

**EW** EISENHOWER WEST  
SMALL AREA PLAN

**Steering Committee**

**May 19, 2015**



# Meeting Agenda

- Welcome
- Meeting Goals & Schedule
- Transportation Update
- Plan-wide Land Use Principles
- Neighborhood Guidelines
  - Van Dorn Innovation District
  - Backlick Run
  - South Pickett
  - Van Dorn Metro Center
  - Bush Hill
  - Clermont Exchange
- What's Next
- Community Comments & Questions



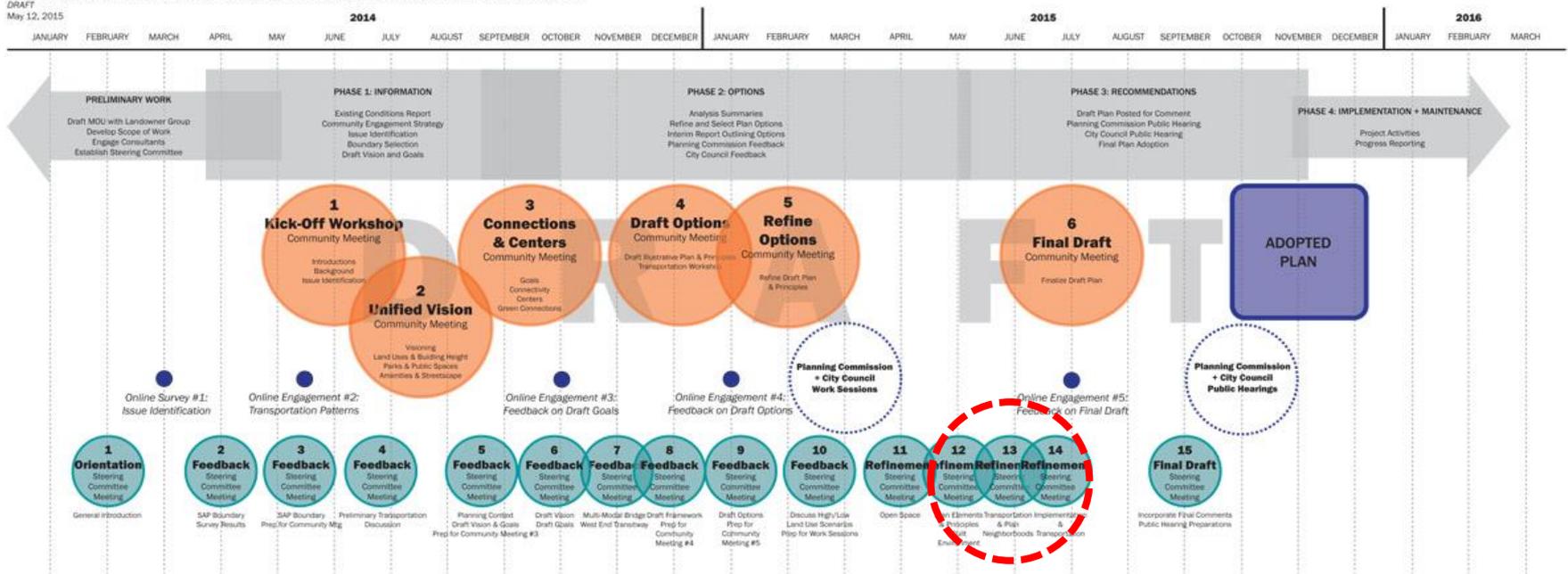
# Meeting Goals

- Receive updates
- Provide feedback on land use principles
- Provide feedback on neighborhood guidelines
- Review what's next



# Work Program: Phasing, Key Meetings, & Online Engagement

DRAFT EISENHOWER WEST SMALL AREA PLAN AND TRANSPORTATION STUDY WORK PROGRAM DIAGRAM



# Schedule

- **Today:** Steering Committee Meeting #13: Transportation Update & Plan Neighborhoods
- **June 22<sup>nd</sup>:** Steering Committee Meeting #14: Implementation & Transportation
- **Summer 2015:** Final Draft Plan Presented at Community Meeting #6
- **Late 2015:** Plan Adopted by City Council



# Eisenhower West SAP Plan Structure

Fall 2014

VISION + GOALS

Fall 2014

EXISTING CONDITIONS

Summer 2014–  
Summer 2015

PLAN DEVELOPMENT PROCESS + COMMUNITY ENGAGEMENT

URBAN DESIGN FRAMEWORK

Spring/Summer  
2015

PLAN ELEMENTS					
	LAND USE	BUILT ENVIRONMENT	CONNECTIVITY	PARKS + GREEN SPACE	INFRASTRUCTURE + ENVIRONMENT
OVERALL PRINCIPLES					
OVERALL GUIDELINES					

SUB-AREAS AND CHARACTER DISTRICTS/NEIGHBORHOODS					
1 - VAN DORN INNOVATION DISTRICT	2 - BACKLICK RUN	3 - SOUTH PICKETT	4 - VAN DORN METRO CENTER	5 - BUSH HILL	6 - CLERMONT EXCHANGE
<i>Descriptions, character defining elements, guidelines, strategies...</i>					

IMPLEMENTATION

*Phases including interim land uses, timing of development and infrastructure, funding, and zoning*



