City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 11, 2005

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: BUDGET MEMO #37 : REPORT ON SPENDING TO DATE RELATED TO THE IMPLEMENTATION OF THE ARLANDRIA, MOUNT VERNON AVENUE, EISENHOWER EAST AND KING STREET RETAIL STRATEGY PLANS

This memorandum is in response to Councilman Krupicka's request for a report of spending to date, budgeted and unbudgeted items related to the implementation of the Arlandria, Mount Vernon Avenue, Eisenhower East and King Street Retail Strategy plans.

Arlandria Redevelopment Plan

In 2002, an extensive community based planning process was developed for short-term, mid-term and long-term improvements for the redevelopment of the Arlandria neighborhood, including the block near the intersection of Mount Vernon Avenue and West Glebe Road, sometimes referred to as the "Safeway-Datatel" block. This particular block would be the keystone in the revitalization of the Arlandria area.

The redevelopment plan includes transit and pedestrian improvements, traffic calming, parking improvements, roadway and intersection improvements, landscaping improvements, assistance to local businesses in organizing a business group and in planning promotional events. The Alexandria Enterprise Development Partnership (AEDP) also provided one-time matching grants to local businesses to improve their buildings and property along street frontage. Expenditures and project status are shown in the table below.

Arlandria Neighborhood Redevelopment

Short Term Projects	Complete	Planned	Status
Purchase and Demolition of Datatel Building	$ 1,840,000	$ 0	Complete
Facade Improvement Grants	7,500	0	Ongoing
Translation Services	500	0	Ongoing
Landscaping and Tree Planting	11,000	0	Ongoing
Facilitation Services	4,000	0	Ongoing
Bus Stop Relocation	5,500	0	Complete
Mt. Vernon Ave Street Cleaning and Signage	100	0	Complete
Datatel Pkg Lot	223,000	0	Complete
Landover Pathway	130,000	0	Complete
Mt. Vernon Ave Lane Reconfiguration	1,000	0	Complete
Handicap Ramp at Mt Vernon at Four Mile Rd	1,100	0	Complete
Subtotal	**$ 2,223,700**	**0**	

Mid-Term Projects	Complete	Planned	Status
Traffic Calming, Mt. Vernon, Reed, W. Glebe, Four Mile Rd, Old Dominion	$ 72,500	$ 0	Complete
Mt. Vernon Ave Pavement Markings	5,000	0	Complete
Subtotal	**$ 77,500**	**$ 0**	**Complete**

Long-Term Projects	Complete	Planned	Status
Mt. Vernon/Russell Intersection Construction	$ 32,000	$0	Complete
Design and Construct Four Mile Road "T"	0	200,000	Pending
Evaluate Four Mile Run Park Flood Plain Bound./1	0	100,000	Pending
Mt Vernon/Glebe Intersection /Pedestrian Construction/2	0	650,000	Pending
Dedicated Left Turn from Mt Vernon to S. Glebe/3	0	Arlington County	Pending
Subtotal	**$ 32,000**	**$950,000**	
Total Arlandria Redevelopment	**$2,333,200**	**$950,000**	

Notes:

/1 The Four Mile Run Park Flood plain evaluation will incorporate FEMA requirements.

/2 The Mount Vernon and West Glebe Road intersection in Alexandria has been scheduled to follow the completion of other improvements at that intersection, including the recently opened Arlandria parking lot at the former Datatel Building site.

/3 The left turn lane at the intersection of Mount Vernon Avenue and South Glebe Road is located in Arlington County and is dependent on the County's funding and construction.

** It should be noted that these costs do not reflect ongoing City operations and maintenance costs for this neighborhood.

Eisenhower East Small Area Development Plan

In April 2003, the Eisenhower East Small Area Plan ("the Plan") was developed for the short-term, mid-term and long-term improvements in the Eisenhower East area that presents a shared community vision for a vibrant, mixed use community that resolves complex planning issues in the developing area around the Eisenhower Metrorail Station. Some of these projects are already funded, or included with planned funding in the City's Proposed Capital Improvement Program (CIP), and some are not yet funded or planned for funding.

