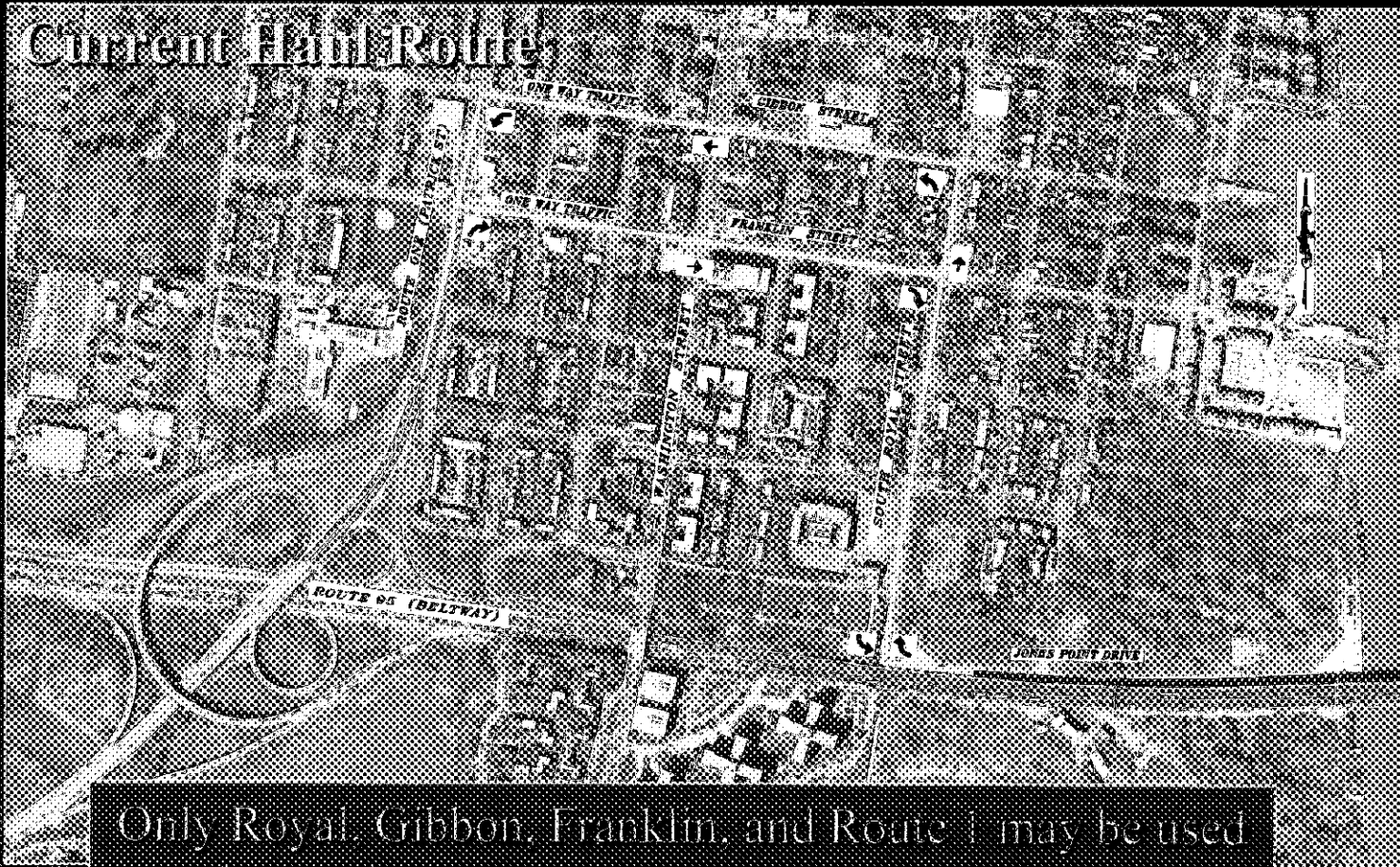
## Bridge Project Proposed Closing of South Street

- City awaiting traffic study from the Bridge Project to determine the impact of the closing of South Street.
- Bridge Project plan calls for keeping South Street open only to emergency vehicles, pedestrians and bicyclists.
- If South Street is closed, City staff would work with St. Mary's School to determine alternate transportation route, since 60% of children come from south of Alexandria.
- Process: Bridge Project submits request to close the street. Request submitted to the Traffic and Parking Board in November, Planning Commission (if it is considered as part of a vacation) and to City Council.





# Woodrow Wilson Bridge



# Woodrow Wilson Bridge

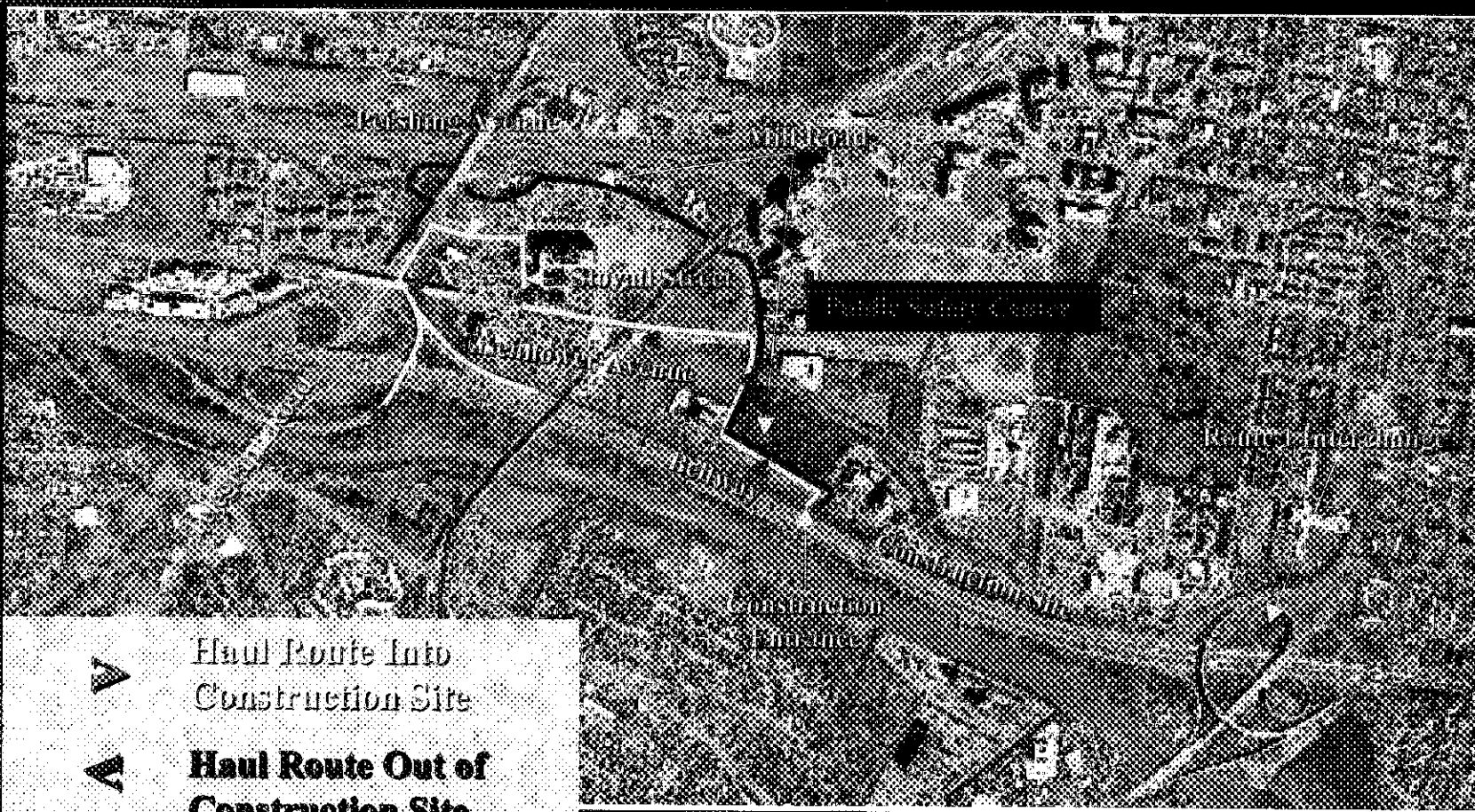
Proposed Haul Route for Demolition and Tie-in  
Contracts



*Transportation & Environmental Services*

# Woodrow Wilson Bridge

## Proposed Haul Route for Kiesel Ground Stabilization Contract



- ▼ Haul Route Into Construction Site
- ▲ Haul Route Out of Construction Site



# Woodrow Wilson Bridge Noise Abatement

- Residents west of Washington Street agreed to concept of noise walls for Patrick Street and Church Street extending to South Washington Street.
- VDOT's final decision on Noise Mitigation east of Washington Street, which may include extending the barrier wall on the bridge 1300 feet and/or in-structure improvements, is pending.
- Noise mitigation proposals for properties south of the Beltway (Hunting Towers, Hunting Terrace, Porto Vecchio) are still pending.





# Woodrow Wilson Bridge

Proposed Location of Noise Walls for Patrick Street and Church Street



# Woodrow Wilson Bridge

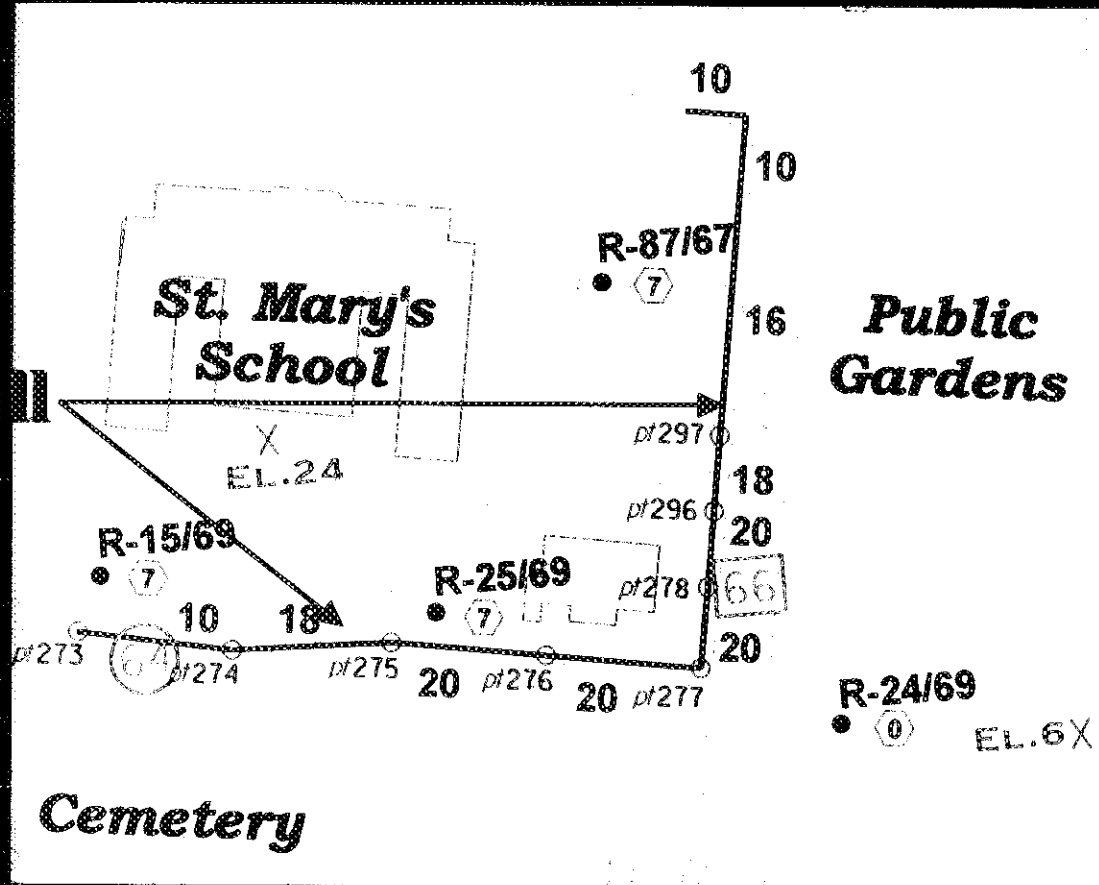
## Extending the Noise Barrier Wall on the Woodrow Wilson Bridge

- **Provides Effective Noise Abatement for:**
  - Yates Gardens
  - St. Mary's School
- **VDOT's Major Concerns:**
  - Aesthetic Impacts (blocks view, alters Bridge image)
  - Possible Safety Issues
    - Bike and Pedestrian Way
    - Tunnel Effect
  - Impact on Roadway Maintenance



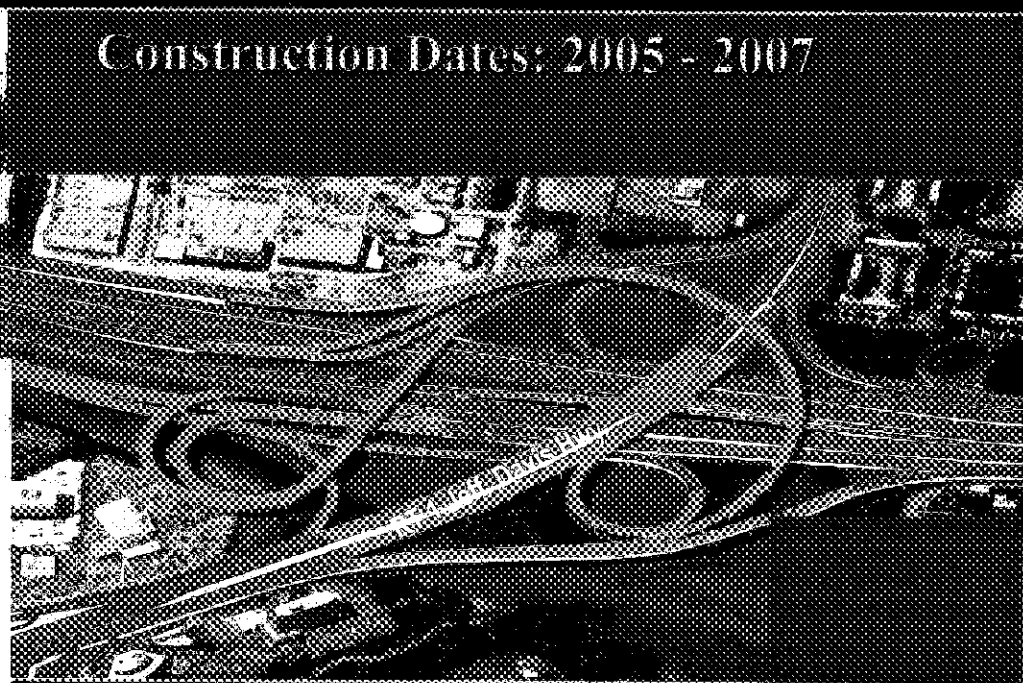
# Woodrow Wilson Bridge

## VDOT's Proposal for Noise Barrier around St. Mary's School



# Woodrow Wilson Bridge Mill Road Connector

Construction Dates: 2005 - 2007



- **Connects Mill Road with future Beltway express lanes.**
- **Elevated ramps to cross Public Safety Center (PSC) frontage.**
- **Parking spaces will be available below the ramps for PSC employees at completion.**
- **PSC access and parking are ongoing issues.**
- **Major utility relocations required.**





# Woodrow Wilson Bridge Neighborhood Task Force

- Created by City Council in June 2000 to monitor construction impacts on residents and to advocate measures to mitigate negative impacts.
- Adopted the “Good Neighbor” Policy requiring contractors to:
  - Use the smallest possible construction footprint;
  - Limit hours of construction and pile driving in Jones Point Park;
  - Use quieter, more efficient pile driving hammers;
  - Protect the City’s streets by designating haul routes and requiring City permits for hauling materials;



# Woodrow Wilson Bridge Neighborhood Task Force

- Prohibit parking or storage of materials on City streets and medians; and
  - Prohibit truck traffic in front of St. Mary's School and Lyles-Crouch Traditional Academy when students are being dropped off and picked up.
- 
- Prepared the Woodrow Wilson Bridge Brochure "Protect Our Community," which was mailed to over 7,000 households in the Project area.
  - Currently monitoring the noise issues and aggressively advocating for effective mitigation measures.



# Monroe Avenue Bridge Project

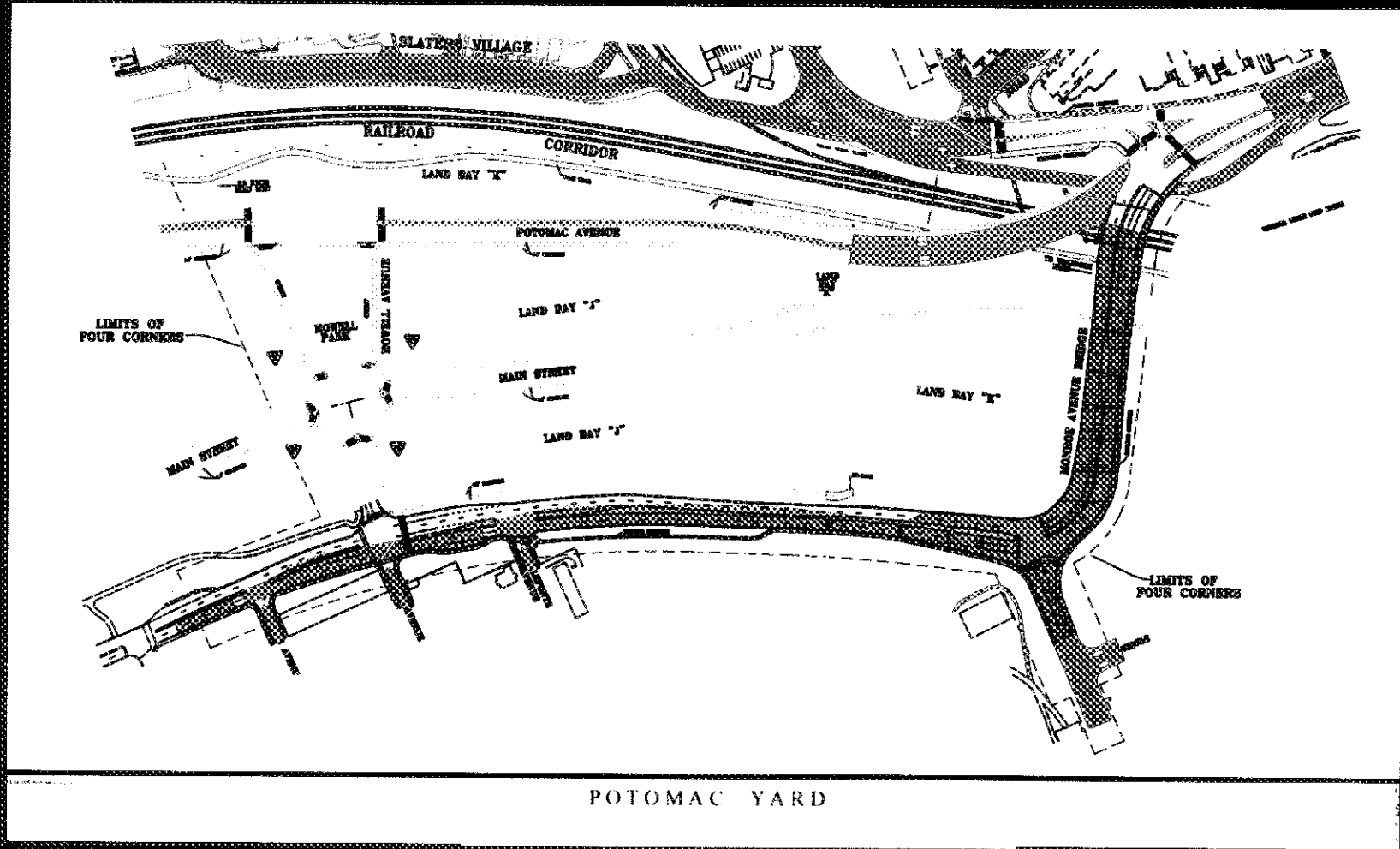
City Council approval in 1999 of Potomac Yard Development included:

1. A “Concept Plan” which keeps the existing Monroe Avenue Bridge and adds a new connection with Potomac Avenue at Slater’s Lane.
2. An “Alternative Concept Plan” which replaces and realigns the existing Monroe Avenue Bridge.