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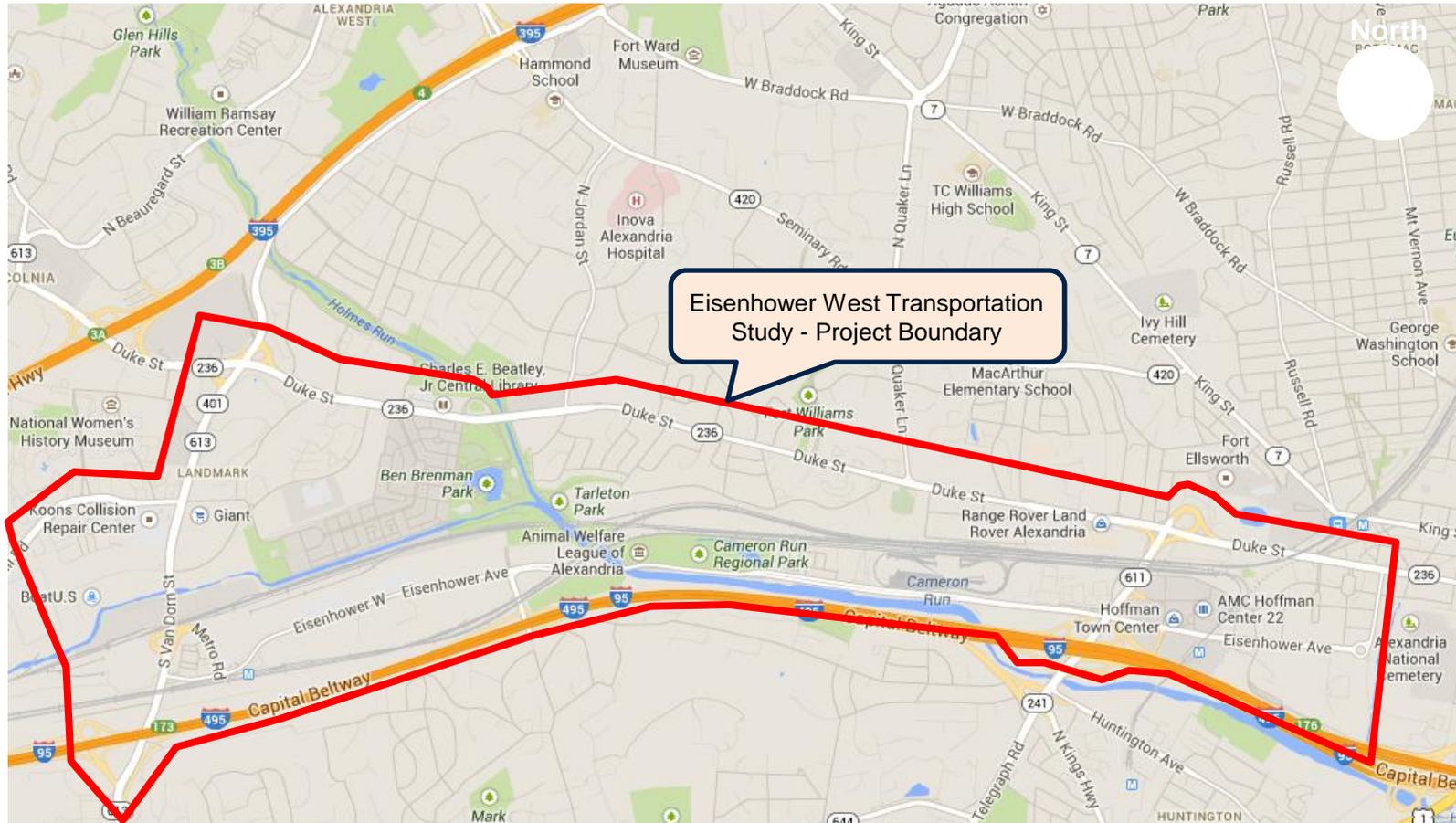
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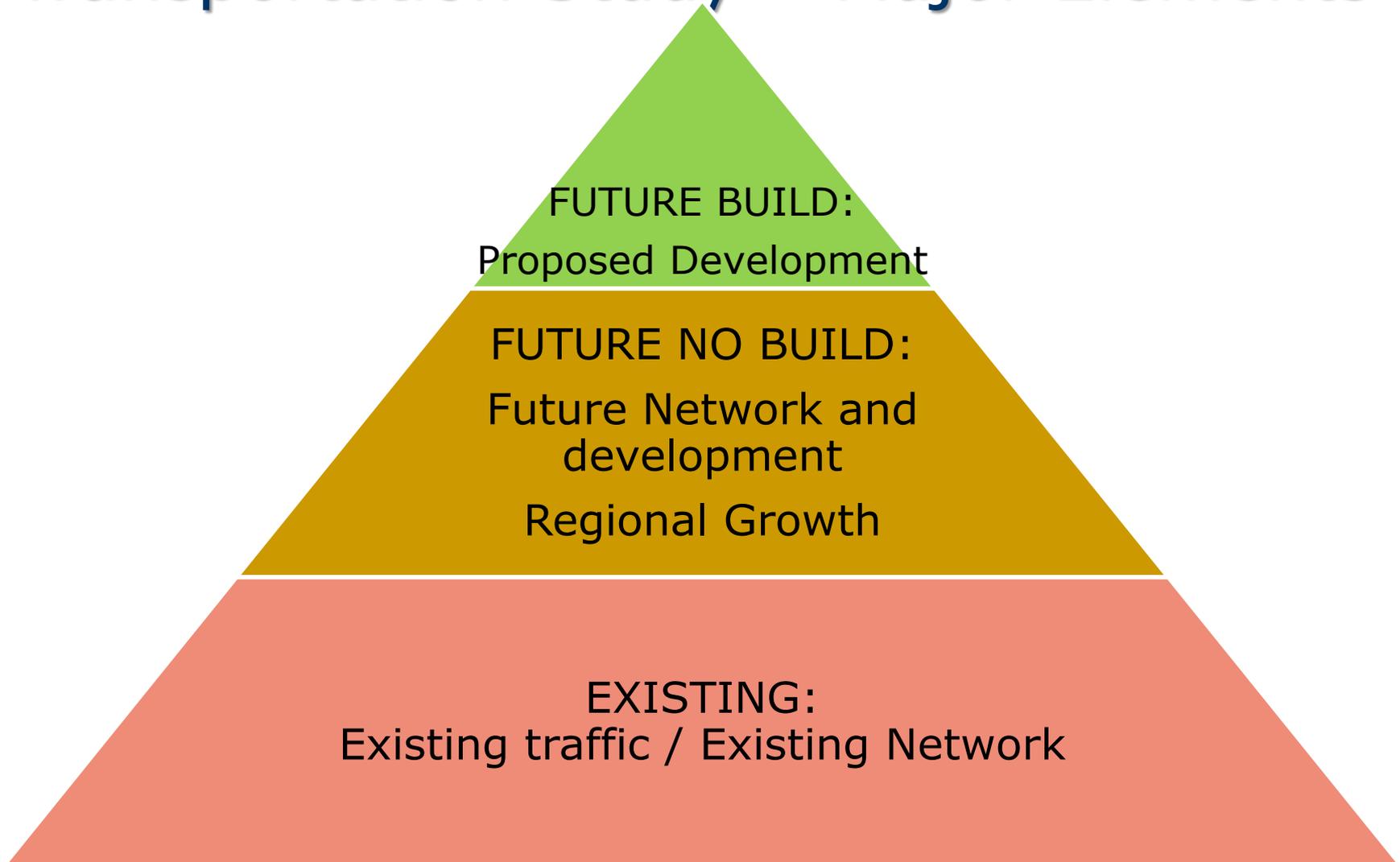
IMPLEMENTATION
JUNE 22 <sup>nd</sup>