Short-term Improvements (2005-2010) include:[1]

- Streets and Streetscaping
  - Interim Eisenhower Avenue Improvements
  - Mill Road (south of Eisenhower Ave)
  - John Carlyle Street extended (between Eisenhower Avenue and public space)

- Parks and Open Space
  - Portion of the park along Eisenhower Avenue, west of Mill Road

Mid-Term Improvements (2010-2015) include:[1]

- Streets and Streetscaping
  - Final Eisenhower Avenue Improvements
  - Road around Carlyle Square South
  - Metro Station Road
  - Holland Lane Extended

- Parks and Open Space
  - Public squares adjoining development projects

- Transit
  - Extension of the Eisenhower Avenue Metro Station platform and construction of the North Entrance
  - Reconfiguration of bus facilities at the Eisenhower Avenue Metro Station

Long-Term Improvements (2015-2020) include: [1]

- Streets and Streetscapes
  - South Street
  - Elizabeth Lane Extended
  - Park Road

- Parks and Open Space
  - RPA and adjoining City park area

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[1] All plans are subject to the availability of funding

The private sector is investing heavily in the redevelopment of the Eisenhower East area. The City's principle role in implementation in the southeast quadrant of the area involves developing a phased approach working with individual property owners to facilitate adjustments to property boundaries and the anticipated need for the City to make some improvements, particularly to public spaces. The Plan includes street and streetscape improvements, open space and transit improvement phasing for initial planning purposes.

Transportation and Environmental Services (T&ES) will be charged with coordinating the development of a conceptual infrastructure plan to coordinate systems for the area and help guide infrastructure design and construction on individual improvements.

As the new development and road construction is undertaken, it may be necessary to improve some of the area's infrastructure systems and facilities, including major storm sewer and sanitary sewer facilities that serve not only the Eisenhower East area but also major segments of the City.

The City's Capital Improvement Program (CIP) includes funds for some of the major infrastructure improvements, however significant funding, in addition to what is already included in the CIP and operating budgets, will clearly be required, through an equitable or fair-share funding of the improvements.

A total of $12.2 million is budgeted for the infrastructure improvement projects which are either underway or near initiation, including the Holmes Run Trunk Sewer; Eisenhower Avenue widening; parking meter installation; PTO construction inspection; and Carlyle construction inspection. Some of these costs will be partially offset by developer contributions, inspection fees and State (VDOT) funding, totaling $1.1 million, leaving a City share of $11.0 million. Expenditures and project status are shown in the table below. Some elements are not budgeted for including the Conceptual Infrastructure Plan ($300,000), full cost of the Eisenhower Widening project, which may cost as much as $18.4 million, and the Eisenhower Metrorail Station platform extension which will cost at least $15.0 million.

The development of public parks and open space within Eisenhower East will need to be further prioritized and coordinated with the implementation of planned private development. The implementation program should include determination of the appropriate fair-share contribution of each of the property owners or developers.

Eisenhower East Development

Projects	Costs to Date	Funded or Planned for Funding in CIP	Status
Holmes Run Trunk Sewer	$ 0	$ 7,202,000	Pending
Eisenhower Ave Widening[1]	0	4,368,000	Pending
Parking Meters	0	400,000	Pending
Conceptual Infrastructure Plan[2]	0	0	Unbudgeted
PTO Construction Inspection	153,765	0	Complete
Carlyle Construction Inspection	0	197,585	In Progress
Design Guidelines	53,000	0	In Progress
Subtotal	**$ 206,765**	**$ 12,167,585**	
Revenues			
PTO Contribution	$ 153,765	$ 0	
Carlyle Contribution	0	197,585	
VDOT - Eisenhower Widening	0	1,000,000	
Subtotal	**$ 153,765**	**$ 1,197,585**	
Net City Share	**$ 53,000**	**$ 10,970,000**	

[1]The full Eisenhower Avenue widening project is not budgeted at this time and could cost as much as $18.4 million, depending on land acquisition costs.