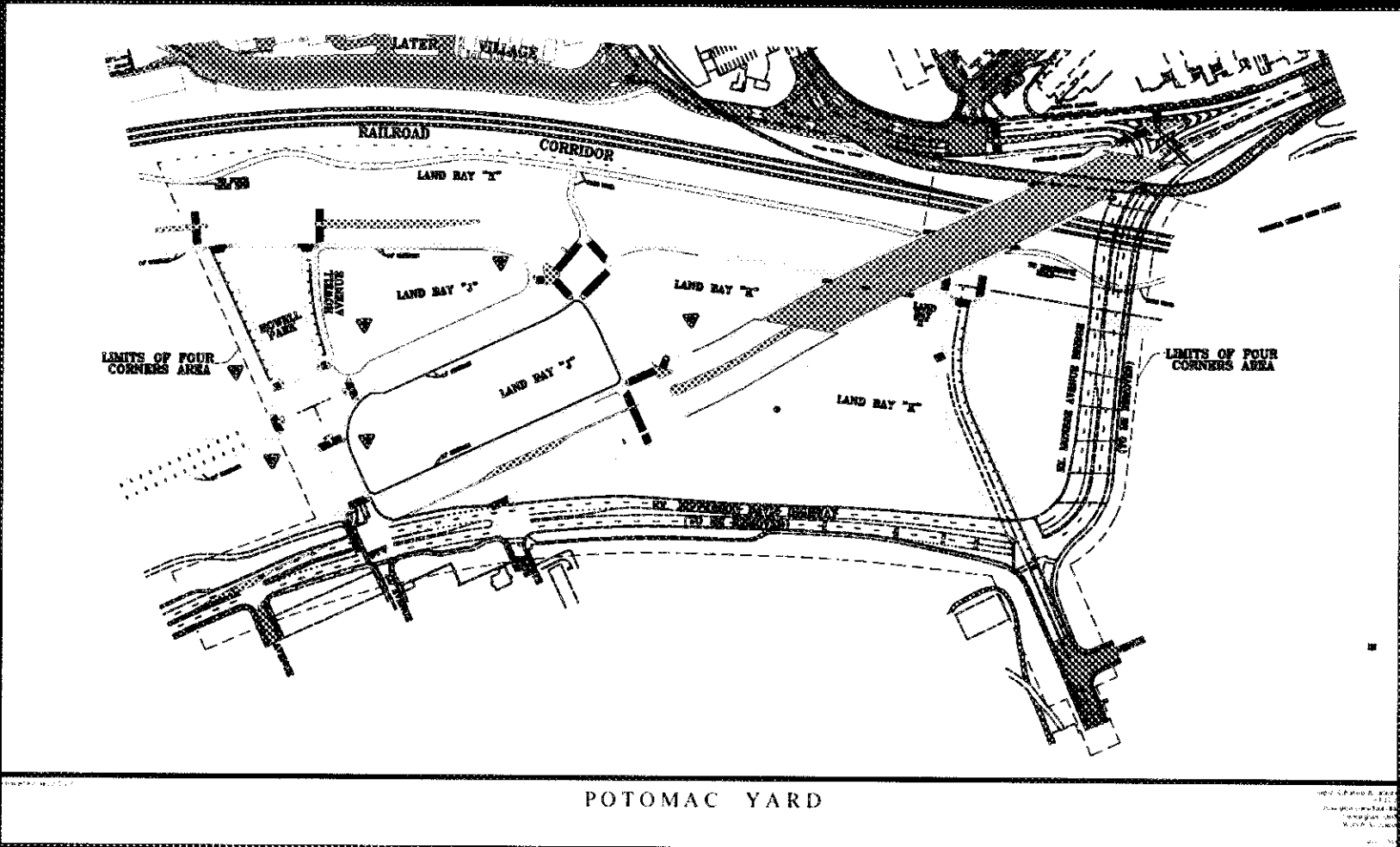
# Monroe Avenue Bridge Project

Concept Plan - Existing Bridge Remains

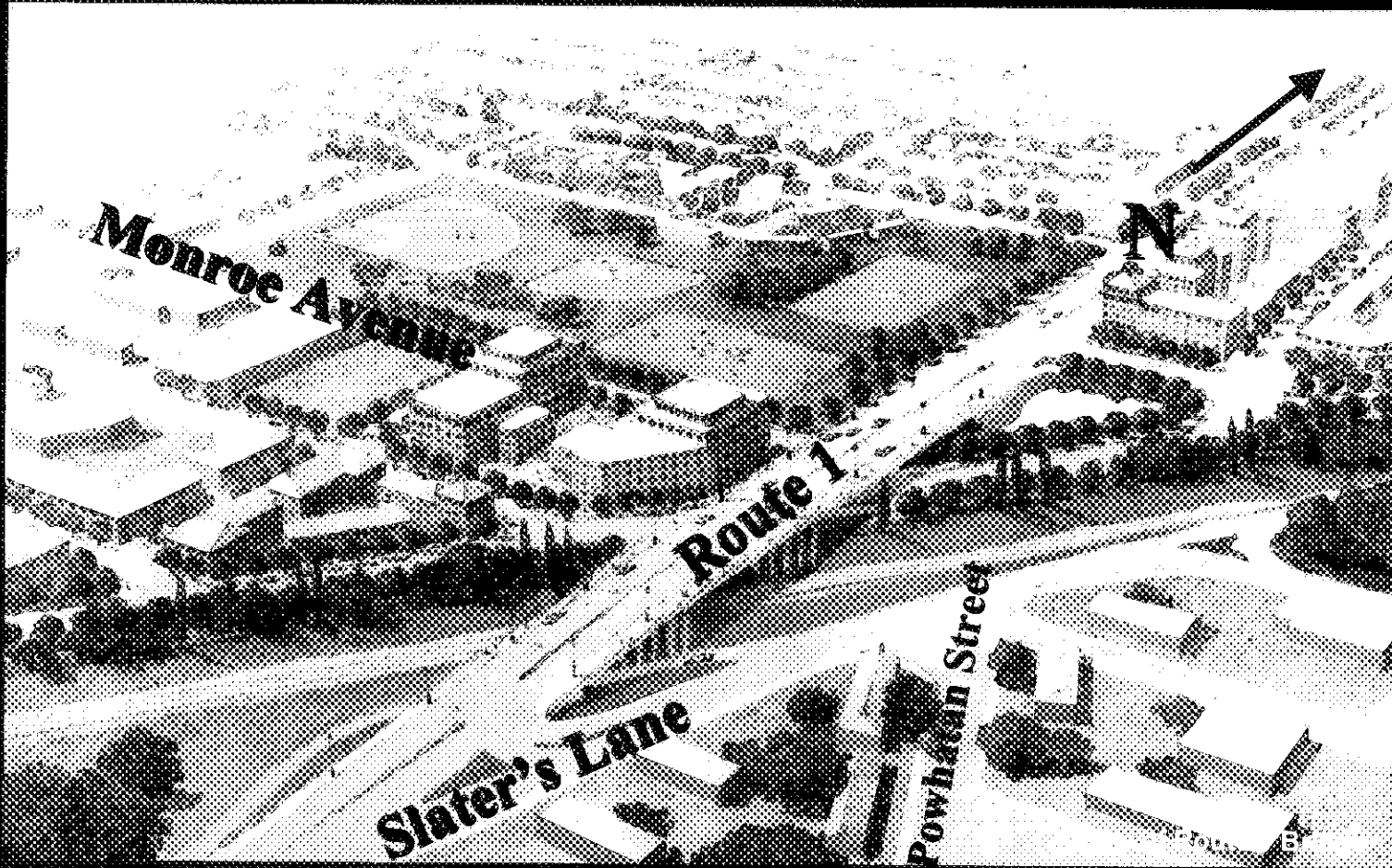


# Monroe Avenue Bridge Project

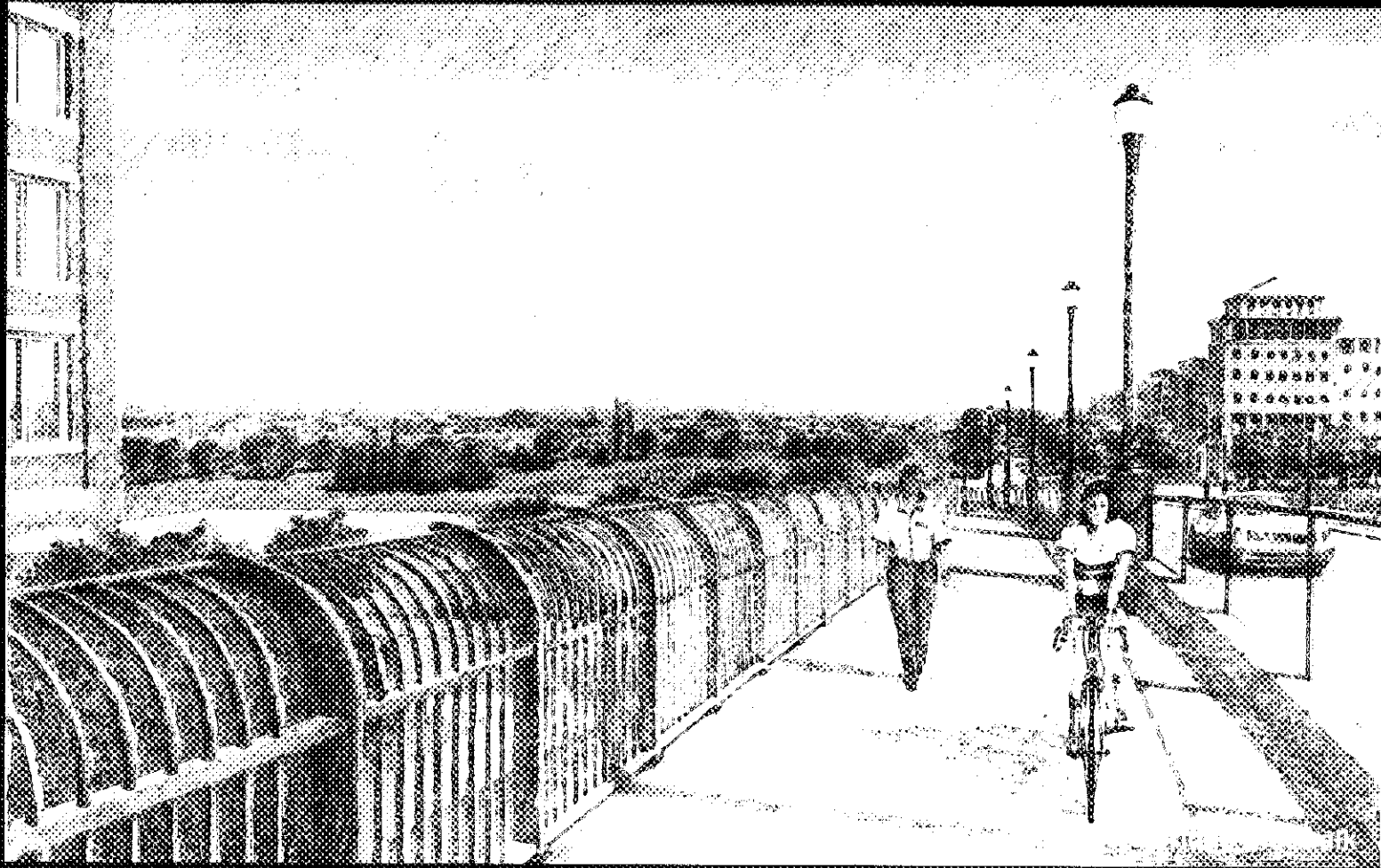
## Alternate Concept Plan - Straightened Alignment



# Rendering of Straightened Route 1



# Rendering of Straightened Route 1



# Monroe Avenue Bridge Project

## Decision Timeline

- Developer to provide City with cost estimates for both concept plans by mid-November.
- City has up to 150 days to approve cost estimates (can be extended as needed to resolve differences).
- Once cost estimates are approved, City has 90 days to determine whether to assume responsibility for the cost difference between the "Concept Plan" and the "Alternate Concept Plan."
- Staff to present City Council with financial plan and staff recommendation in mid to late 2002.
- \$29 million programmed in VDOT's Six Year Plan.





# Monroe Avenue Bridge

## Construction Timeline

If City Council approves the "Alternate Concept" Financial Plan, then the "Concept Plan" is no longer viable and the actual construction of the bridge is triggered by any one of the following events:

- 800,000 sq. ft. of office development.
- 1,750,000 sq. ft. of any development within the Coordinated Development District (CDD).
- 3,250,000 sq. ft. of any development within the CDD of the City and/or the Arlington County portion of the Potomac Yard development.

If City Council does not approve the "Alternate Concept Plan," the "Concept Plan" remains the operative plan.



# Eisenhower Avenue-To-Duke Street Connector



# Eisenhower Avenue-To-Duke Street Connector

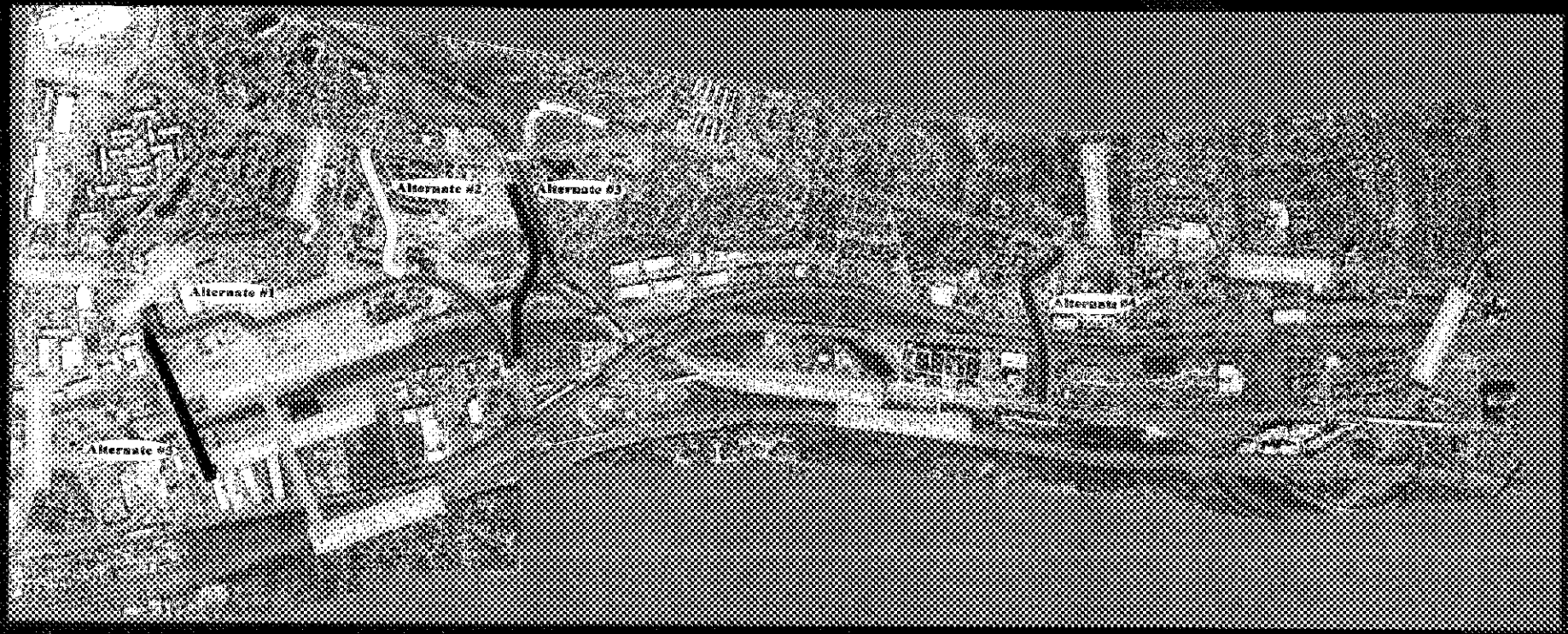
## Overview of Issues

- **Traffic Projections**
- **Why Alexandria May Need a Connector**
- **Challenges Associated with a Connector**



# Eisenhower Avenue-To-Duke Street Connector

Five Alternatives from the 1993 VDOT Environmental Assessment



# Eisenhower Avenue-To-Duke Street Connector Task Force

City Council Created Task Force in  
March 2001 to do the Following:

- Review Alternate 5.
- Review No Build Alternative.
- Review additional alternate alignments to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street.
- Analyze each of the above alternates from an economic development, environmental, traffic, neighborhood impact and financial standpoint and make recommendations to City Council no later than June 2002.