# Transportation Study Boundary



# Transportation Study – Major Elements



# Summary of Existing Conditions

- Barriers limit connectivity
- Most intersections operate satisfactorily with some constrained approaches
- 6,800 daily weekday ridership at Van Dorn Metrorail station
- Van Dorn station parking lot is over capacity
- Area served by Metrorail, Metrobus, and DASH
- Limited bicycle- pedestrian facilities

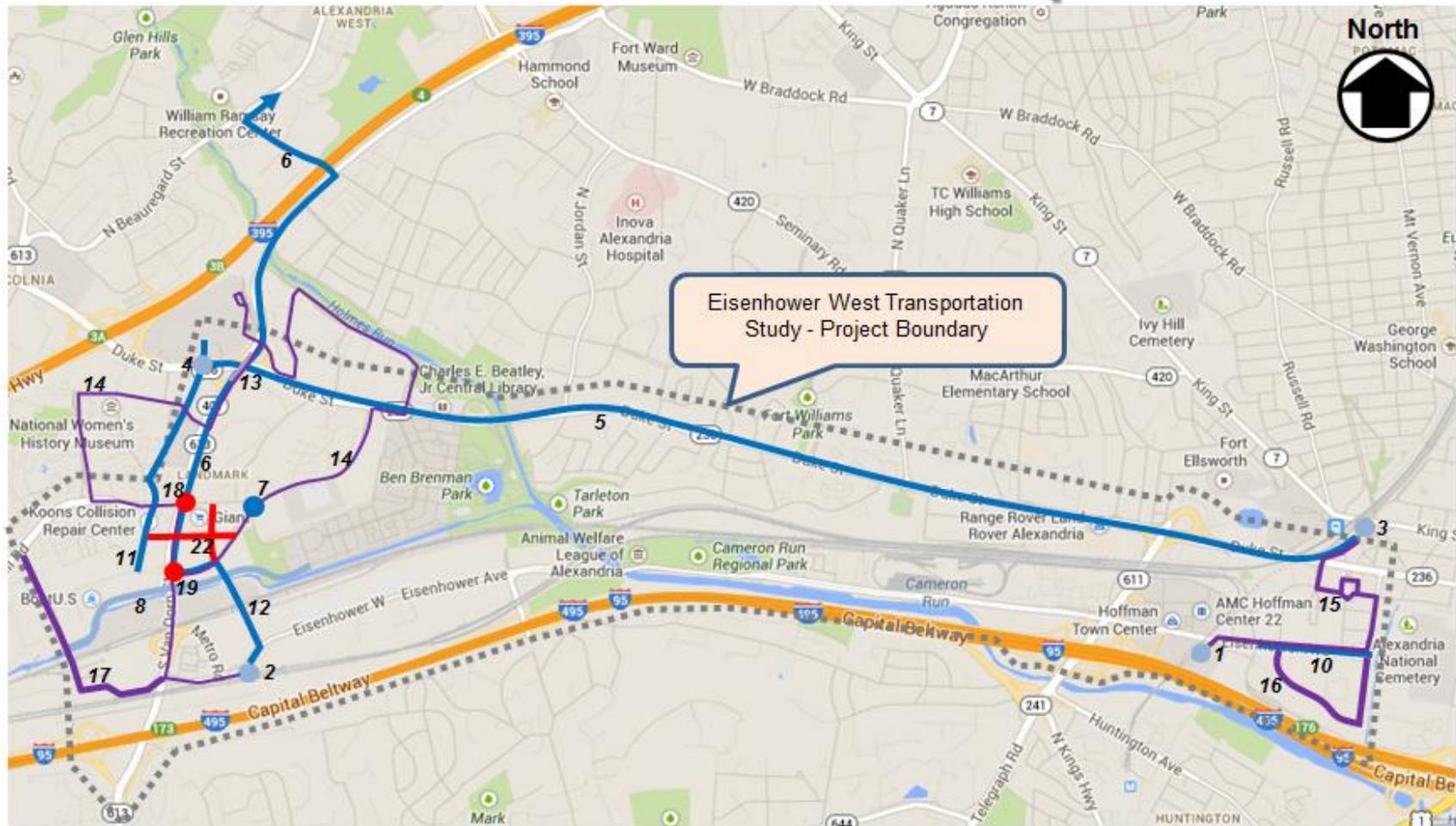


# 2040 Baseline Assumptions

- Existing and adopted land use and transportation network
- **Transportation Improvements:**
  - Transitway Corridors
  - DASH service Improvements
  - Multimodal bridge
  - Planned road improvements:
    - Eisenhower Avenue
    - High Street
    - S. Pickett/Edsall
    - Farrington Avenue and Elizabeth Lane extensions
- **Model Outputs:**
  - Traffic volumes
  - Delay / Queues
  - Mode choice



# 2040 Baseline Assumptions



- |  |   |  |  |
|--|---|--|--|
|  | Alexandria CIP Project (Included in model)                  |  | Alexandria CIP Project (Not in model)                |