[2]The remaining budget does not include a proposed conceptual infrastructure plan for the Eisenhower East area, estimated to cost $300,000

Mount Vernon Avenue Business Area Plan

On March 1, 2005, the Alexandria Planning Commission approved the Mount Vernon Avenue Business Plan. The Plan was then subsequently approved on March 12, 2005 by City Council.

The broad goal of the plan is to (1) maintain the existing small-town, historic character of Mt. Vernon Avenue; (2) allow for some compatible in-fill development while discouraging consolidation of lots that appeal to large development; (3) develop a parking strategy that benefits both businesses and residents; (4) develop a form based code; and (4) create a pedestrian friendly environment.

It is anticipated that as part of the FY 2007 budget process, funding will be considered in the FY 2007 - FY 2012 CIP to begin implementing the prioritized improvements. Some of the potential CIP projects include pedestrian improvements, including improved lighting, streetscape improvements, a public gathering space, and parking enhancements. To date no monies have been budgeted or expended to implement the Mt. Vernon Business Area Plan. In future CIPs, these capital needs will have to compete with other City capital needs for limited funding.

However, in addition to the Mt. Vernon Avenue Business Plan, a five phase project has been ongoing since the early 1990's that provides for the undergrounding of utility wires and streetscaping along the length of Mt. Vernon Avenue. This project has contributed to the revitalization of the Mt. Vernon Avenue commercial corridor by helping to define the architectural character of the area and encourage private investment. Public improvements have included the undergrounding of utility wires and street beautification, including tree planting, the installation of new brick sidewalks, the repair of curbs and gutters, crosswalks and the installation of street furniture and street signs. These improvements are in accordance with the Mt. Vernon Avenue Urban Design Guidelines as adopted by City Council in 1993. The first four phases of this project covered the area extending from the Alexandria City limits at Four Mile Run to Bellefonte Avenue. To date, approximately $7.2 million has been expended for the five phases of this project.

Due to higher labor and utility costs, an additional $660,000 has been budgeted in FY 2006 to complete Phase V of this project, which includes Mt. Vernon Avenue between Bellefonte Avenue and Nelson Avenue. Construction of Phase V began in July 2004 and includes the installation of wiring, removal of utility poles and streetscaping. Phase V is scheduled to be completed in August 2005.

King Street Retail Strategy

The draft King Street Retail Strategy is currently in the public hearing process. The Strategy reflects the extensive work of the King Street Advisory Committee, community and City staff to provide a vision for King Street as an attractive, vital retail environment from the waterfront to the King Street Metro Station. The Retail Strategy establishes a plan of action to keep King Street competitive with other regional retail districts while protecting the residential neighborhoods and providing a King Street parking strategy. Specific planning recommendations have been made to enhance the vitality of the retail along the street, improve the streetscape, coordinate parking resources, enhance shuttle service connecting the metro area with the waterfront, provide guidance for new construction and enhance marketing and promotional activities. A key recommendation is the creation of a public-private partnership using the Business Improvement District (BID) model to coordinate implementation of the plan recommendations with both public and private sectors.

The first step in implementation of the Retail Strategy is the facilitating and coordinating of the development of the public-private partnership. The King Street Metro Enterprise Team (KSMET) has created a subcommittee and started this process and the City has agreed to allocate up to half of its Business Facilitator's time during the balance of this calender year in order to help KSMET develop the structure and support needed to create a successful BID.

To date, no monies have been budgeted or expended (except for City staff time and the proposed City-wide signage program) to implement this plan, however specific Retail Strategy recommendations that would likely need CIP funding in the future have not been fully identified. Some items, such as replacement street furniture and traffic signals, could potentially be done as part of existing maintenance programs or capital budgets for upkeep and replacement. Other initially identified items include: (1) the development of a plan for outdoor seating areas; (2) the replacement of street trees where needed; (3) the installation of new street furniture as determined appropriate; (4) modification of existing street lighting to address sidewalk lighting issues; (5) coordination and approach to public signage (potentially part of the City signage program); and (6) development of a coordinated parking signage program.

The comprehensive City-wide signage program is included in the proposed CIP ($400,000 in FY 2006; $900,000 in FY 2007; and $1.0 million in FY 2008), as well as a new staff planner support position for this project.