# Eisenhower Avenue-To-Duke Street Connector Task Force

Attendees at Citizen Information Meeting on  
September 26, 2001

**In or Near Study Area**

Study Area

**Outside Study Area**

Carlyle • Del Ray • Hall Place • Kingstowne (Fairfax County)  
Lynhaven • Old Town North • Palmer Place • Seminary Hill  
Seminary Road • Attorney • Developer • VDOT





# Eisenhower Avenue-To-Duke Street Connector Task Force



The six connector alternates selected by the Task Force on October 4, 2001, for in-depth analysis, in addition to the “no-build” alternative.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## Description of the Six Connector Alternates Currently Undergoing Analysis

- A1 –Similar to the 1993 Environmental Assessment (EA) alternate #5. Begins on the north at the intersection of Pickett Street and Edsall Road; follows the road that leads to the entrance to Cameron Station; turns slightly west to run along the western edge of the Armistead L. Boothe Park to minimize the impact on the park; crosses the CSX and Metro tracks and terminates on Eisenhower Avenue just to the east of the Waste-to-Energy facility.
- A2 –Similar to A1 except for the northern termini. Begins on Pickett Street south of the intersection with Edsall Road to avoid the park; goes through the commercial buildings and a portion of the asphalt plant before crossing the CSX and Metro tracks; and ends at the same Eisenhower termini as A1.





# Eisenhower Avenue-To-Duke Street Connector Task Force

## The Six Connector Alternates Currently Undergoing Analysis (cont.)

- **B1** –Similar to the 1993 Environmental Assessment (EA) alternate #3. Uses the existing interchange in the Cameron Station area, runs south along the eastern edge of Ben Brenman Park and finishes on Clermont Avenue. Traffic going north to east will use a ramp which connects with the bridge over Holmes Run.
- **B2** –Similar to B1, except traffic going north to east will use a ramp which connects with Wheeler Avenue.
- **C** –Similar to EA alternate #4 (referred to as the Bluestone Connector). Uses the intersection of Wheeler and Duke Street as the northern termini; uses some portion of the roadway along the City maintenance facility (to minimize impacts), and crosses the CSX and Metro rail lines to connect with Bluestone.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## The Six Connector Alternates Currently Undergoing Analysis (cont.)

- **D** – Uses the intersection of Roth and Duke Streets as the northern termini. Runs straight across the CSX and Metro rail lines, and across the current Woodrow Wilson Bridge VDOT staging area to Eisenhower Avenue.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## Remainder of Task Force Study Schedule

- Six Connector Alternates and “No-Build” Analysis – October 2001 - January 2002.
- Second Citizen Information Meeting - February 2002.
- Task Force Develops Conclusions and Recommendations - March - April 2002.
- Task Force forwards report to City Council – June 2002.
- If City Council approves a connector alternate, the earliest construction could begin is four to five years from the date of Council’s approval.



# Comprehensive Transportation Policy and Program

On April 21, 2001, City Council authorized staff to proceed with the development of a Citywide Comprehensive Transportation Policy and Program.



# Comprehensive Transportation Policy and Program

The Goals for a Citywide Comprehensive Transportation Policy & Program are as follows:

- Protect the quality of life in residential neighborhoods by keeping through traffic moving efficiently on City arterials and primary collectors and off local streets;
- Define the primary function of the City's major roadways as carriers of vehicles traveling through the City or as carriers of local traffic, and develop measures that increase the efficiency and possibly the capacity of defined roadways; and
- Reduce the number of vehicles on City roadways by means of public transportation, car pooling and other forms of non-vehicle transportation.



# Comprehensive Transportation Policy and Program

## Study Phases

- Phase I      Collect Data and Assess Conditions.
- Phase II     Identify Transportation Improvements and Actions.
- Phase III    Develop a Transportation Policy and Program.
- Phase IV    Implement the Transportation Program and Evaluate the Results.

*Phases I – IV will take approximately 30 months, with completion of Phase IV by January 1, 2004, and implementation of the transportation program starting in FY 2005.*



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Traffic:

- Conduct annual traffic signal re-timing to focus on east/west travel corridors that serve employment centers, e.g., traffic signal progression on Duke Street.
- Put video cameras at designated intersections to count vehicles.
- Install better directional signage, including internally illuminated signs.
- Assess current HOV lanes and time restrictions such as the HOV lanes on Washington Street.
- Review by Police and T&ES to continue and expand Gridlock Reduction Intervention Program (GRIP).



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Transit:

- Increase bike and pedestrian access to metro stations.
- Provide signal pre-emption for buses on appropriate routes.
- Identify new DASH circular route serving metro stations and activity centers.
- Install information kiosks for bus schedules, metro information.
- Acquire property for expansion of DASH.





# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Pedestrian:

- Increase visibility of crosswalks, e.g., in-pavement lighting.
- Expand the use of countdown pedestrian signals.
- Install audible pedestrian signals.
- Consider extending the no parking area at intersections of high pedestrian activity to improve visibility and safety.

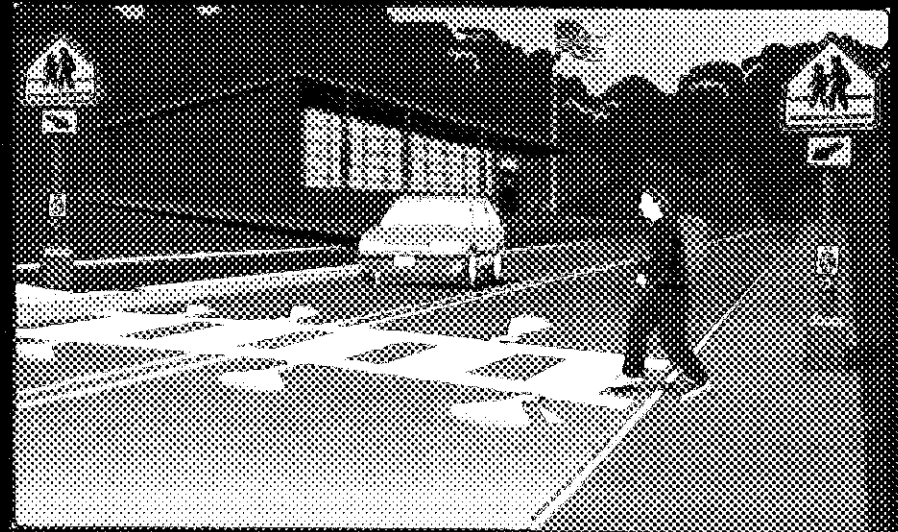


# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements



Countdown Pedestrian Signal

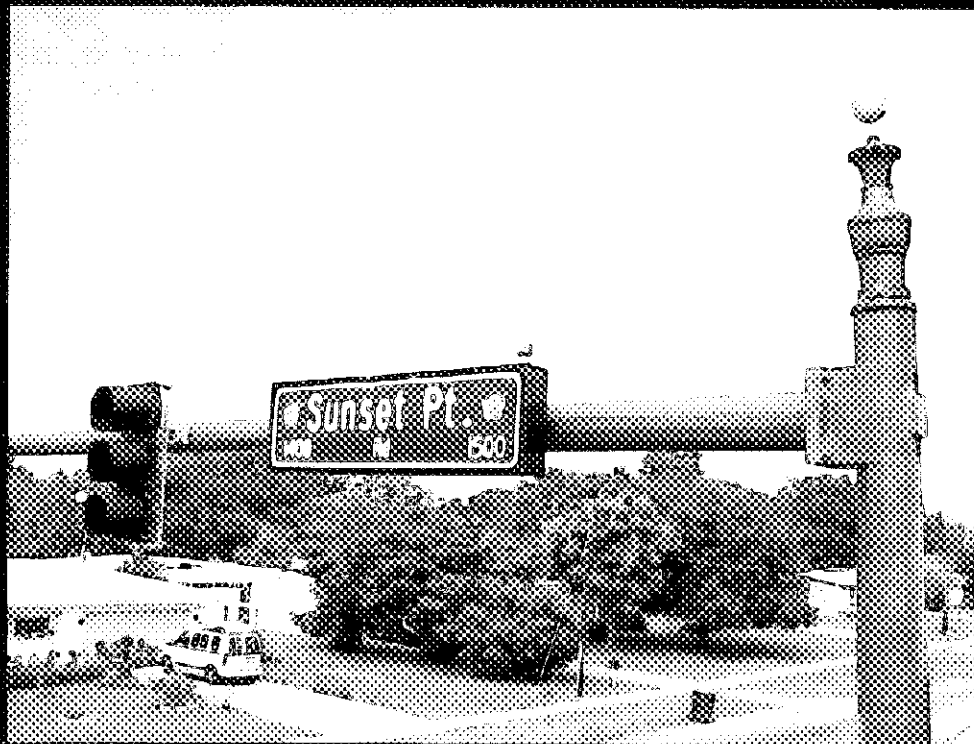


In-pavement Lighting



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements



Internally Illuminated Street Signs



# Traffic Calming Initiatives

- Traffic calming is a combination of measures that reduces the impact of motor vehicles on residential streets by altering driver behavior which results in a better quality of life for the neighborhood.
- The primary goal of traffic calming is speed reduction and secondarily volume reduction on our local streets.
- Reductions in speed of 5-10 mph are typical for the type of speed tables we are installing.



# Traffic Calming Initiatives

## Criteria for evaluating the need for traffic calming measures

- Speed of traffic – Does the average vehicle speed exceed the posted limit by 5 –10 mph?
- Volume of traffic – Does the street have a higher volume of traffic than a comparably classified street in the immediate area?
- Number of crosswalks – What is the potential for pedestrian/vehicle conflicts?
- Number of pedestrians crossing the street – Are there large numbers of pedestrians crossing the street at various times of the day and are sidewalks available on both sides of the street?
- Number of accidents – How many accidents have occurred within a specified period of time, and what is the nature of those accidents?
- Proximity to schools- Is the street on a school walk route?



# Traffic Calming Initiatives

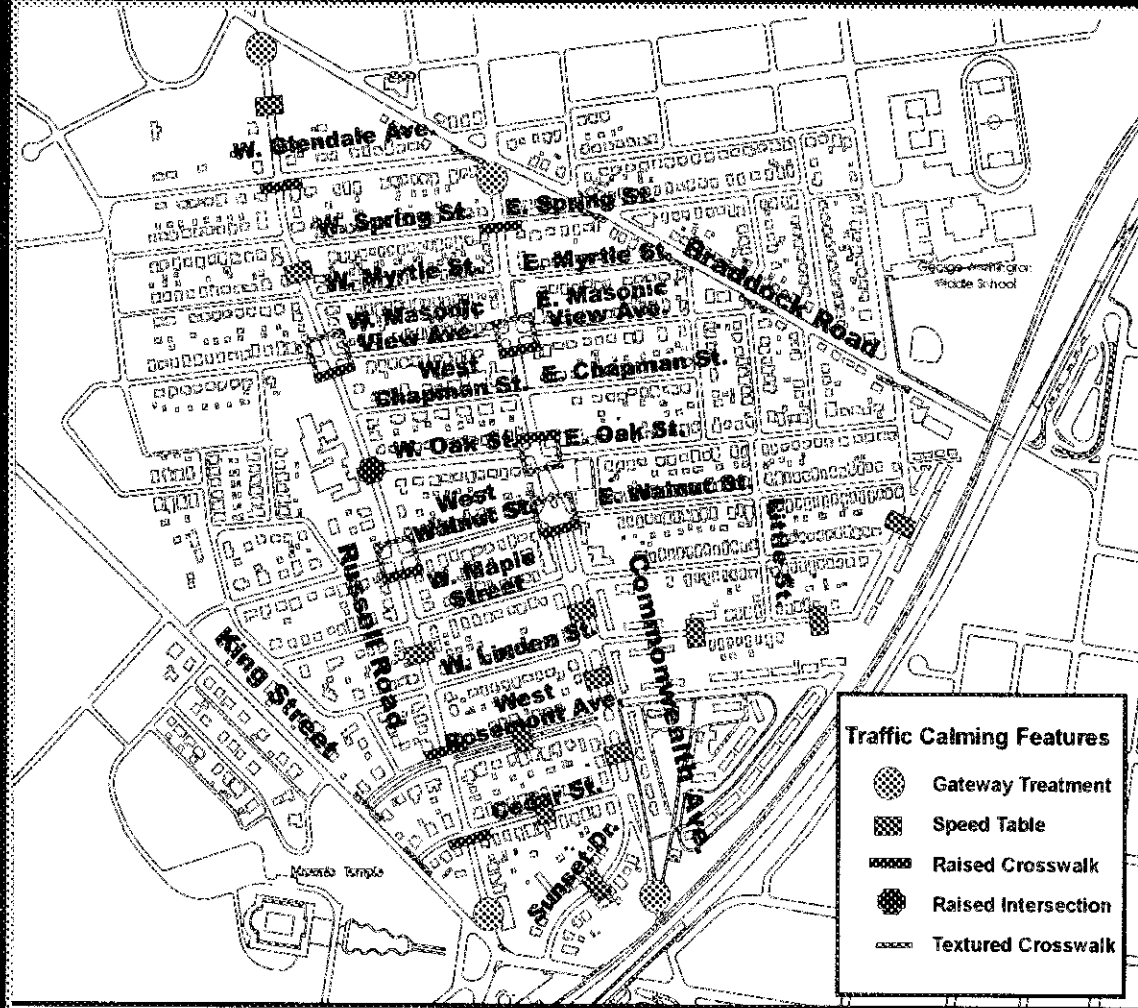
Traffic Calming devices have been installed in the following neighborhoods:

- Rosemont (Russell Road and Commonwealth Avenue between King Street/Cameron Street and Braddock Road)
- Del Ray (400 and 500 blocks of East Monroe Avenue)
- Northridge (1400 and 1600 blocks of Crestwood Drive)
- Parkfairfax (1000 – 1200 blocks of Martha Custis and Valley Drives – in front of Charles Barrett Elementary School)



# Traffic Calming Initiatives

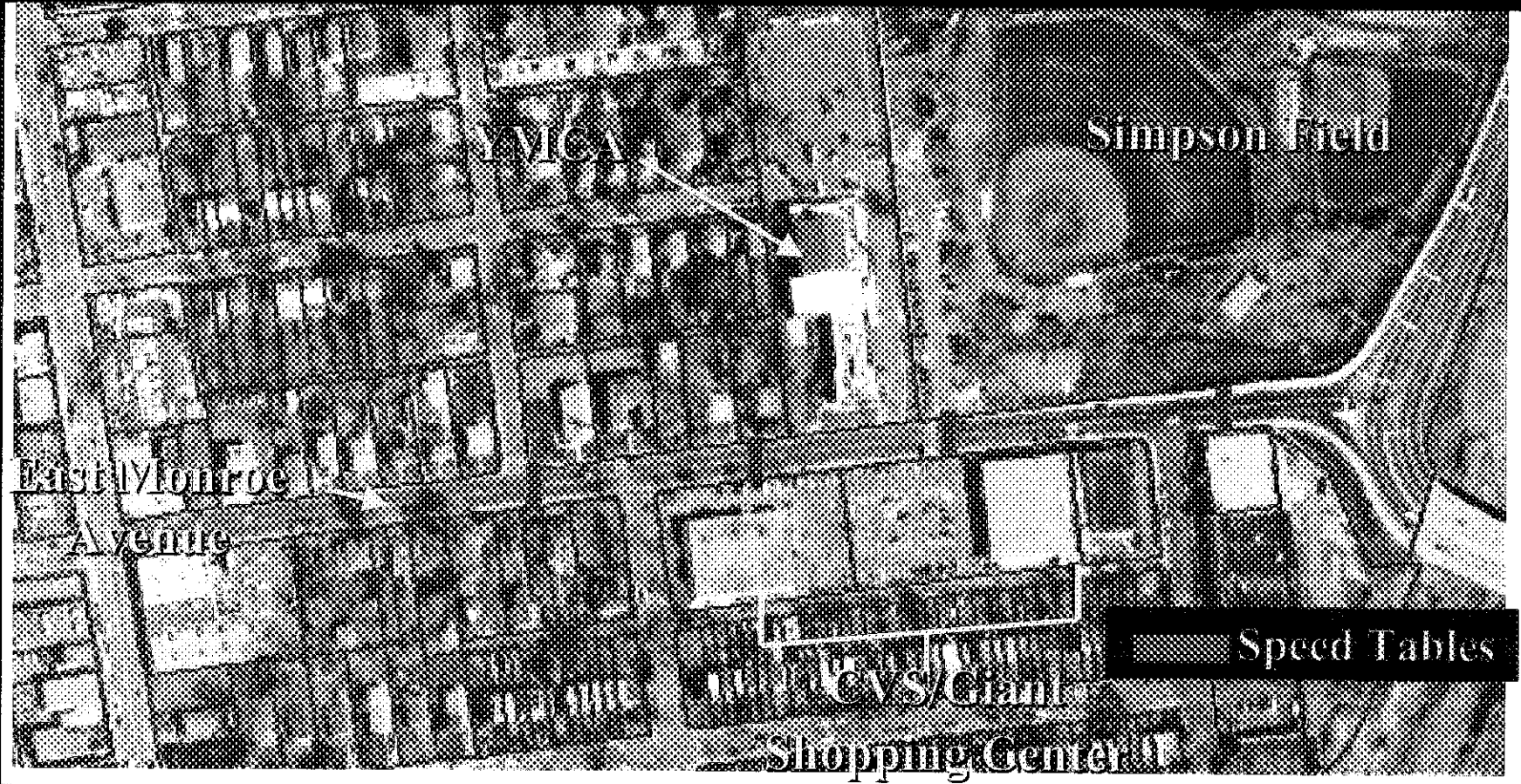
## Rosemont





# Traffic Calming Initiatives

Del Rey (400 and 500 Blocks of East Monroe Avenue)