|  | Alexandria LRP Project (Included in model)                  |  | Alexandria LRP Project (Not in model)                |
|  | Developer and other Alexandria projects (Included in model) |  | Developer / Other Alexandria projects (Not in model) |



# 2040 Baseline Conditions - Traffic

## *Weekday Peak Hour Level of Service (AM)*

Constrained intersections:

- Van Dorn Street / Eisenhower Avenue
- Duke Street / Wheeler Avenue
- Eisenhower Avenue / Stovall Street
- Farrington Avenue / Farrington Extension

## *Weekday Peak Hour Level of Service (PM)*

Constrained intersections:

- Van Dorn Street / Eisenhower Avenue

# 2040 Baseline Conditions without Multimodal Bridge

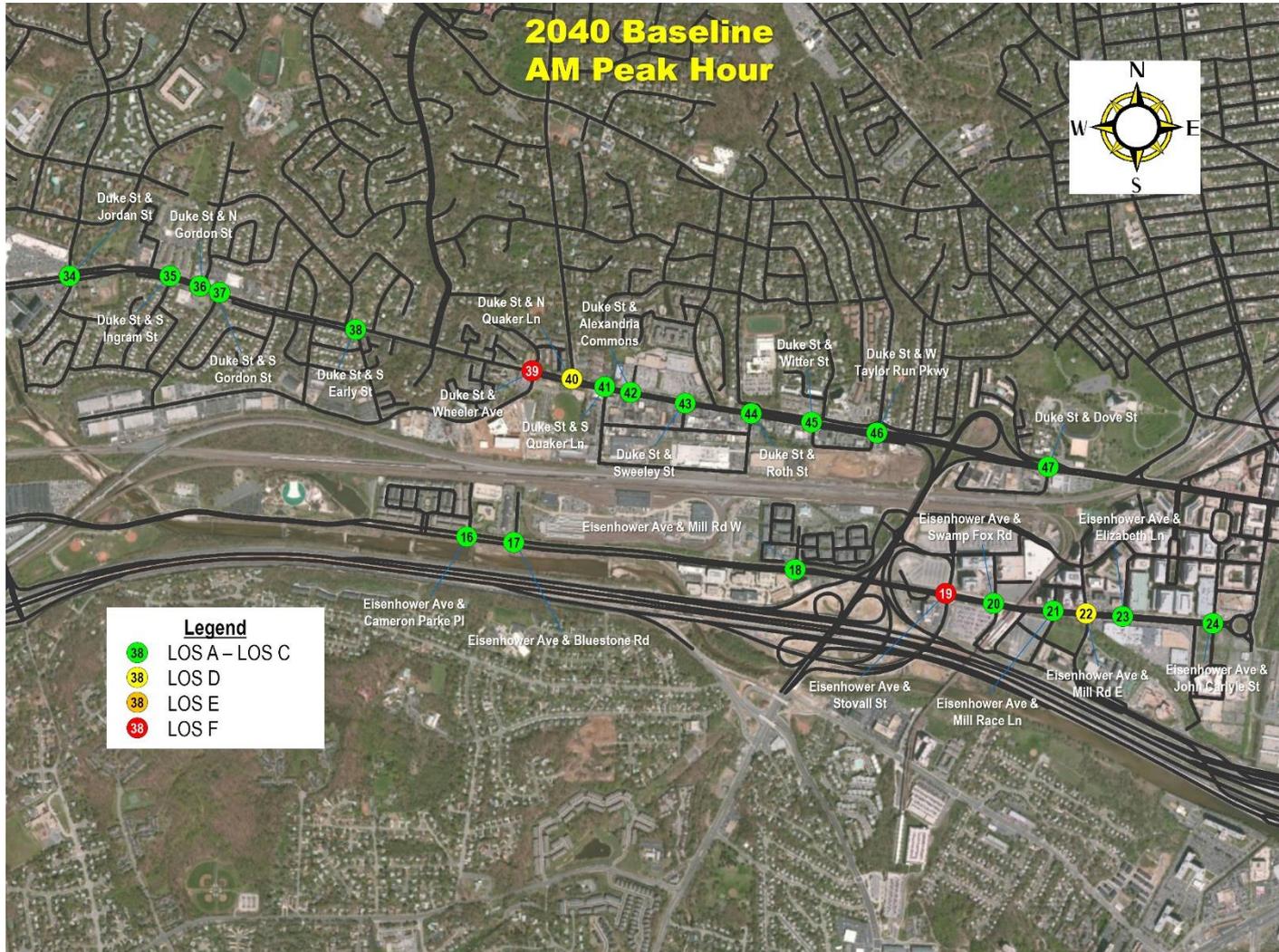
- Additional congestion at Eisenhower / Van Dorn Street
  - 82% increase in volume on Eisenhower
- Some vehicles divert to either Van Dorn St or Farrington extension
  - 15% increase in volume on Van Dorn Street
  - 58% increase in volume on Farrington Ave Extension
- Minor diversions to other regional roads, including I-495