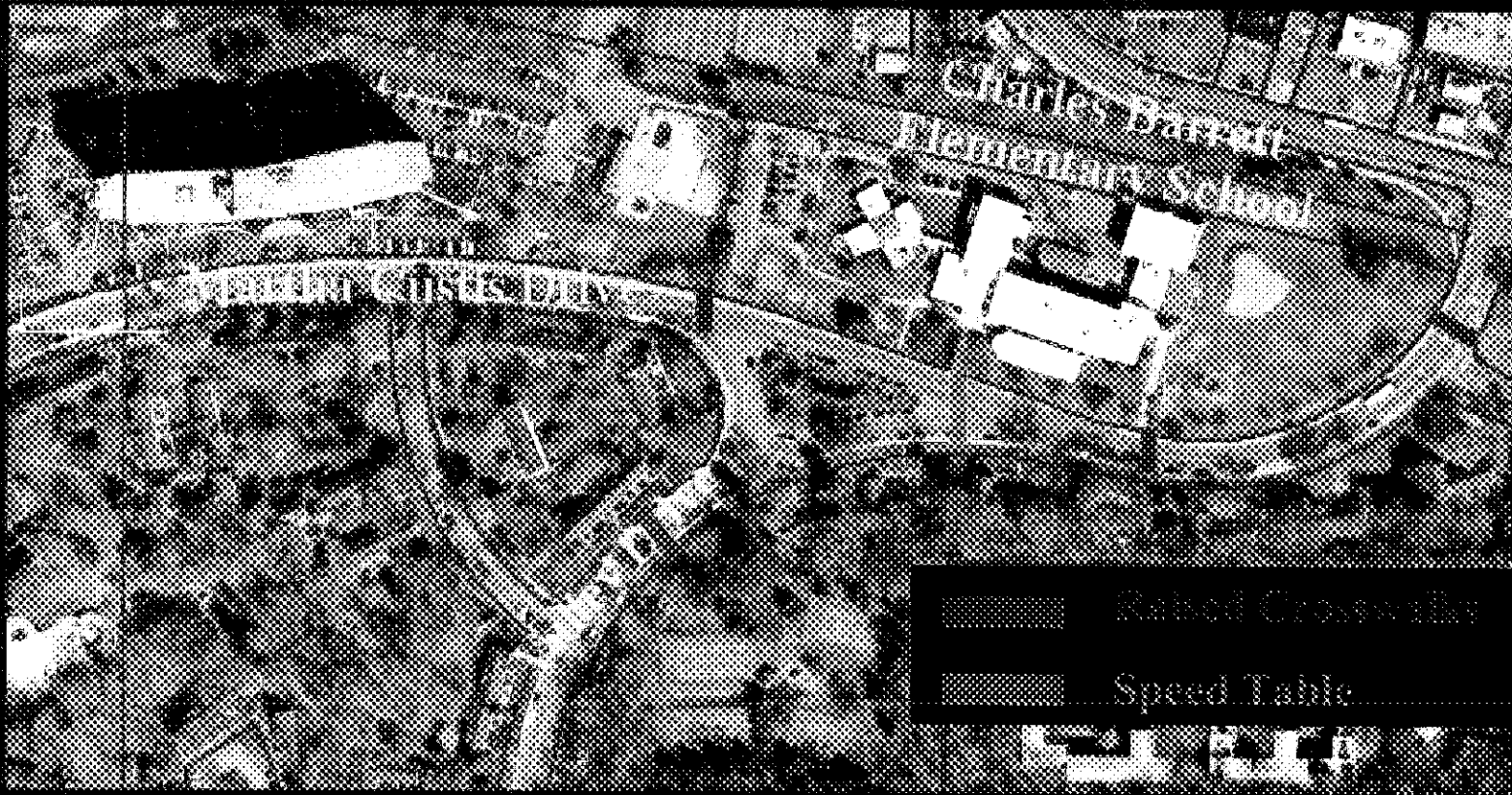
# Traffic Calming Initiatives

Northridge (1400 and 1600 blocks of Crestwood Drive)



# Traffic Calming Initiatives

Parkliff (1000-1200 Block of Martha Custis and Valley Drives)



# Traffic Calming Initiatives

## Results of Traffic Calming Initiatives

- **Rosemont Neighborhood: Russell Road** speed decreased from 37mph to 22 mph.
- **Del Ray Neighborhood: East Monroe Avenue** speed decreased from 42 mph to 19 mph.
- **Northridge Neighborhood: Crestwood Drive** speed decreased from 26 mph to 20 mph.
- **Parkfairfax Neighborhood (Charles Barrett Elementary School): Martha Custis Drive** speed decreased from 32 mph to 25 mph and **Valley Drive** speed decreased from 32 mph to 25 mph.



# Traffic Calming Initiatives

## Impact of Traffic Calming Initiative on Requests for the Installation of Stop Signs

<u>Year</u>	<u>Number of Requests for Stop Signs</u>
-------------	--

1999	7
2000	17
2001	5



# Traffic Calming Initiatives

## Next Steps

- Because of the popularity of this program, all traffic calming funds have been allocated for the current fiscal year.
- T&ES is developing an application process to respond to neighborhood requests and to prioritize the allocation of funding for next fiscal year, beginning July 1, 2002, and beyond.
- Neighborhoods interested in the City's Traffic Calming Program will submit an application which will be evaluated by staff and then prioritized.
- The City has included in its state legislative package a recommendation to allow the use of urban system funds for traffic calming.



**THANK YOU**

**Working Today**

**for a**

**Better Tomorrow**



# CITY COUNCIL RETREAT

November 3, 2001

## THE PLAN FOR PLANNING Implementation 2001-2002

- Schedule for 2001-2002
- Eisenhower East Planning Process

Eileen Fogarty, Department of Planning and Zoning

## ELEMENTS OF THE PLAN FOR PLANNING

- **New Development Area Plans**
- **Neighborhood Redevelopment Plans**
- **Industrial Area Redevelopment Plans**
- **City-wide Standards**
  - **Urban Design and Streetscape Standards**
  - **Parking Standards**
  - **Open Space Standards**



# THE 2002 PLAN FOR PLANNING SCHEDULE

Jan 02

Apr 02

July 02

Oct 02

Jan 03

**Eisenhower East Plan**

**Complete Upper Potomac West Plan**

**Mount Vernon Avenue Plan**

**Initial Analysis on  
Industrial Uses**

**Eisenhower West Plan**

**Route 1 North  
Plan**

**Development Standards  
Urban Design & Streetscape**

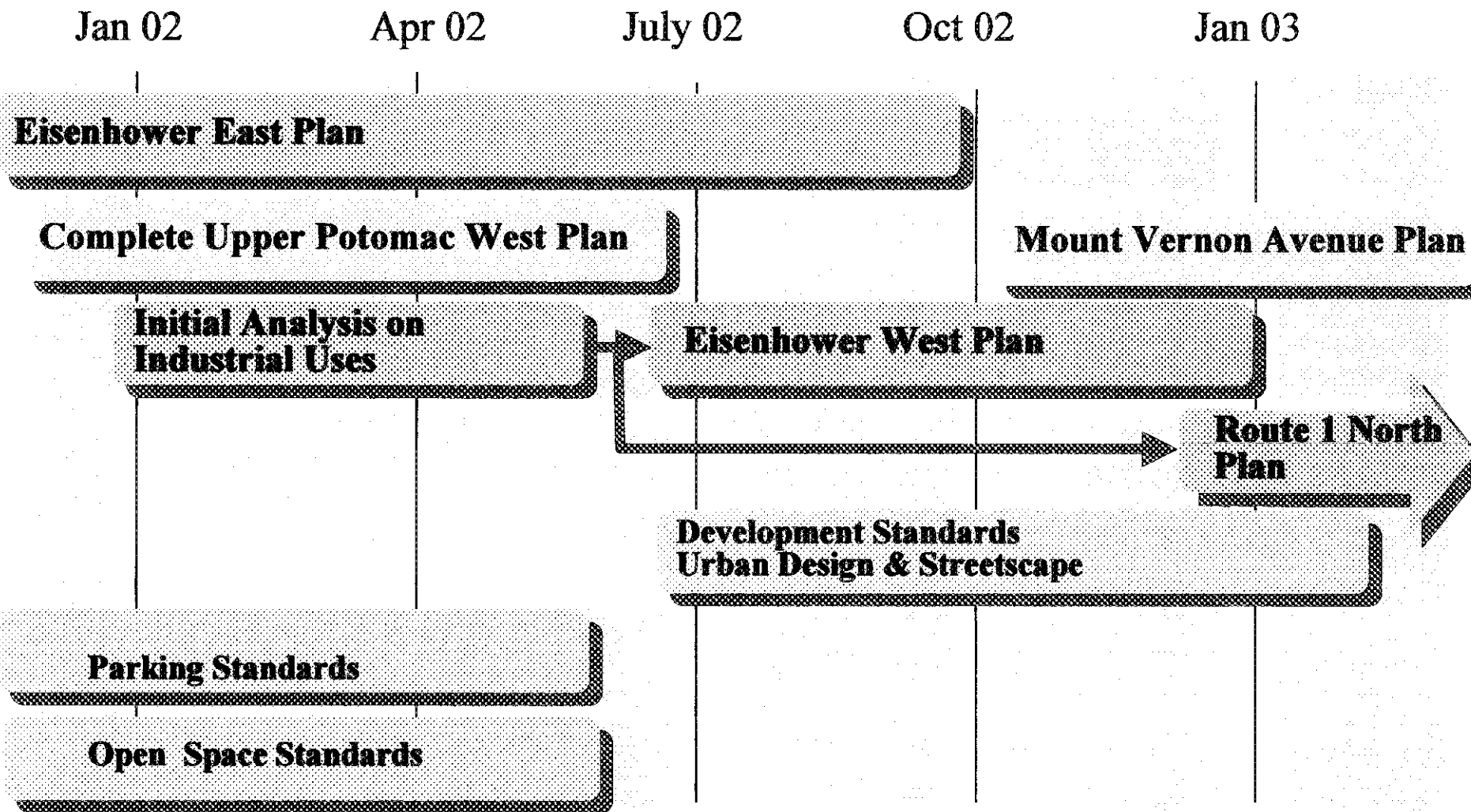
**Parking Standards**

**Open Space Standards**

## THE PROCESS

- Determine the role of industrial land uses in Alexandria's future
- Determine the City's need for industrial land
- Identify the criteria for industrial uses
  - Parcel size, proximity to transportation, communications, environs
- Compare the City's industrial lands to the criteria
- Prioritize the City's lands for industrial use
  - Identify any areas that may be designated for conversion to uses other than industrial
- Create changes to the City's ordinances to implement change

# THE 2002 PLAN FOR PLANNING SCHEDULE

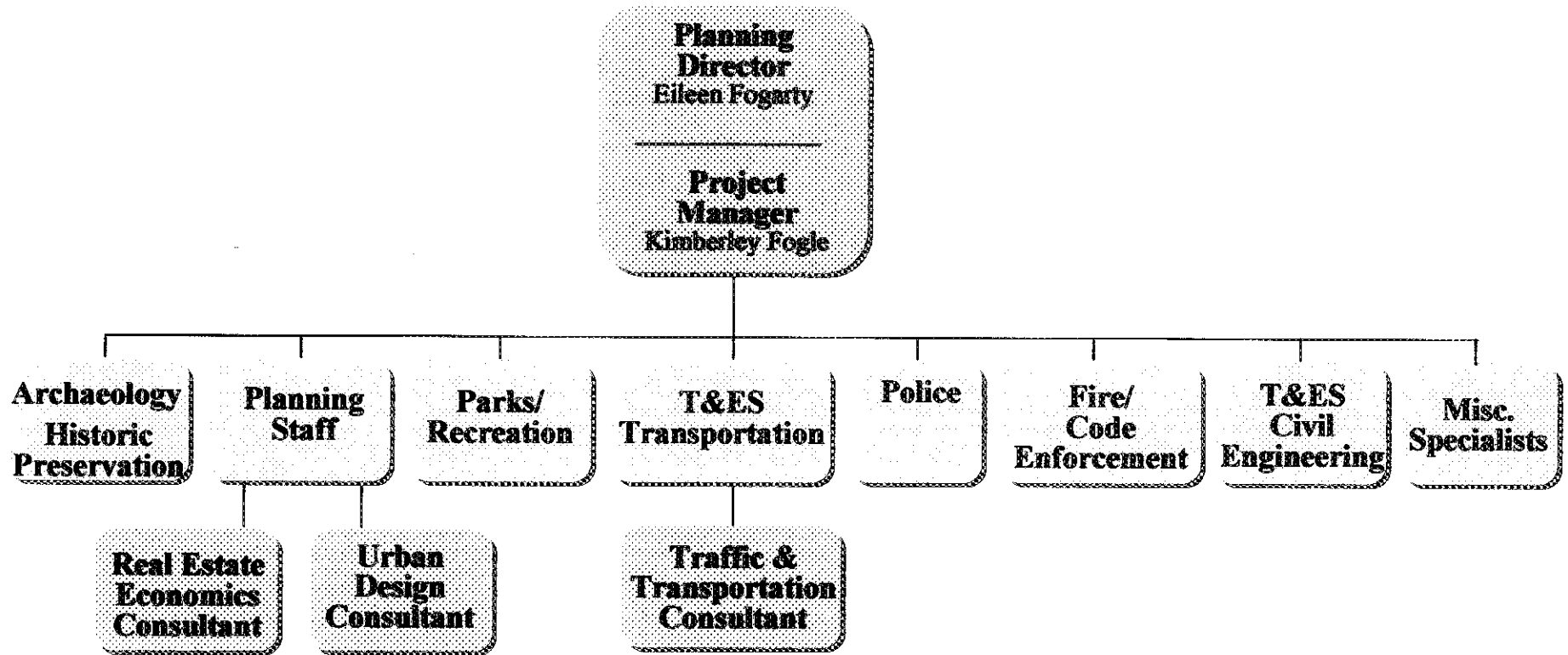


# The Eisenhower East Planning Process

## KEY ELEMENTS OF THE PLANNING PROCESS

- **Organization and Management of the Process**
- **Planning Process**
- **Community Involvement in the Process**
- **Expected Outcomes of the Process**
- **Identification of Community Issues/Concerns during the Process**
- **Planning Vision (where are we heading)**

# ORGANIZATION AND MANAGEMENT



## A PLANNING COMMISSION LED COMMUNITY PROCESS

- Planning for Eisenhower East is a “community-wide” planning effort (*unlike Upper Potomac West which was a neighborhood planning process*) and will address a number of Citywide issues; therefore,
- The Planning Commission will lead a facilitated community participation program with three major Workshops
- While the entire community will be invited to participate in the planning process, the following stakeholders are essential
  - Property Owners
  - Eisenhower businesses
  - The Eisenhower Partnership
  - Civic Associations
  - Others?

PLANNING COMMISSION SPONSORED COMMUNITY PROCESS

**PHASE 1**  
Data Gathering and Analysis Phase

**Compile/Analyze Base Data:**

- Planning Context - General Plan/ Small Area Plans/ Zoning/CDDs
- Urban Design - Environs/Connections/ Interface w/surroundings/ Visual Axis/ Development scale/ Views/Streetscape
- Existing Ownership
- Structures - Existing & Proposed - Physical/economic conditions
- Open Space - Existing/Regional plan recommendations
- Environmental Factors - Geology/subsurface/ Drainage patterns/ Cultural&historic/Climate/ Habitats
- Circulation - Regional traffic patterns/ Existing streets/ Existing transit/ Proposed streets/ Pedestrian/bike routes
- Utility infrastructure - System capacities - Major trunks - Market and economic forces

**Workshop 1 Agenda**

- Review the data gathered for the plan
- Enhance understanding of the Base Data
- Review the initial analysis of the market and planning for the plan and report the development needs in the area
- Examine the apparent "opportunities and constraints"
- Identify the challenges to be addressed in the planning
- Identify the Guiding Principles
- Identify the alternatives to be pursued in the next phase

**PHASE 2**  
Framework Plan Alternatives Phase

- Framework Plan Alt 1**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space

- Framework Plan Alt 2**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space

- Framework Plan Alt 3**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space

**Workshop 2 Agenda**

- Review the framework plan alternatives
- Review the implementation strategies for each and identify infrastructure
- Select the preferred framework alternative that best meets community goals & objectives
- Identify the implementation strategies and potential impacts
- Identify the implementation strategies

Feb 2002

**PHASE 3**  
Sector Plan Alternatives Phase

- Sector Plan Alt 1**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space
  - Urban Design
  - Implementation Strategy

- Sector Plan Alt 2**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space
  - Urban Design
  - Implementation Strategy

- Sector Plan Alt 3**
- Land Uses
  - Circulation
  - Development Intensity
  - Open Space
  - Urban Design
  - Implementation Strategy

**Workshop 3 Agenda**

- Review the sector alternatives
- Review the implementation strategies for each sector and identify the program infrastructure
- Select the preferred alternative for each sector that best meets community goals & objectives
- Identify the implementation strategies and potential impacts
- Identify the implementation strategies

April 2002

**PHASE 4**  
Concept Plan Phase

- Concept Plan**
- Refine the framework plan and preferred sector plans based upon input received at the workshop
  - Land Uses
  - Development intensity (FAR & heights)
  - Building Massing
  - Design Guideline
  - Open Space
  - Streetscape
  - Circulation
  - Open Space
  - Implementation Strategies
    - Public/Private Actions
  - Document Concept Plan
  - Develop recommended implementation actions

**We are here!**  
Nov 15, 2001

Council Briefing

Council Briefing



# PLANNING COMMISSION SPONSORED COMMUNITY PROCESS

## PHASE 4 Concept Plan Phase

### Concept Plan

- Refine the framework plan and preferred sector plans based upon input received at the workshop

- Land Uses
- Development intensity (FAR & heights)
- Building Massing
- Design Guidelines
- Open Space
- Streetscape
- Circulation
- Open Space
- Implementation Strategies
  - Public/Private Actions

- Document Concept Plan
- Develop recommended implementation actions

Planning Commission & City Council Review & Approval of the Concept Plan

## PHASE 5 Implementation Phase

- The Implementation Strategy for the approved CONCEPT PLAN may include:
  - Amendments to the Small Area Plan (Master Plan)
  - Amendments to existing Zoning (CDD Zoning)
  - Design Standards and Guidelines
  - Streetscape Standards
  - Infrastructure improvement plans
  - Transportation Management & Transit Programs
  - Public implementation actions
  - Others