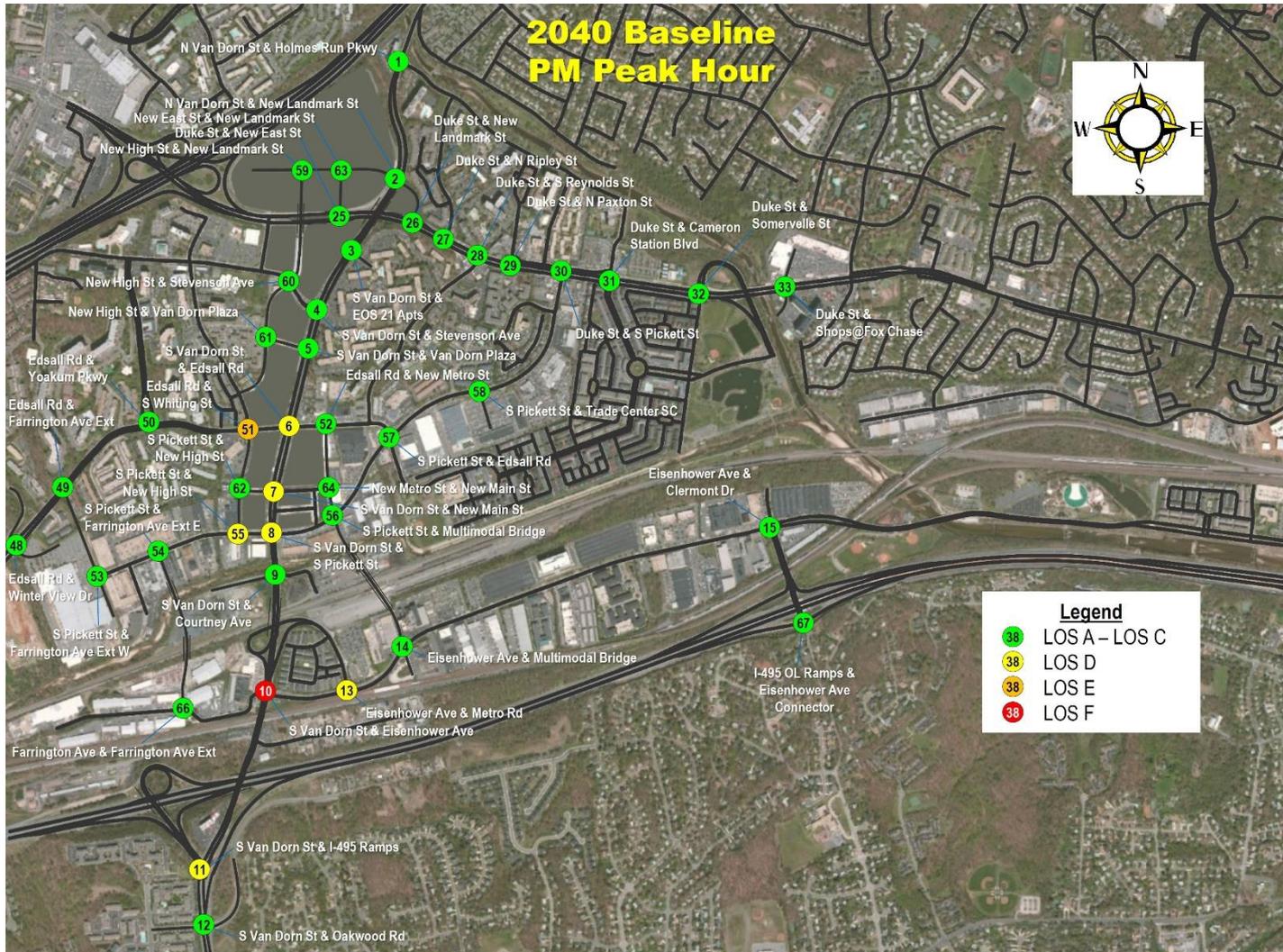
# 2040 Baseline Conditions - Traffic

*Weekday Peak Hour Level of Service (AM)*



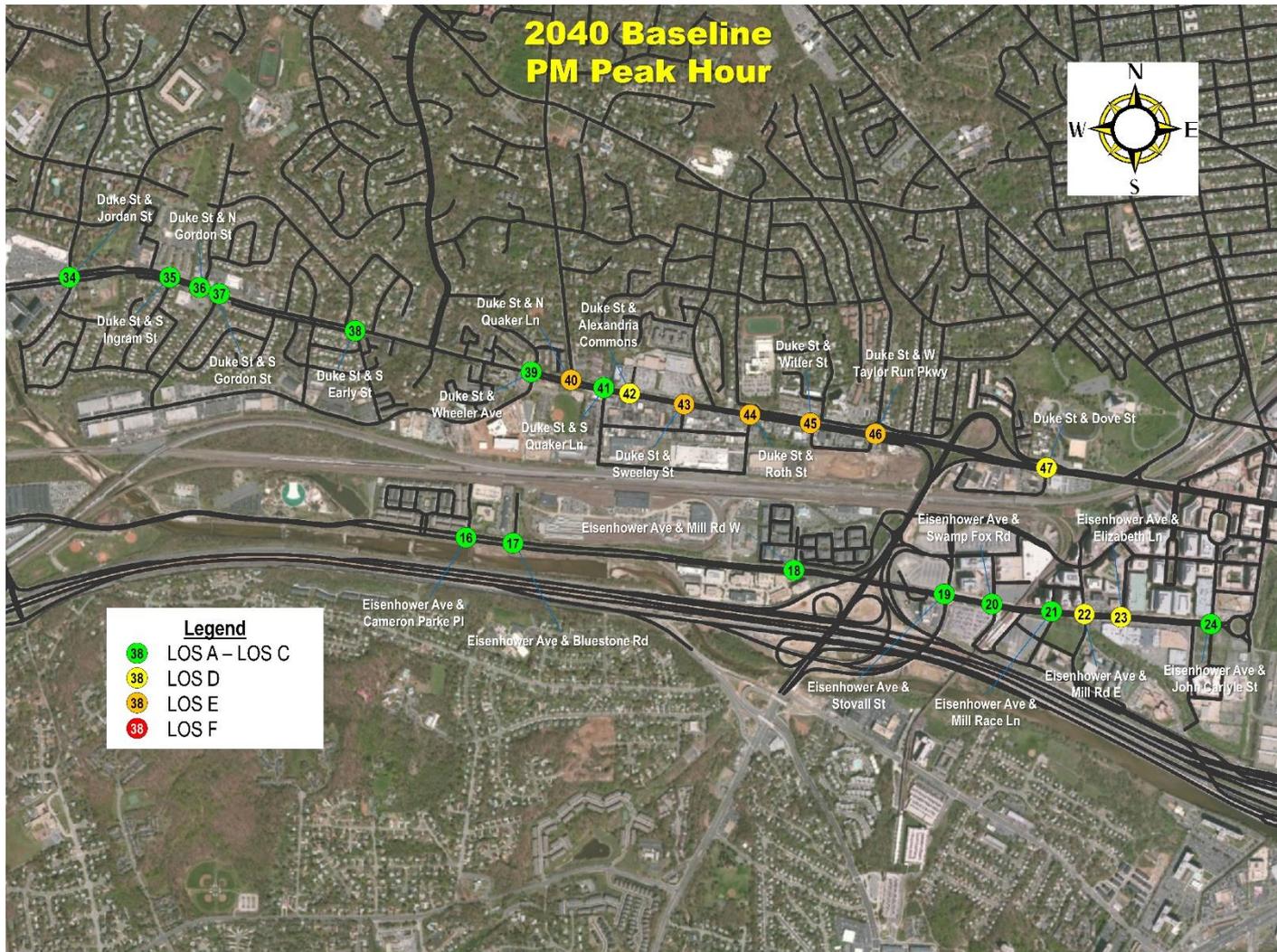
# 2040 Baseline Conditions - Traffic

## Weekday Peak Hour Level of Service (PM)



# 2040 Baseline Conditions - Traffic

*Weekday Peak Hour Level of Service (PM)*



# 2040 Baseline Conditions: No Multimodal Bridge – Daily volume changes

- Additional congestion at Eisenhower / Van Dorn Street
- Some vehicles divert to either Van Dorn St or Farrington extension
- Minor diversions to other regional roads, including I-495



Eisenhower Avenue  
82% increase in volume

S. Van Dorn Street  
15% increase in volume

Farrington Ave Extension  
58% increase in volume

# Next Steps

- Begin 2040 Build Scenario analysis
- Meeting with Norfolk Southern in early June



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IMPLEMENTATION

*Phases including interim land uses, timing of development and infrastructure, funding, and zoning*



# Feedback & Discussion

- Are there any land use guidelines that should be removed, added, or changed?
- Are there any neighborhood guidelines that should be removed, added, or changed?



# Land Use Principles- *Discussed May 13<sup>th</sup>*

- Create distinct neighborhoods with land uses that contribute to the enhancement of the southwestern corner of the City of Alexandria.
- **Establish a mix of uses that promote a lively daytime and nighttime environment, and a clean, safe public realm.**
- Extend employment opportunities west along Eisenhower Avenue.
- Leverage the presence of the Van Dorn Metro Station and future transit stops.
- **Balance the current demand for housing with the need to also create future employment opportunities in the Plan area.**
- Support existing and future neighborhood serving retail by increasing the customer base.
- Improve access to a variety of amenities and services for current and future residents and workers.
- Establish a site for a new urban school and recreation center.



# Commercial Land Use Guidelines

- Commercial includes office, hotel, and institutional uses. Institutional uses include medical, educational, and arts facilities.
- Office uses should be located on upper levels above retail in locations where retail is encouraged.
- Commercial office uses are required in Neighborhood 4, Van Dorn Metro Center, and are encouraged in Neighborhoods 1, 2, 5, and 6.
- Focus commercial office, hotel, and institutional development primarily at transit hubs (the Van Dorn Metro Station and West End Transitway stops) and along primary framework streets (particularly Van Dorn Street and Eisenhower Avenue).



# Residential Land Use Guidelines

- Residential uses in Eisenhower West include single family attached housing (row homes or townhomes) multi-family residential buildings, and senior living facilities.
- Provide both for-sale and for-rent multi-family housing.
- Provide affordable housing in accordance with city policies.
- Allow the continuum of senior living (from independent living, assisted living, nursing homes, and memory care). Independent living projects should be proximate to community amenities and transit.



# Retail Land Use Guidelines

- Retail uses include neighborhood shops, large format (or “big box”) stores, grocery stores, restaurants and cafes.
- Retail should be located at the base of buildings along primary streets including Eisenhower Avenue, South Pickett and Van Dorn Streets to the extent possible.
- Encourage neighborhood-serving retail that can attract walking shoppers at identified nodes and transit stations/stops.
- Large-format or retail that is primarily auto-served should be located in areas beyond a 1/2 mile of the Van Dorn Metro station and encouraged in Neighborhood 6. Large-format retail may be appropriate within a 1/2-mile of the Van Dorn Metro station in locations facing Van Dorn Street.
- Retention of existing local retail establishments is encouraged.



# Flex Land Use Guidelines

- Flex uses are encouraged in Neighborhood 1 to promote this area as the Van Dorn Innovation District.
- Flex uses should be located on the ground levels of buildings with residential, commercial, office, or institutional above.
- Buildings with flex businesses should include active uses along street frontages. This includes an entrance to the business, reception area/waiting room, and spaces such as a showroom or cafe space.
- Neighborhood serving retail is permitted within flex space.
- Flex may be integrated into a neighborhood vertically (as, for example, the ground floor of a residential building) or horizontally (as, for example, a flex building adjacent to a residential building).
- Retention of existing local flex establishments is encouraged.



# Community Facility Land Use Guidelines

- Provide a site for a new urban school in the Eisenhower West area.
- Provide a site for a new community recreation center
- Consider the co-location of community facilities with each other and with other desired uses such as affordable housing.



# Parking Land Use Guidelines

- Place all parking below grade to the extent possible to reduce block sizes, activate street frontages, and encourage pedestrian activity. Where there is sufficient change in topography, parking may be tucked into the grade, such as in Neighborhood 1.
- Below grade parking is required for buildings in Neighborhood 4.
- A minimum of 1 level of parking below grade is required for buildings in Neighborhoods 1, 2, 3, 5, and 6. Parking tucked into grade if screened may be counted as below grade parking.
- When parking is located above grade, the frontage of each level facing a street or park/open space is required to have active uses (residential, office, hotel, and/or retail use).
- Consider placing recreational facilities on top of parking structures. Ensure that these facilities are clearly visible, inviting to the public, and easily accessible.
- Surface parking areas are greatly discouraged, except where interim uses are being considered (to be defined in the Implementation chapter). Where surface parking is necessary, it should be located in the rear so that activities can face the street or park/open space.
- Provide on-street parking along all new streets. Evaluate parking along Eisenhower Avenue and Van Dorn Street. On-street parking may not be appropriate for service roads.
- Integrate green building practices in parking design.



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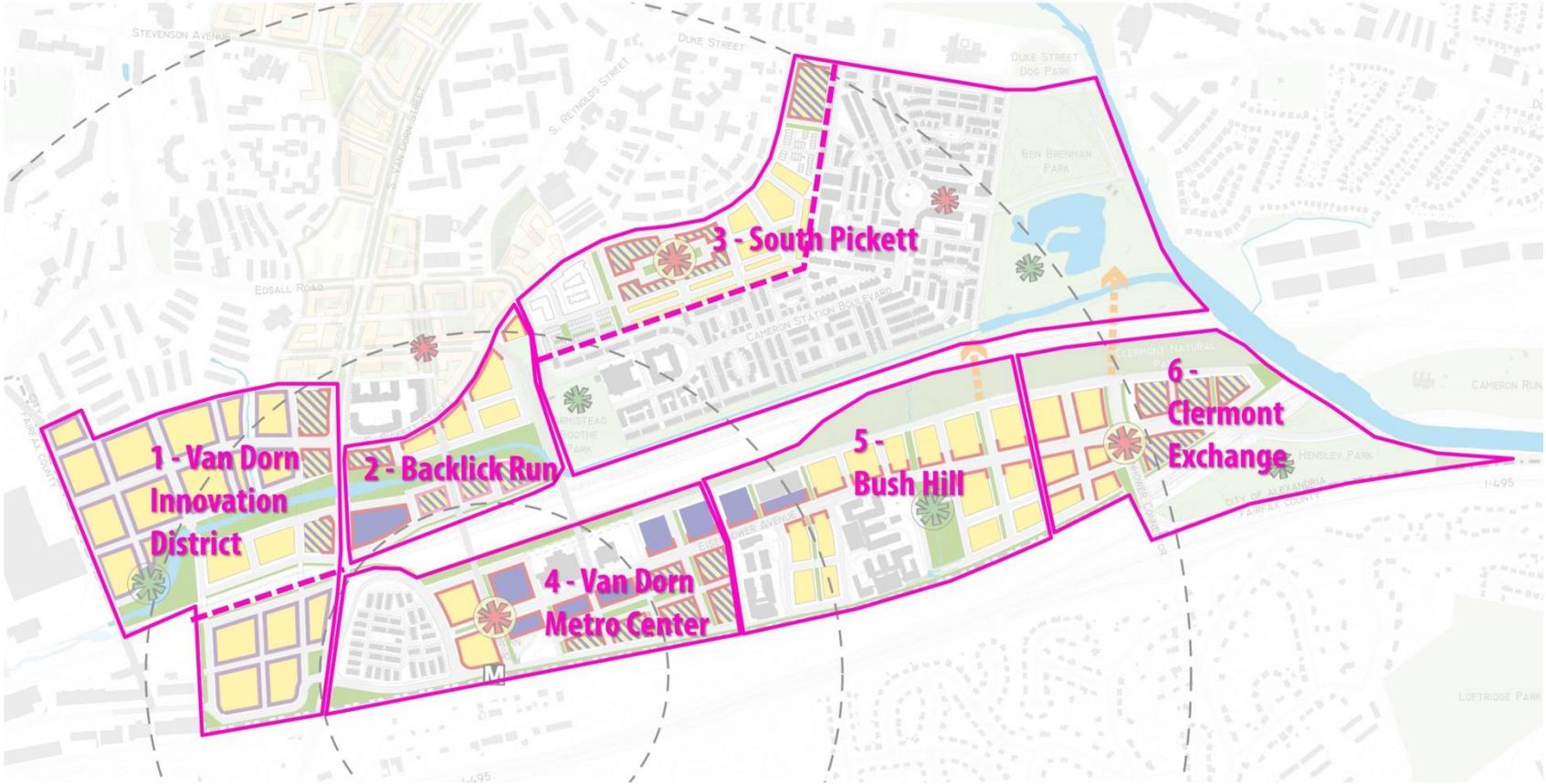
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# EW SAP Plan Neighborhoods