## THE EXPECTED OUTCOMES

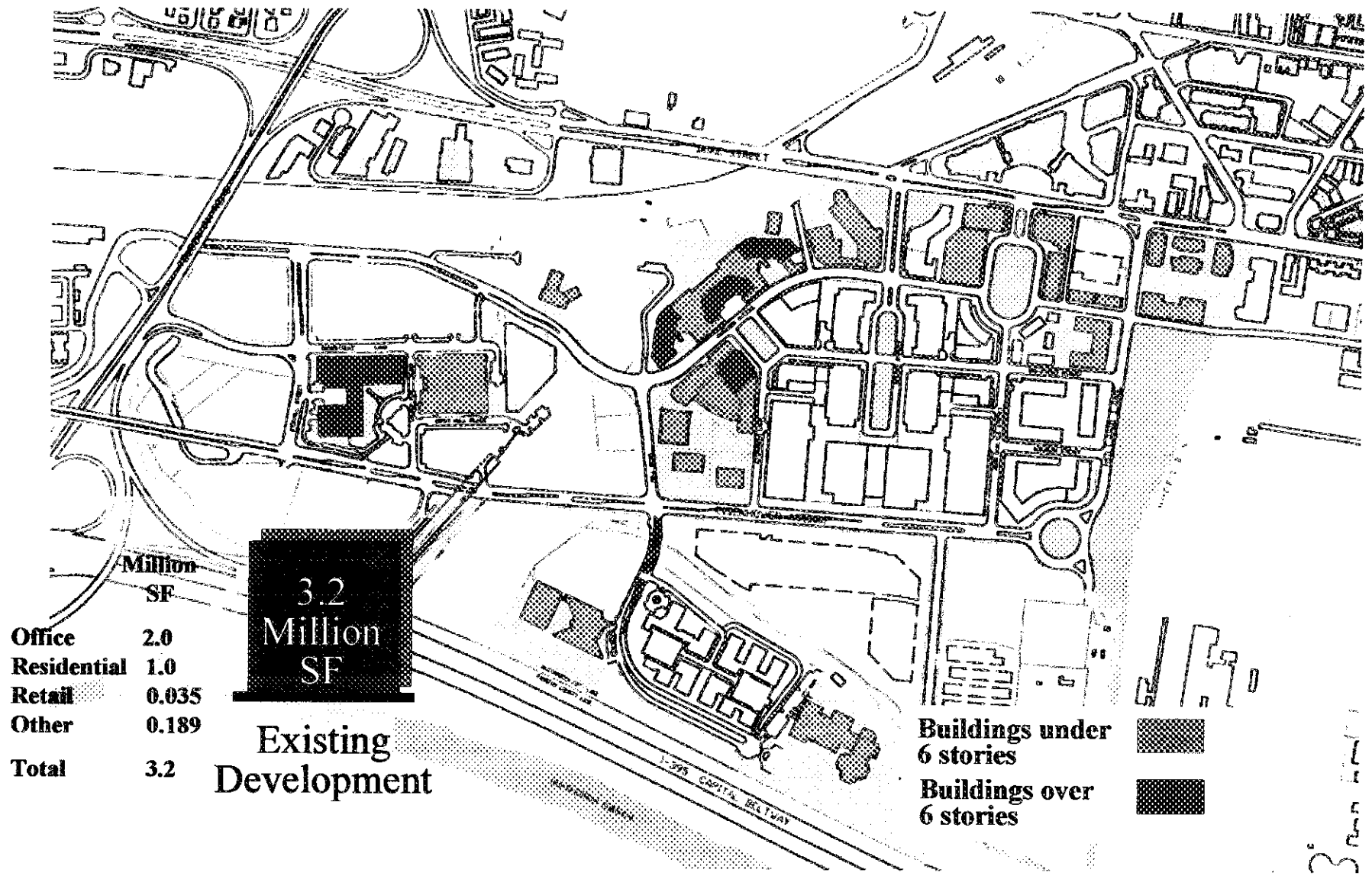
- Establish the City's VISION for Eisenhower East Area
- Create a Plan that will guide the development of the Eisenhower East Area
- Establish the mix of uses, the intensity of development and the location of uses which best implement the vision
- Establish the infrastructure requirements and the implementation responsibilities
- Establish realistic expectations for the City and the development community
- Provide clear direction for guiding and controlling design
- Facilitate the development review process

## THE IDENTIFICATION OF COMMUNITY ISSUES/CONCERNS

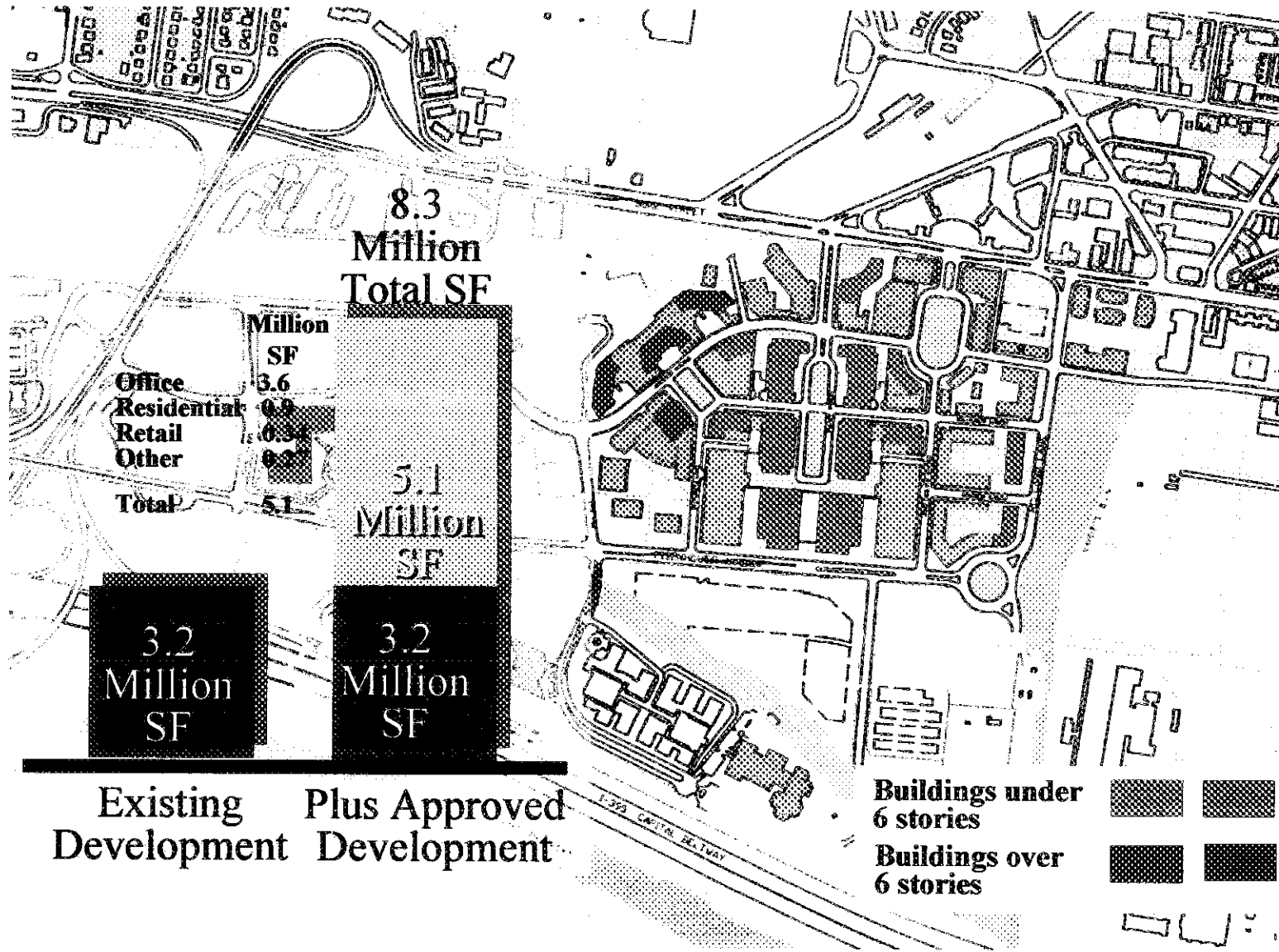
*The following have been previously identified as key issues in the planning for Eisenhower Valley:*

- The need to establish a balance of land uses that will appropriately serve Alexandria and the general market
- The need to create an urban scaled pattern of streets
- The need for an Eisenhower East open space program
- The need to create standards and guidelines to ensure high-quality buildings, pedestrian friendly streets and visible open spaces
- The need to analyze the impacts of development, including traffic and infrastructure

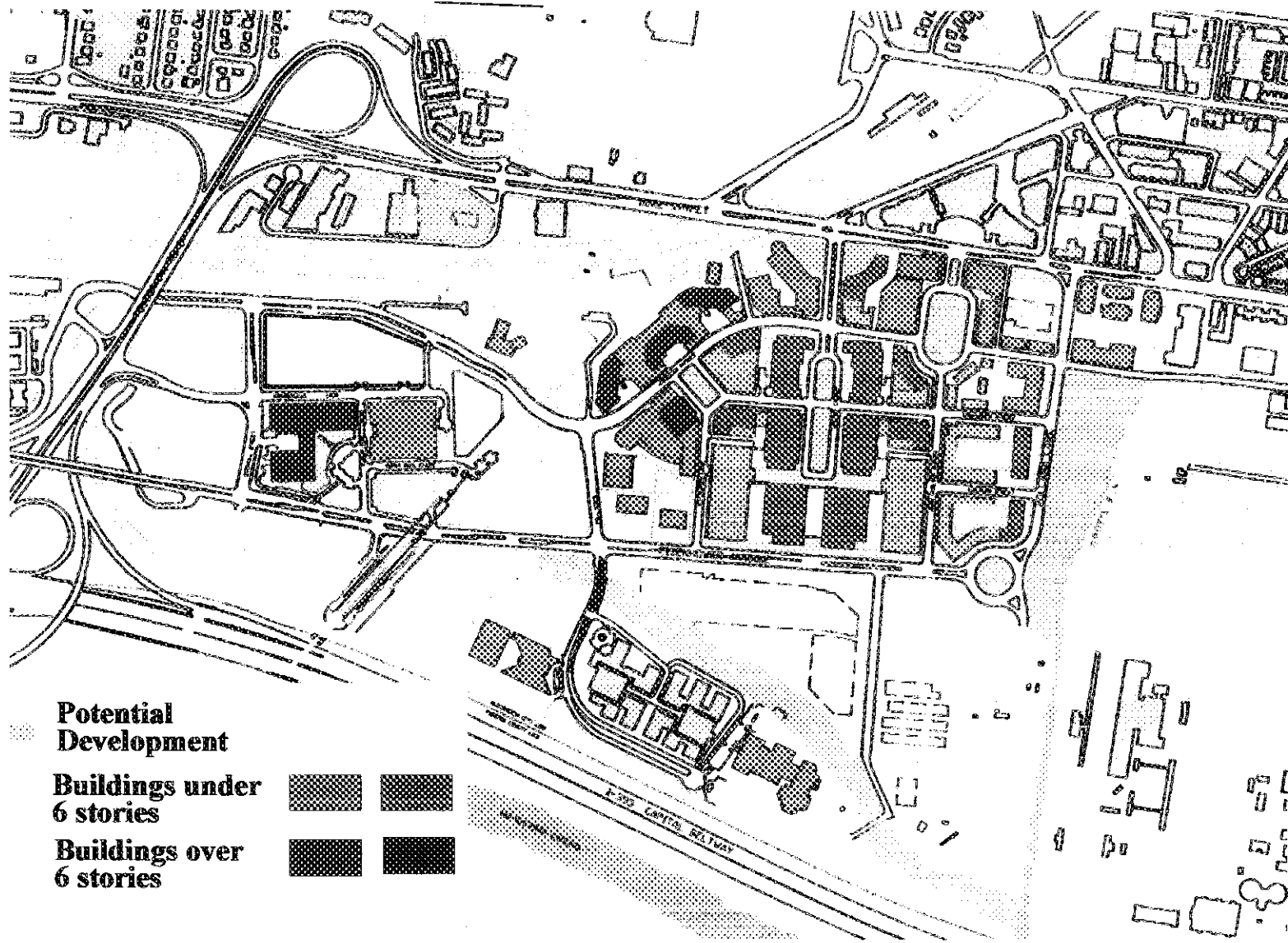
# EXISTING DEVELOPMENT - 2001



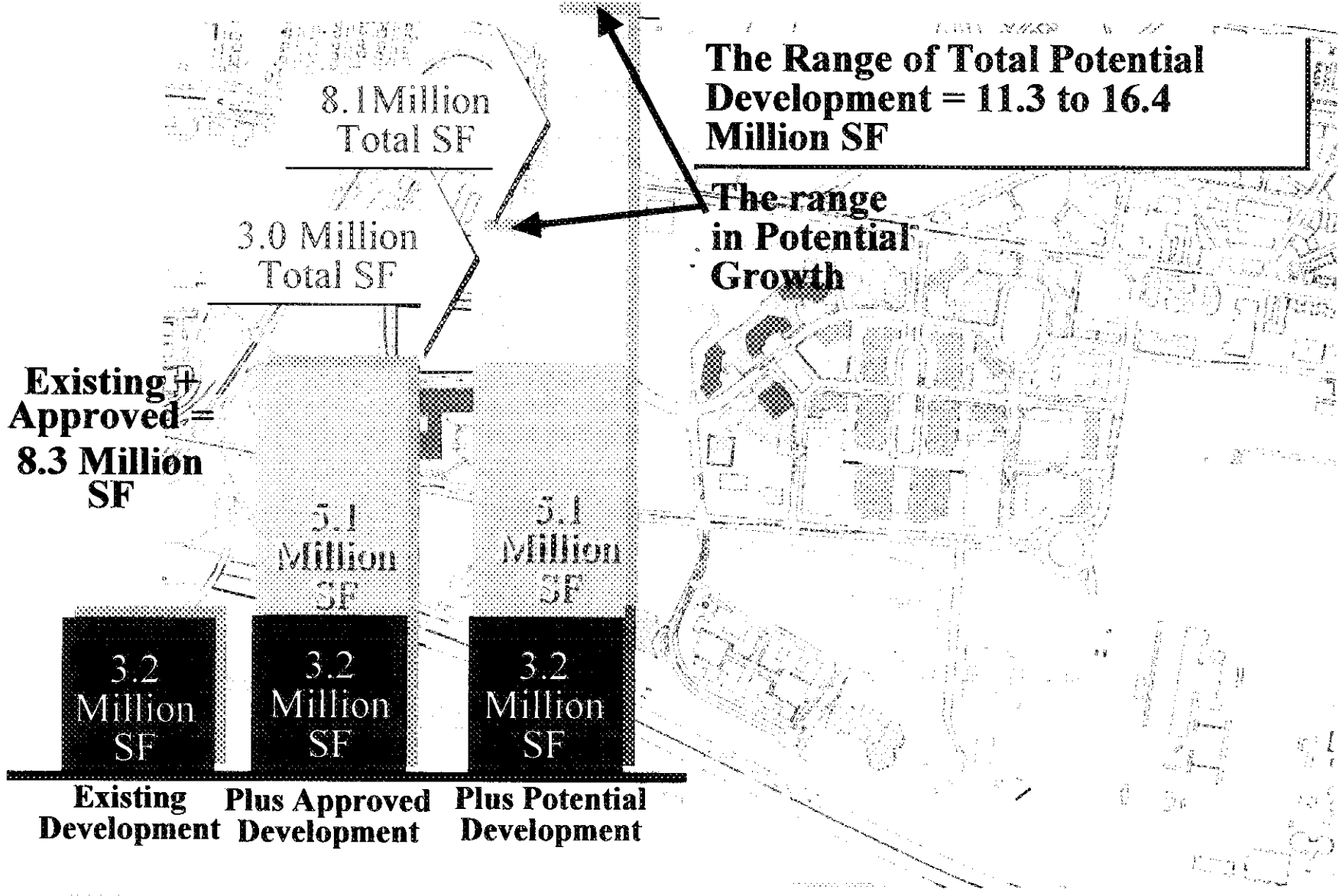
APPROVED DEVELOPMENT 2010



# RANGE OF POTENTIAL DEVELOPMENT - 2020



# RANGE OF POTENTIAL DEVELOPMENT - 2020



## THE MANAGEMENT OF CHANGE

- The Planning Process is designed to establish and evaluate the impacts for a series of land use, transportation, open space, urban design and economic alternatives to assist in managing change while assuring the preservation of the City's quality of life and vision for the future.
- The basis of the evaluation of the planning alternatives will be the City's Goals and Objectives for the planning area and a series of Guiding Principles that will assess the quality of life issues, such as economic vitality, pedestrian environments, transit utilization, social interchange, building scale, open space, views, streetscape, impact on the surrounding neighborhoods and contribution to the City's general well-being.



## ALTERNATIVES FOR CONSIDERATION

The range of planning alternatives may include:

- A Mix of Land Uses which will create a vital economic community while reducing peak-hour traffic adverse impacts
- A Level of Development which will enhance the quality of life while minimizing adverse impacts
- An optimization of Public Open Space
- The Allocation of Land Uses throughout the area to ensure that the highest density is located along transit corridors
- The optimization of Transit Management Programs
  - transit incentives
  - a reduction in on-site parking to maximize the use of transit

## THE PLANNING VISION

Deciding the future of Eisenhower East will require a balance of economic, planning, engineering and design decisions

The planning process requires the Council's input relating to principles that will guide the planning:

- What is the City's vision for Eisenhower East?
- What does the City want to achieve in this area as it develops?
- What does the City want to avoid in this area?
- What are the public benefits that should be gained through development in this area?
- What are the important community values that should be preserved in this area?