# Neighborhood Land Uses

1. What is currently allowed: Existing Zoning
  - I, CG, CRMU-M, OCH, OCM (100), CDD #8, UT, POS
  - By-right development potential: 12.8 million SF
2. What is being tested: Not full build out
  - Mixed Uses: Commercial, Residential, Retail, Flex
  - Development SF: 9.3 million SF
3. Neighborhood guidelines: Informed by concept plan



# Neighborhood 1: Van Dorn Innovation District

- Maximum development potential to be determined by transportation analysis
- No less than 10% flex
- A hotel is not prohibited but other neighborhoods are better locations for a hotel
- Up to 75% residential
- Height:
  - 1/2-mile beyond Metro: 5 stories (with flexibility for height variation and enhanced top-of-building elements)
  - 1/4 to 1/2-mile from Metro: 15 stories
- 30% open space for residential development, which may be pooled for Backlick Run and neighborhood parks
- Plan-wide parking guidelines apply, however, where topography is a factor, parking maybe tucked into grade and screened



## Neighborhood 2: Backlick Run

- Maximum development potential to be determined by transportation analysis
- Up to 20% retail and up to 50% non-residential
- Up to 75% residential
- Height: 15 stories
- 30% open space for residential development, which may be pooled for Backlick Run
- Plan-wide parking guidelines apply



## Neighborhood 3: South Pickett

- Maximum development potential to be determined by transportation analysis
- Up to 20% retail and up to 50% non-residential
- Up to 75% residential
- Height: 5 stories (with flexibility for height variation and enhanced top-of-building elements)
- 30% open space for residential development, which may be pooled into a pocket park
- Plan-wide parking guidelines apply



# Neighborhood 4: Van Dorn Metro Center

- Maximum development potential to be determined by transportation analysis
- No less than 60% non-residential the majority of which should be office or institutional
- Up to 10% retail
- No more than 40% residential
- Height:
  - 0 to ¼-mile from Metro: 20 stories
  - ¼ to ½-mile from Metro: 15 stories
- 25% open space for residential development, which may be pooled into parks and public spaces near the Van Dorn Metro station and a new open space further east
- Plan-wide parking guidelines apply, particularly below-grade parking requirements
- A hotel is preferred in this location



# Neighborhood 5: Bush Hill

- Maximum development potential to be determined by transportation analysis
- At least 40% non-residential
- At least 20% office/institutional
- At least 10% retail
- No more than 60% residential
- Height:
  - ¼ to ½-mile from Metro: 15 stories
  - ½-mile beyond Metro: 5 stories (with flexibility for height variation and enhanced top-of-building elements)
- 30% open space for residential development, which may be pooled into a neighborhood park, particularly near the remains of Bush Hill Plantation
- Plan-wide parking guidelines apply, particularly screening of parking



# Neighborhood 6: Clermont Exchange

- Maximum development potential to be determined by transportation analysis
- No less than 40% non-residential
- Up to 70% residential
- Height: 5 stories (with flexibility for height variation and enhanced top-of-building elements)
- 30% open space for residential development, which may be pooled for a neighborhood park
- Plan-wide parking guidelines apply, particularly screening of parking
- Targeted location for interim land uses (to be defined in Implementation chapter)



# What's Next

## Steering Committee Meeting #14: Implementation & Transportation

- Monday, June 22<sup>nd</sup>, 7:00 pm
- Location: Cameron Station Clubhouse

## Community Meeting #6: Draft Plan

- Summer TBD, 7:00 pm
- Location: TBD