### *Community Identity*

- Create a mixed-use community of high density commercial and residential development, with supporting retail and services
  - *Ensure an appropriate mix of uses, ample open space and an urban street network*
- Create a planned, “urban” extension of the King Street Metro development and Old Town
  - *Ensure a neighborhood identity and vitality that will establish a prestige “address” for Eisenhower East*
  - *Capitalize on the proximity to the Metro station, low lying topography, large parcel sizes and the existing planned development pattern of the Carlyle neighborhood*

### *Urban Streetscape*

- Create a hierarchy of urban scaled, landscaped streets that facilitate vehicular circulation, access and service, while creating a logical pattern of pedestrian and vehicle spaces and a “sense of openness” that is typical of Old Town and quality traditional, urban environments
  - *Establish standards for parking facilities that are constructed largely underground or screened from public view*

### *Transit Village*

- Maximize the use of the Metro and other forms of transit while reducing the reliance on the private automobile
  - *Establish standards for automobile parking based upon “urban models” to recognize the proximity of the two Metro stations*

## THE PLANNING VISION

### *Open Space*

- Create a pattern of open spaces in the form of public or quasi-public plazas, parks and sidewalks at the ground level that support livability, recreation and public interaction

### *Pedestrian Focus*

- Establish a system of well-landscaped, generous pedestrian sidewalks linking the open spaces and major transportation infrastructure. Sidewalks should be faced with active retail stores and restaurants consistent with the market's ability to support the retail

### *Urban Design*

- Encourage classic urban buildings that are designed to interact with each other and the streetscape to establish a true "urban fabric"

# **2000 Census Demographic Overview of Alexandria**

## **City Council Retreat**

### **November 3, 2001**



# **Demographic Overview**

Our presentation today will look in greater detail at the following areas:

- Population growth
- Racial and ethnic diversity
- Households with children
- Possible areas of change over the next decade, given the predominant age of the population
- Demographics of new housing developments

# **Demographic Overview**

We ask you to consider the following types of issues for discussion following the presentation:

- Effective communication with our overall population
- Impact of growth on services for all Alexandrians
- Additional population growth projected through 2020 from new development
- Service delivery and access to City services and facilities



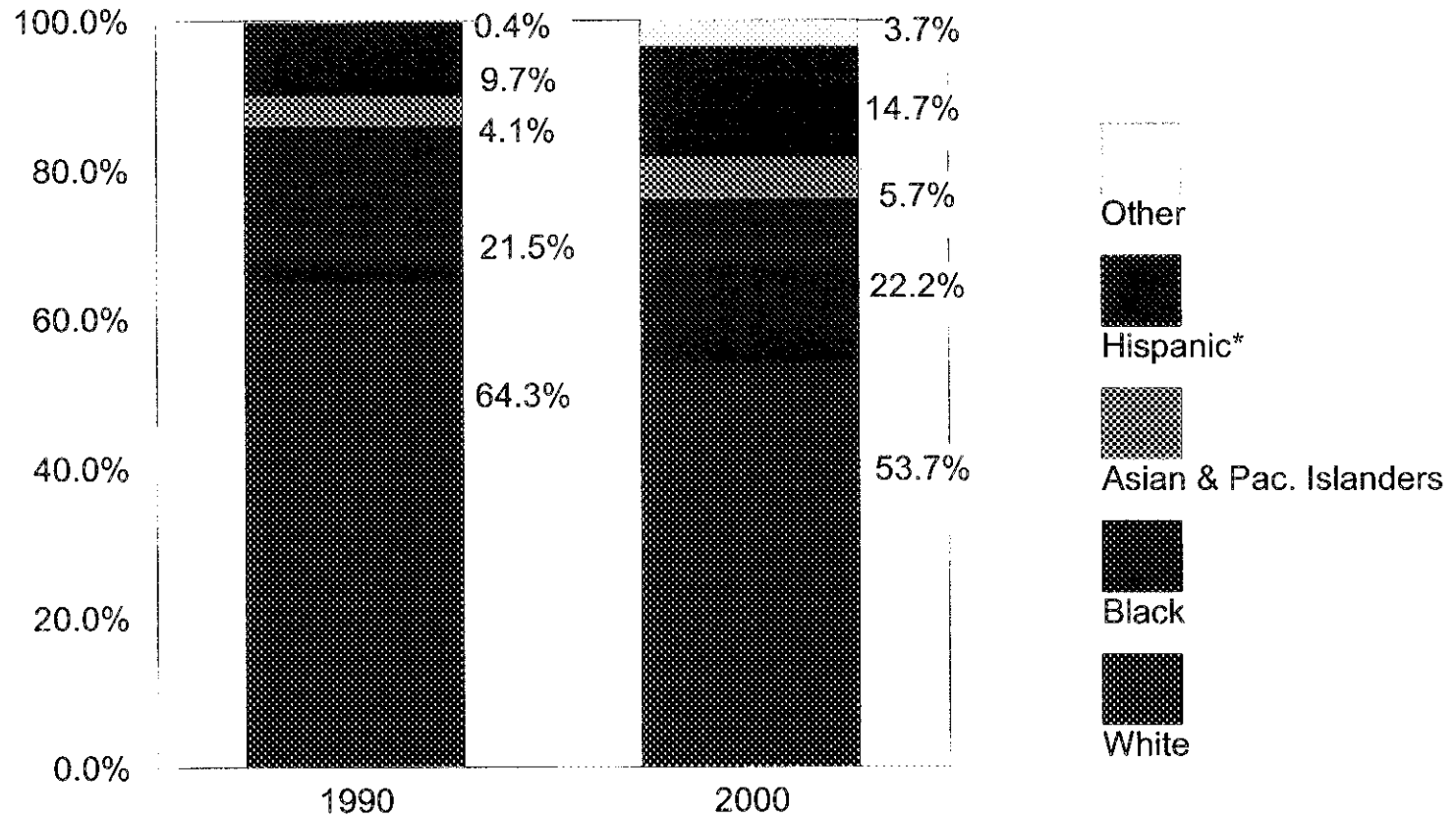
# **Population Growth: 1990-2000**

- Alexandria's population grew to 128,283, up 15.4% from 111,183.
- Rate of growth outpaced Council of Governments (COG) forecast by about 5,000 residents.
- Two major points with regard to this growth, which reflect two very different underlying trends in our new housing and existing housing stock:

# Population Growth

- First, the City has become more diverse in its overall racial and ethnic mix.
- All of our population growth is attributable to the increase in our Non-White and Hispanic populations.

## Racial and Ethnic Composition of Alexandria Population



\* A Hispanic person can be a member of any racial group. In this graph, "Hispanic" is treated as a race and other races, e.g., "White" and "Black or African American," include non-Hispanic members of that racial group.

Prepared for the City Council Retreat, November 2001

# Population Growth

- Second, absent new residential development over the past decade, the City's population would have grown very little.
- Our presentation will describe these trends in greater detail, but in short, the addition of new housing opportunities offset some of the reduction in the City's White population from 1990 to 2000.

# **Quick Facts**

- Alexandria continues to be a densely populated, urban jurisdiction.
- With 8,385 persons per square mile, we are the 11th most densely populated city in the nation, unchanged from a decade ago.
- Alexandria is one of the most racially and ethnically diverse jurisdictions in the Northern Virginia region.

# Quick Facts

- Given our diversity, it is difficult to characterize an “average” Alexandria resident.
- If you put all 128,283 Alexandrians in one place and randomly picked one, odds are that you would pick:
  - a white female, between 25 and 34 years of age, who rents her residence west of Quaker Lane and lives with one other person.
- The majority of our population rents their home: 60% of households are renter-occupied.

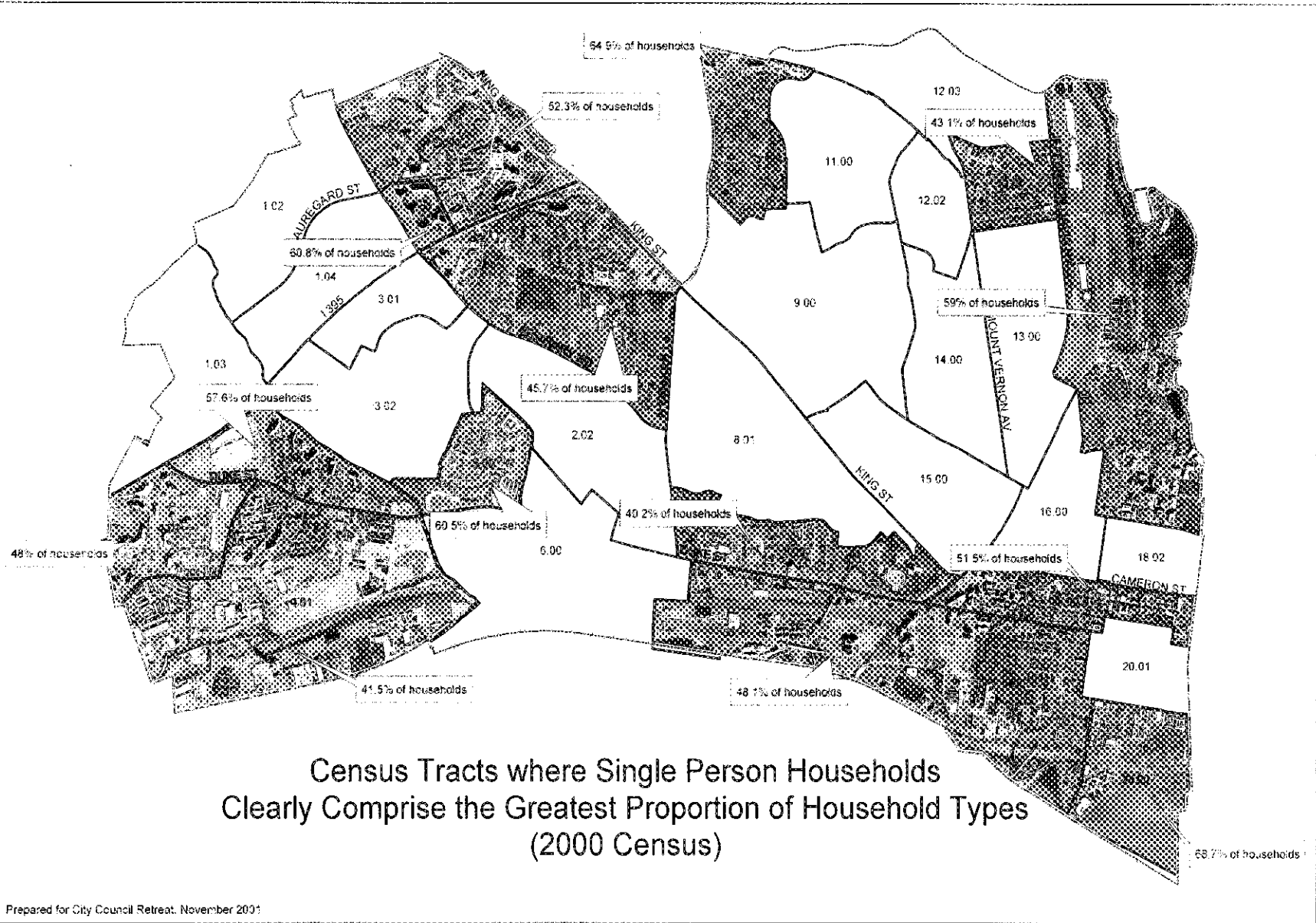
# Quick Facts

- Of the 64,251 housing units (2000 census unit count)
  - 32% are single family or townhomes
  - 21.8% are condominiums
  - 46.2% are rental apartments
- The majority of our population is female: 51.7% female; 48.3% male.
- Average household size: 2.04 people per household; unchanged from 1990.
- Income data from the Census is not available until mid-2002.

# Quick Facts

- Estimated median household income for 2000 (per Claritas): \$67,312
- Of the total 61,889 occupied households in the City:
  - 43.4% are single person households
  - 38% are households with more than one person and no children present
  - 18.6% are households with children present





# **Diversity**

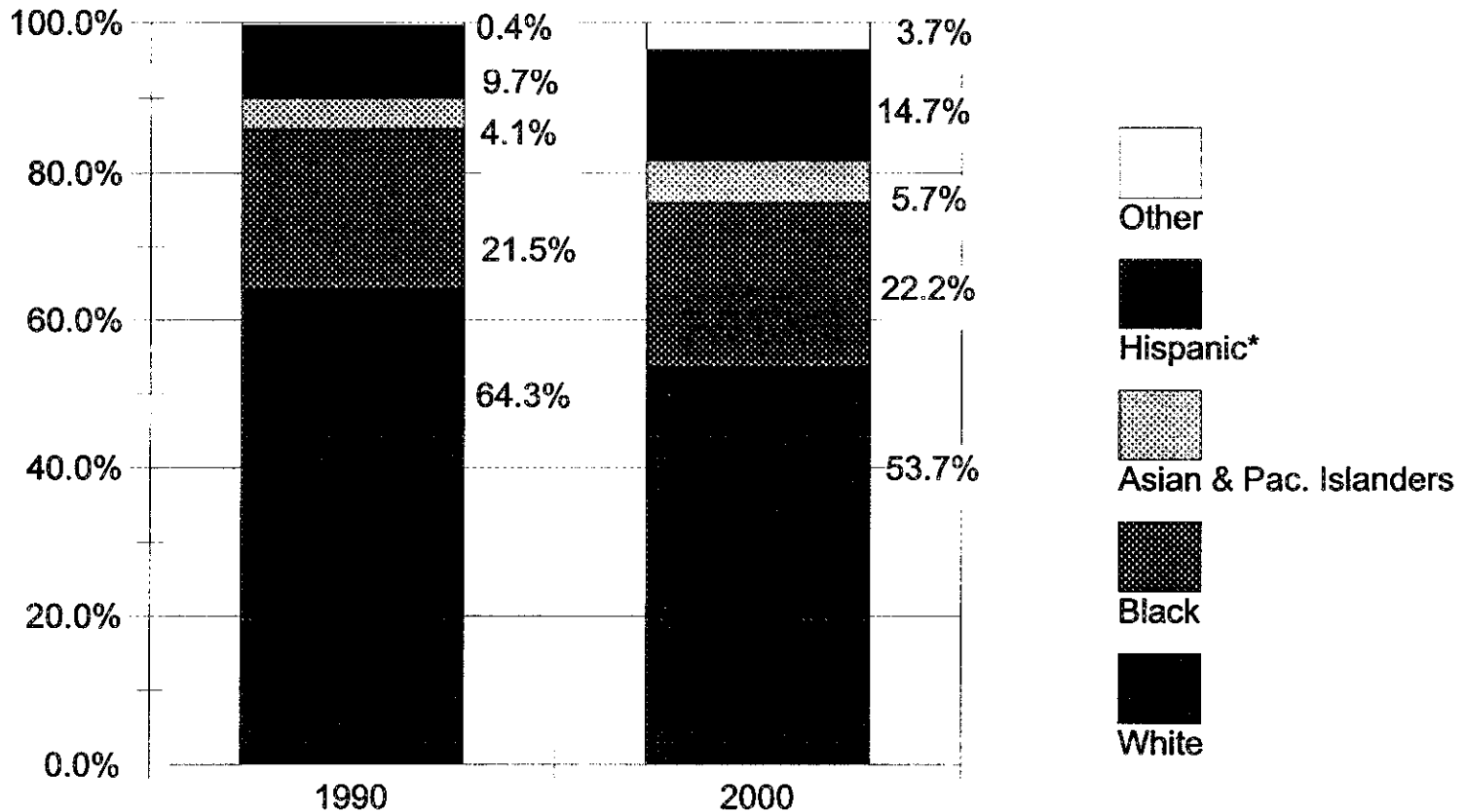
- The decade's population growth brought increasing racial and ethnic diversity to the City.
- All of the population growth occurred among the Non-White and the Hispanic populations.
- Minority non-Hispanic population grew by nearly 40%.
- Hispanic population increased by 75%.

# Diversity

## Black or African American Population

- Black or African American population grew during the 1990s by 18.8%, slightly higher than the total population growth.
- Black or African American population totals 28,463, or 22.2% of population.

## Racial and Ethnic Composition of Alexandria Population



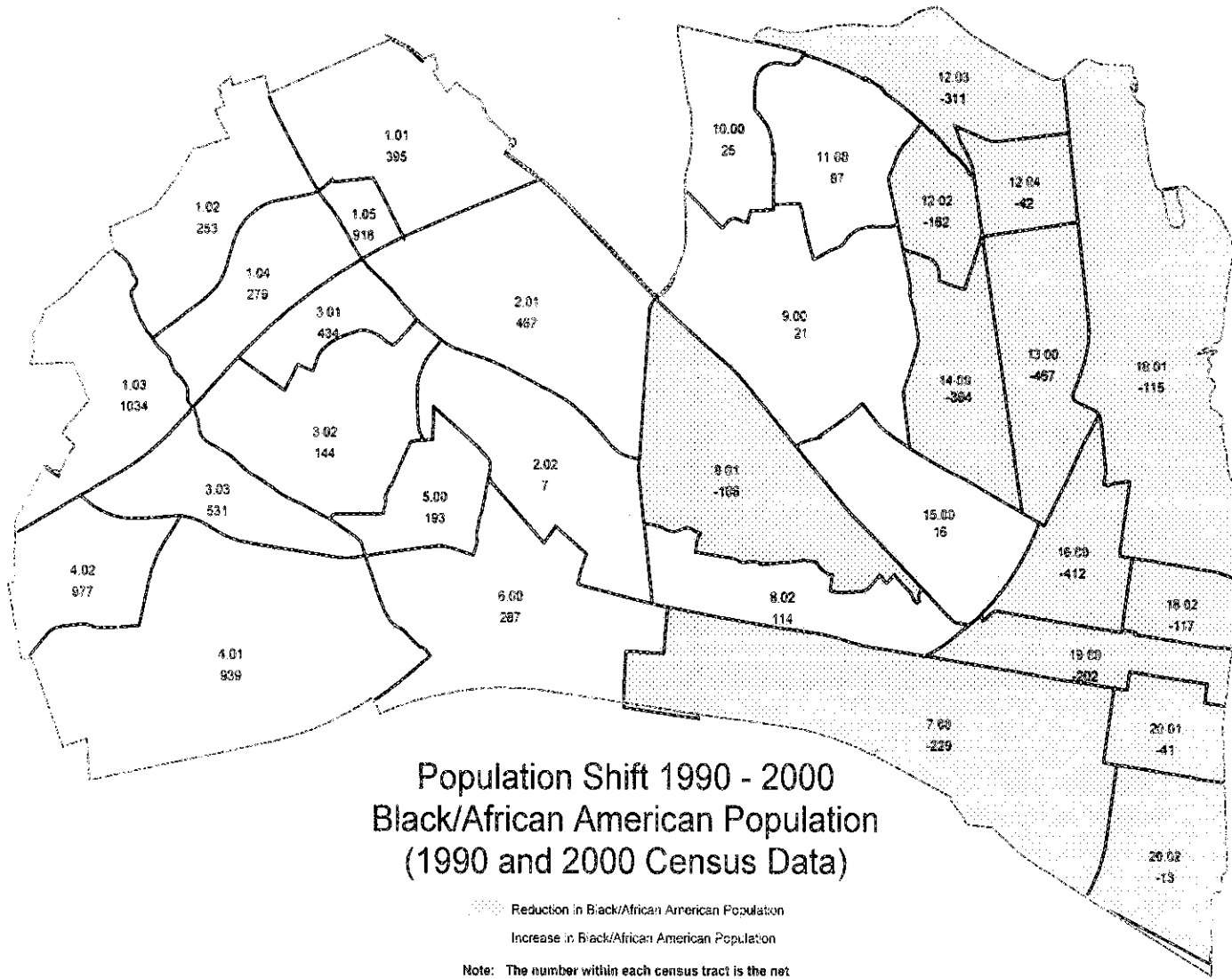
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Prepared for the City Council Retreat, November 2001



# **Diversity**

## **Black or African American Population**

- Most of the census tracts in the eastern part of the City lost Black or African American population, while the western part of the City gained Black or African American population.
- Some of the increase is due to immigration from Africa.
- According to the Alexandria School System, 265 of their students (5.3% of the Black students in ACPS) were from sub-Saharan African countries in 2000.



**Population Shift 1990 - 2000  
Black/African American Population  
(1990 and 2000 Census Data)**

 Reduction in Black/African American Population  
 Increase in Black/African American Population

**Note:** The number within each census tract is the net difference in reported Black/African American population between 1990 and 2000.

# **Diversity**

## **Black or African American Population**

- “The World in a Zip Code: Greater Washington, D.C. as a New Region of Immigration,” a Brookings Institute study, reports Ethiopians are the single largest immigrant group in the ethnically diverse Landmark area of Alexandria.

# **Diversity**

## **Hispanic Population**

- Hispanic population totals 18,882 people, or 15% of the population.
- Hispanic population is highly concentrated in certain areas of the City.
- The Hispanic population in the Arlandria area (census tract 12.03) almost doubled during the 1990s, adding 2,111 Hispanic people.
- Over half (56%) of the Hispanic population in the City lives west of Quaker Lane.



# Diversity

## Hispanic Population

- The Hispanic population grew by more than 700 individuals in each of three western census tracts
  - tract 1.03 (Southern Beauregard area);
  - tract 3.01 (Seminary Forest and Towers);
  - tract 4.01 (Landmark/Van Dorn area).

# **Diversity**

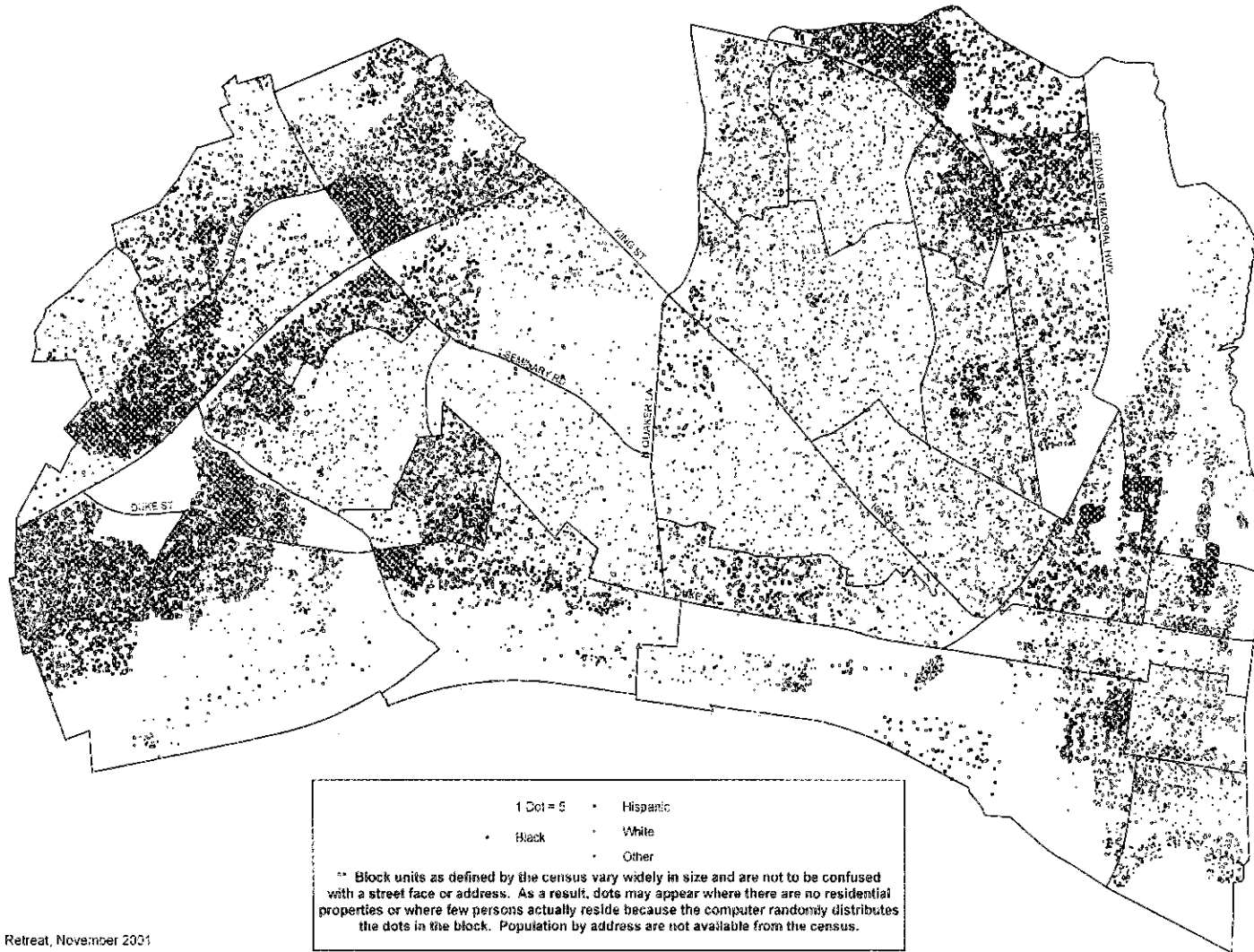
## **Asian and Pacific Islander Population**

- Asian and Pacific Islanders comprise the third largest racial minority in Alexandria.
- The Asian and Pacific Islanders in the City increased by 62%, totaling 7,299 persons in 2000.

# Diversity

- Diversity attracts diversity - the next graphic shows the overall snapshot of our population, and the areas that are most racially mixed are quite clear.

## Distribution of Population by Race Based on 2000 Census Block Data\*\*

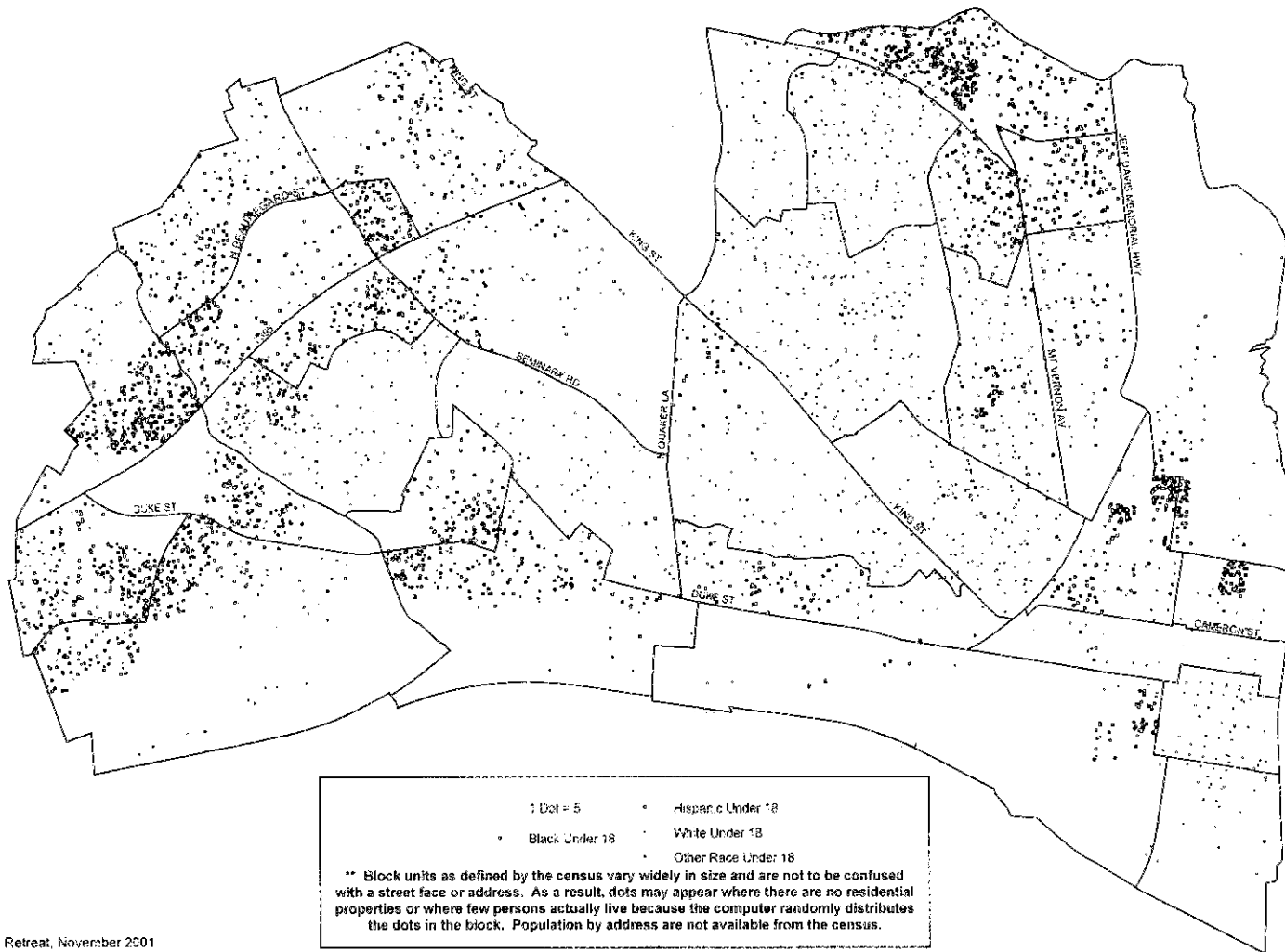


Prepared for City Council Retreat, November 2001

# **Children: Population Under Age 18**

- For the first time in 40 years, the total number of children under age 18 increased.
- Our total youth population is 21,537, up 25.7%.
- Those under 18 comprise 16.8% of the City's total population (15.4% in 1990).

## Distribution of Children Under the Age of 18 by Race Based on 2000 Census Block Data\*\*



Prepared for City Council Retreat, November 2001

# **Children: Population Under Age 18**

- In 2000, 20.6% of the City's young people lived west of 395 compared to about 3% in the 1970s and 1980s.
- The Landmark/Van Dorn area was home to 14.4% of the City's youth in 2000 compared to about 1% to 2% in the 1970s and 1980s.

# **Children: Population Under Age 18**

## **Diversity in Our Youth Population**

- The City's youth population is more diverse than our overall population.
- The racial profile of our youth population is approximately 1/3 white, 1/3 Black or African American and 1/3 other minorities.
  - Hispanic youth comprise 23.4% of the under 18 population.



*City of Alexandria, Virginia*

MEMORANDUM

DATE: NOVEMBER 13, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: LORI GODWIN, ASSISTANT CITY MANAGER *L. Godwin*

SUBJECT: CORRECTED CENSUS PRESENTATION SLIDE

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Attached is a replacement page for your Council Retreat notebook with a corrected figure for the number of children living in single female headed households in 1990. The presentation at Saturday's Council retreat correctly noted a 35% increase in the number of children living in single female headed households from 1990 to 2000; however, the slide incorrectly reported the number of children in 1990 as 3,958. The corrected figure for 1990 is **3,658**.

Attachment: Census presentation replacement page 28

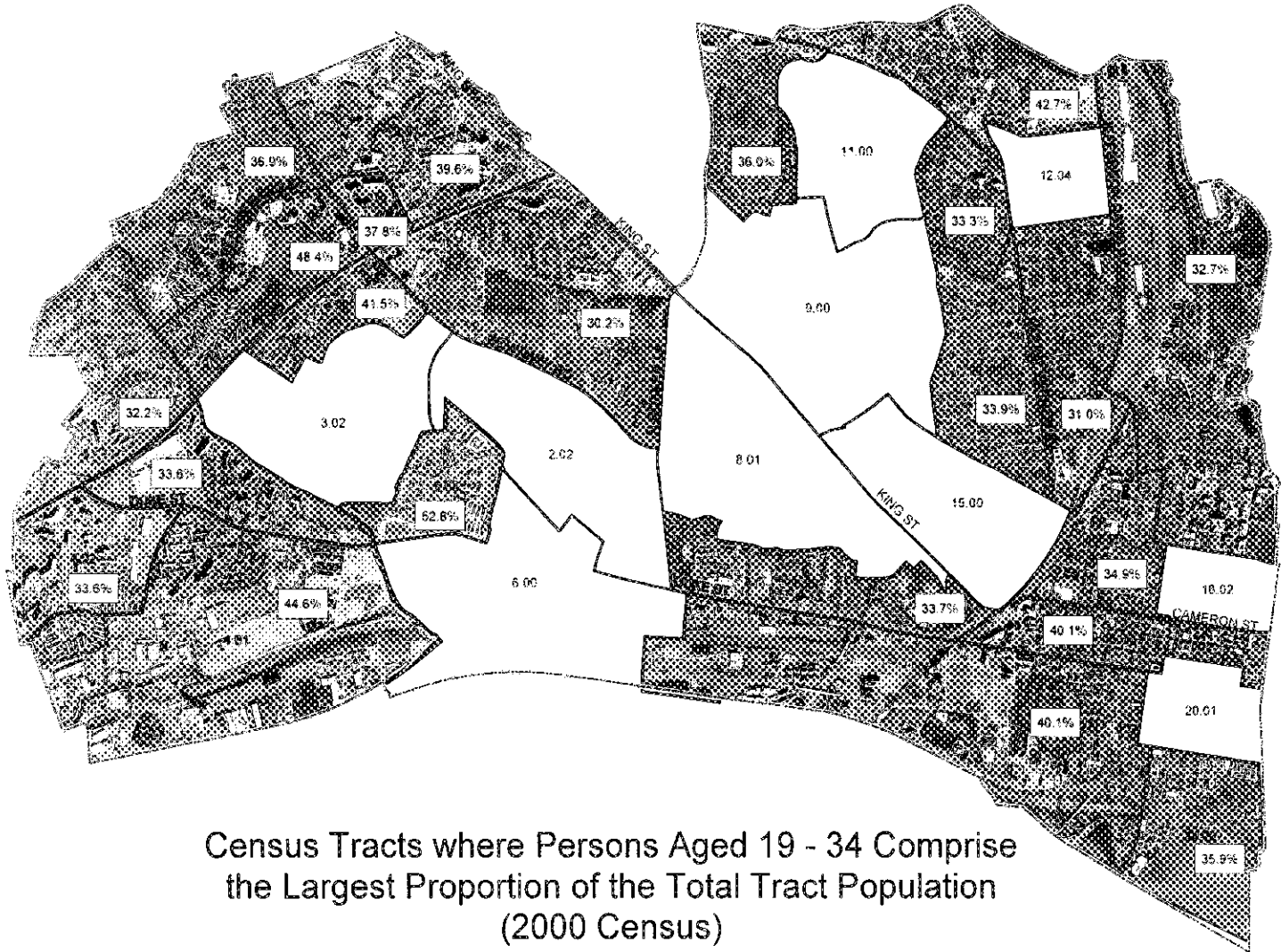
# Children: Population Under Age 18

## Single Female Headed Households with Children

- The number of children living in single female headed households increased by 35%, from 3,658 to 4,955.
- This represents 23% of the children under age 18 in the City in 2000 compared to 21.4% of children in 1990.
- This trend is of concern because children in single female headed households are generally at greater risk for poverty.
- Household income data will be analyzed when available.

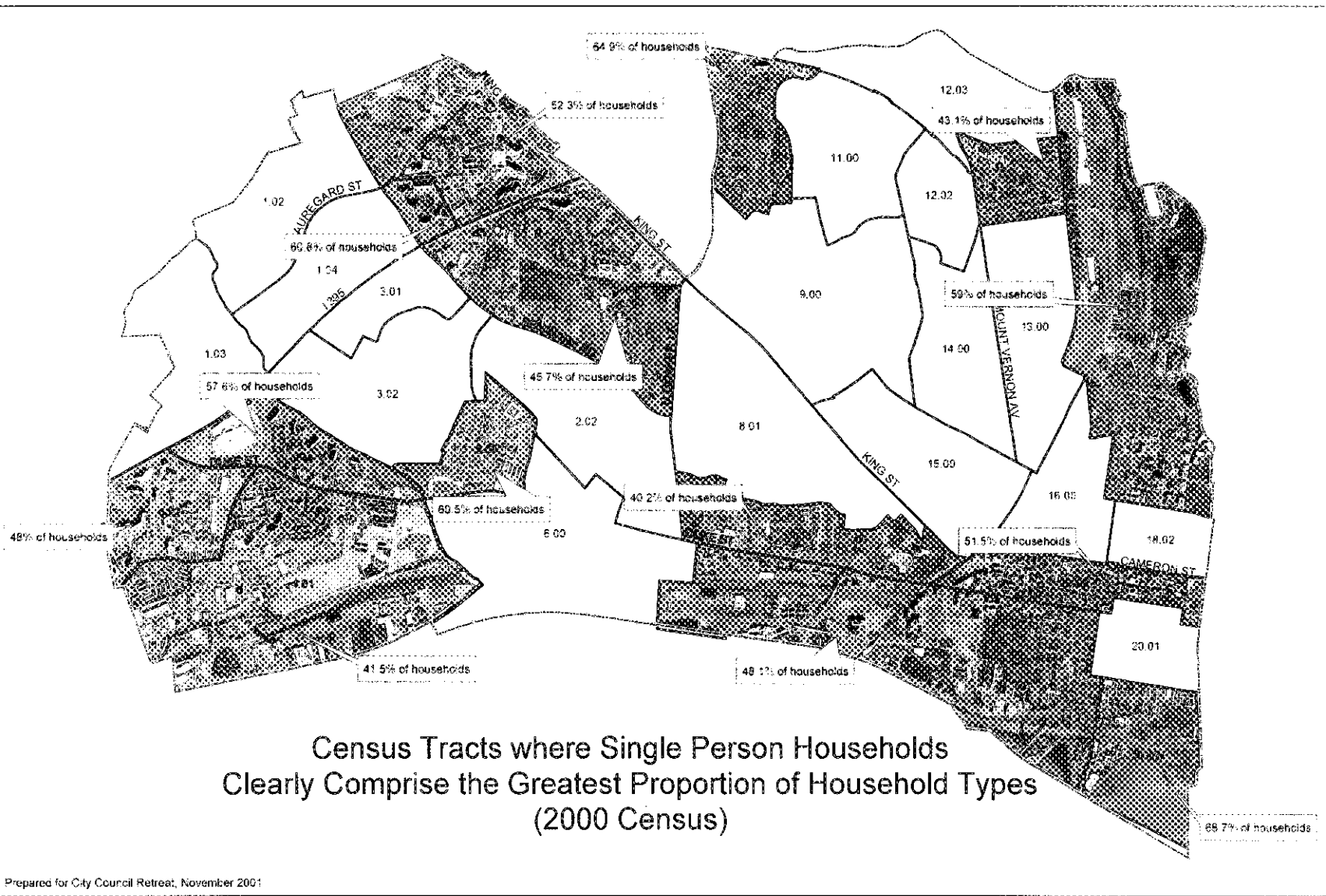
# Young Adults - Persons Ages 19-34

- Young adults, those 19-34 years of age, comprise about 1/3 of our population, which is consistent with the last decade.
- Twenty-two of the City's 32 census tracts have 1/3 or more of the population within this age range:
  - All of the area west of 395 (Alexandria West)
  - The Landmark/Van Dorn area
  - In general, the outer edges of the City



Census Tracts where Persons Aged 19 - 34 Comprise the Largest Proportion of the Total Tract Population (2000 Census)

Prepared for City Council Retreat, November 2001



Census Tracts where Single Person Households  
Clearly Comprise the Greatest Proportion of Household Types  
(2000 Census)

Prepared for City Council Retreat, November 2001

# **Young Adults - Persons Ages 19-34**

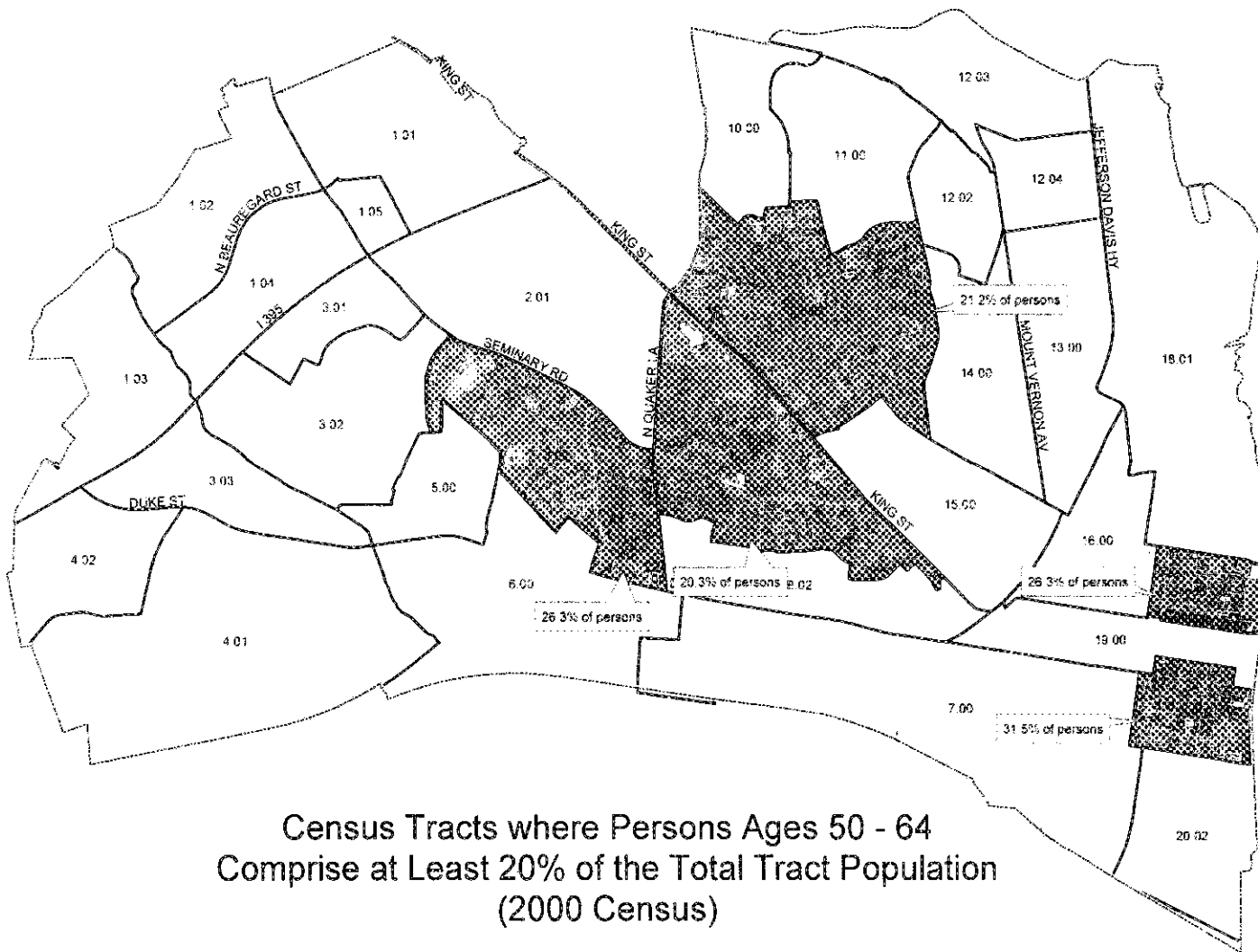
- We believe these areas will be inclined to experience our highest rates of turnover, particularly where there is:
  - High proportion of single person households, and
  - Dominant housing stock is rental apartments.



# **Empty Nesters – Persons Age 50-64**

- Citywide, 14.5% of our population falls between the ages of 50-64.
- We call attention to this group because these individuals are likely to be considering future choices regarding retirement planning and possibly downsizing homes.





Census Tracts where Persons Ages 50 - 64  
Comprise at Least 20% of the Total Tract Population  
(2000 Census)

Prepared for City Council Retreat, November 2001

# **Senior Citizens – Persons** **Age 65 or Older**

- In 2000, there were 11,605 senior citizens in the City - essentially the same number as a decade ago.
- This population increased by 199 people over the decade, or 1.7%.
- Persons age 65 and over decreased as a percentage of our total population, from 10.3% in 1990 to 9% in 2000.

# Persons Age 65 or Older

- In the 1990s, we spoke about our residents age 85 or older being the fastest growing segment of our population.
- In 2000, growth in this age group slowed - from a 44% increase from 1980 to 1990 to a 24% increase from 1990 to 2000.
- It is difficult to forecast what will change in our senior population over the next decade, given that people generally are living longer and are healthier.

# Trends in Lifecycle: 1970 - 2000

- Alexandria is a very transient community.
- Trends that are clear from 1970 through 2000 census data:
  - The City attracts young adults up through age 34.
  - Consistently, from 1970 through 2000, there is a population “loss” at age 35 and continuing through ages 55-64.
  - During this period, persons in these age groups leave the city, most likely to be replaced again by young adults, either singles or in starter families.

# **Trends in Lifecycle: 1970 - 2000**

- Over the same period, we regain population at age 65.
- A marked increase in seniors either returning to, or initially moving to, the City occurred between 1980 and 1990, a period of time when additional senior housing facilities were constructed in the City.
  - These facilities included:
    - Claridge House - 300 units in 1982
    - Annie B. Rose - 90 units in 1983
    - Oakwood Nursing Center - 111 beds in 1989

# **The Link Between Housing Stock and Population**

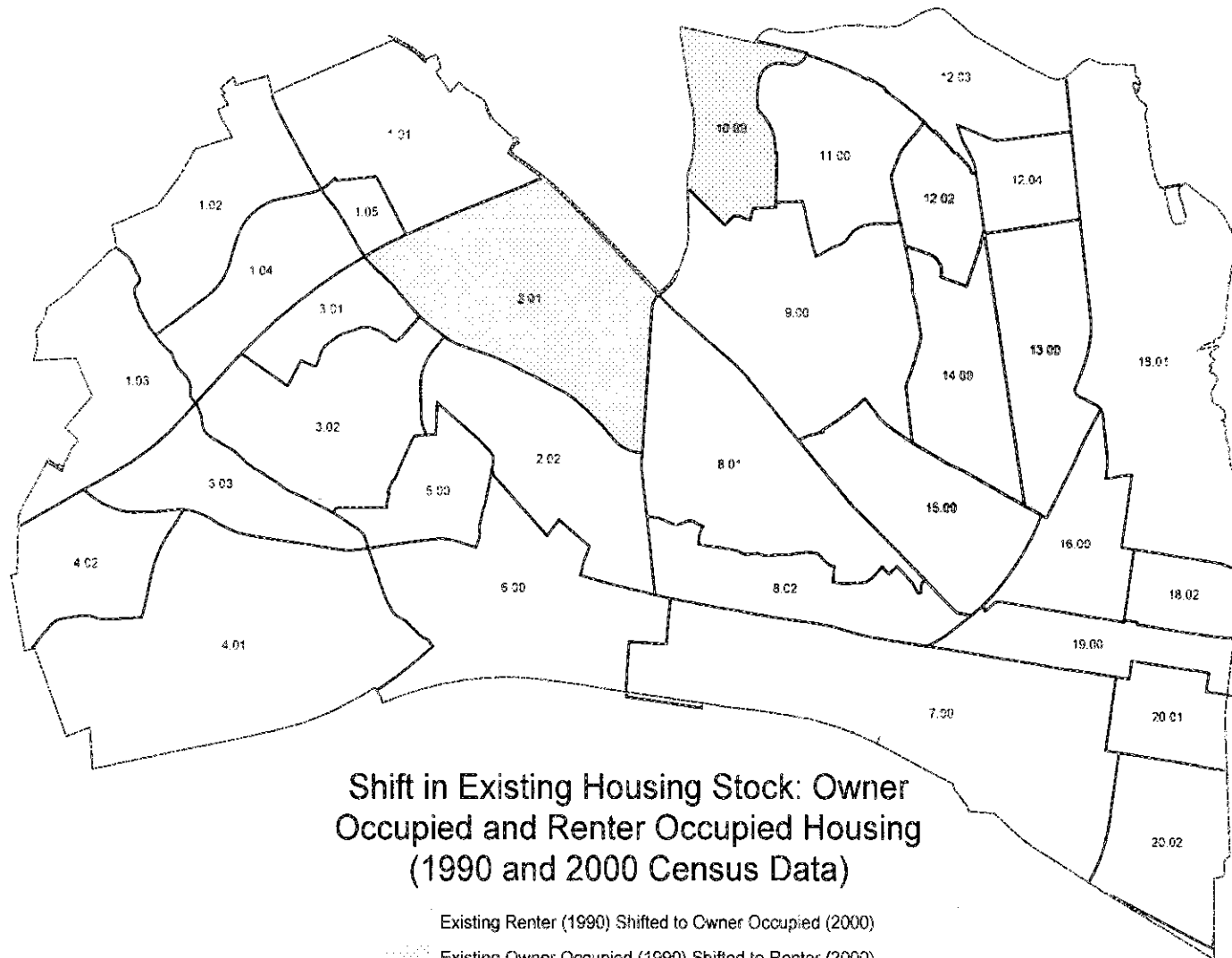
## **Existing Housing: Areas Under Change**

- Two areas have experienced a shift of owner-occupied housing into renter-occupied housing:
  - Seminary - Fort Ward area, which has a varied housing stock, including Park Place and Fairlington Towne Condominiums.
  - Parkfairfax area, which is largely condos, has also shown an increase in single person households.

# **The Link Between Housing Stock and Population**

## **Existing Housing: Areas Under Change**

- Del Ray and the surrounding areas have experienced significant shift of existing renter-occupied housing to owner-occupied housing.
- This shift has been accompanied by a decline in minority households and households with children, and an increase in single person households.



**Shift in Existing Housing Stock: Owner Occupied and Renter Occupied Housing (1990 and 2000 Census Data)**

- Existing Renter (1990) Shifted to Owner Occupied (2000)
- Existing Owner Occupied (1990) Shifted to Renter (2000)

Prepared for City Council Retreat, November 2001



# **The Link Between Housing Stock and Population**

## **Existing Apartment Complex Change: 1970 - 2000**

- Southern Towers apartment complex built in 1960
- Population of 4,025, an increase of 54% since 1970
- 12.7% of the households have children, more than double the % from 1970
- 515 children, a three-fold increase from 1970
- Highly diverse in 2000
  - 31.7% Black or African American
  - 10.1% Hispanic
  - 9% Asian and Pacific Islander
  - 12% Other

# **The Link Between Housing Stock and Population**

## **New Housing: Who are we attracting?**

- Review of the census data on new development shows the population is less diverse than the City as a whole.
- Average household size is slightly lower - 1.8 persons per household.
- New housing developments have relatively low numbers of children living in them.
- Quaker Hill, the only new development project over the past decade that includes some subsidized housing units, is the exception to this pattern.

# **The Link Between Housing Stock and Population**

## **New Housing: Who are we attracting?**

- Homeownership developments, with the exception of Cameron Parke, appear to be attracting greater proportions of persons in the 35 and over age range.
- New apartment developments are attracting young adults (age 18 to 34).

# The Link Between Housing Stock and Population

## New Home Ownership Developments

Project name / population total/ households	% of HH Owner- occupied	% of population White	% of population Black	% of population Hispanic	% of single- person HH	Total number of children in project and % of HH with children	Dominant Age Group (% of population)
Stonegate sample 444 - population 228 - households (HH)	92.5%	70%	14%	2.7%	35.5%	48 children under 18 in 32 HH  (14% of HH)	35-54 (48.9%)
Cameron Station 775 - population 403 - households (HH)	99.3%	80.6%	7.9%	4.6%	31%	70 children under 18 in 51 HH  (12.7% of HH)	35-54 (41.9%) 18-34 (39.6%)
Carlisle Towers 500 - population 331 - households (HH)	83.4%	88.4%	2.6%	3.8%	51.7%	5 children under 18 in 5 HH  (1.5% of HH)	35-54 (37.6%) 65+ (25.4%)
Cameron Parke 242 - population 123 - households (HH)	98.4%	70.2%	12.4%	7.9%	27.6%	16 children under 18 in 11 HH  (8.9% of HH)	18-34 (47.5%) 35-54 (38%)

# The Link Between Housing Stock and Population

## New Home Ownership Developments

Project name / population total/ households	% of HH Owner- occupied	% of population White	% of population Black	% of population Hispanic	% of single- person HH	Total number of children in project and % of HH with children	Dominant Age Group (% of population)
Old Town Village 289 - population 156 – households (HH)	97.4%	91.0%	1.4%	3.8%	26.3%	14 children under 18 in 12 HH  (7.7% of HH)	34-54 (44.3%) 55 and up (27.7%)
Old Town Greens 260 - population 149 – households (HH)	97.3%	85.8%	5%	4.2%	36.9%	14 children under 18 in 12 HH  (8.1% of HH)	35-54 (50.4%) 18-34 (38.8%)
Quaker Hill** 632 - population 294 – households (HH)	63.6%	67.9%	24.2%	3.8%	35.4%	135 children under 18 in 74 HH  (25.2% of HH)	35-54 (35.8%)

\*\*For Quaker Hill, data reviewed include 30 tax credit town homes and 30 tax credit condos administered by ARHA as replacement public housing. Eligibility for this assisted housing is 50% of median family income or below. The data exclude the 40 ARHA public housing units adjacent to the site.

# The Link Between Housing Stock and Population

## New Housing – Mix of Owner and Rental

<b>Project name / population total/ households</b>	<b>% of HH Owner- occupied</b>	<b>% of population White</b>	<b>% of population Black</b>	<b>% of population Hispanic</b>	<b>% of single- person HH</b>	<b>Total number of children in project and % of HH with children</b>	<b>Dominant Age Group (% of population)</b>
Colecroft area 489 - population 283 – households (HH)	51.2%	87.1%	3.7%	2.7%	46.6%	14 children under 18 in 9 HH  (3.2% of HH)	18-34 (59.3%)
Braddock Place & Potomac Club 453 - population 317 – households (HH)	28.7%	81.9%	7.1%	4.9%	63.7%	11 children under 18 in 7 HH  (2.2% of HH)	18-34 (46.5%) 35-54 (39.5%)

# The Link Between Housing Stock and Population

## New Housing – All Rental

Project name / population total/ households	% of HH Owner- occupied	% of population White	% of population Black	% of population Hispanic	% of single- person HH	Total number of children in project and % of HH with children	Dominant Age Group (% of population)
Avalon 778 - population 433 -- households (HH)	All rental	78.3%	11.6%	4.5%	37.6%	44 children under 18 in 31 HH  (7.2% of HH)	18-34 (64.5%)

# **Implications for City Services**

- With over 7,100 new housing units in the development pipeline, our population is projected to continue to grow over the next two decades.
- An estimated 12,400 to 14,600 new residents from these developments could be in the City by 2020 (or sooner) when Potomac Yard is fully built out.
- Existing City and Schools facilities are already under pressure from population increases: some of these trends we already see with regard to parkland and athletic fields, for example.
- Increased pressure on public safety services - police, fire, emergency medical.



# **Implications for City Services**

- With each household generating 1.3 automobiles, transportation and parking will continue to be areas to address.
- Some of these trends and pressures have already been anticipated by City Council with studies and initiatives underway:
  - Multicultural Services Initiative and building cultural competency for City staff
  - Open Space Study and Recreation Needs Assessment
  - Comprehensive Transportation Policy and Program
  - Fire station location study

# **Implications for City Services**

- Our future planning will need to consider what we are learning from the new census data, along with information about the local and regional economy and our job base.
- We should use various tools of communication to be effective, given the diversity throughout areas of the City.

# Future Community Planning Considerations

- While Potomac Yard will likely have a 20 year build-out, the rest of the City will largely be fully developed in 10 years.
- In the future, there will be a shift toward redevelopment.
- As redevelopment unfolds over the next 5 to 20 years, City Council needs to consider the following:
  - Increased development pressure to change the fabric of existing neighborhoods.

# **Future Community Planning**

## **Considerations**

- A need for more direct involvement by the City to generate understanding of the desired direction and vision for an area. This will be an education process for the community.
- Planning activity will become more site specific, with increased emphasis on compatibility with neighbors and in coordinating among property owners and projects.
- The future will likely hold significantly smaller proportional increases in tax revenue.
- There will be limited opportunities to construct public facilities on vacant land.

# City Council Questions and Discussion

