

EW EISENHOWER WEST SMALL AREA PLAN

Steering Committee

September 9, 2015



Meeting Agenda

- Welcome
- Meeting Goals & Schedule
- TSA & Eisenhower West
- Transportation & Connectivity
- Phasing & Implementation
- What's Next
- Community Comments & Questions



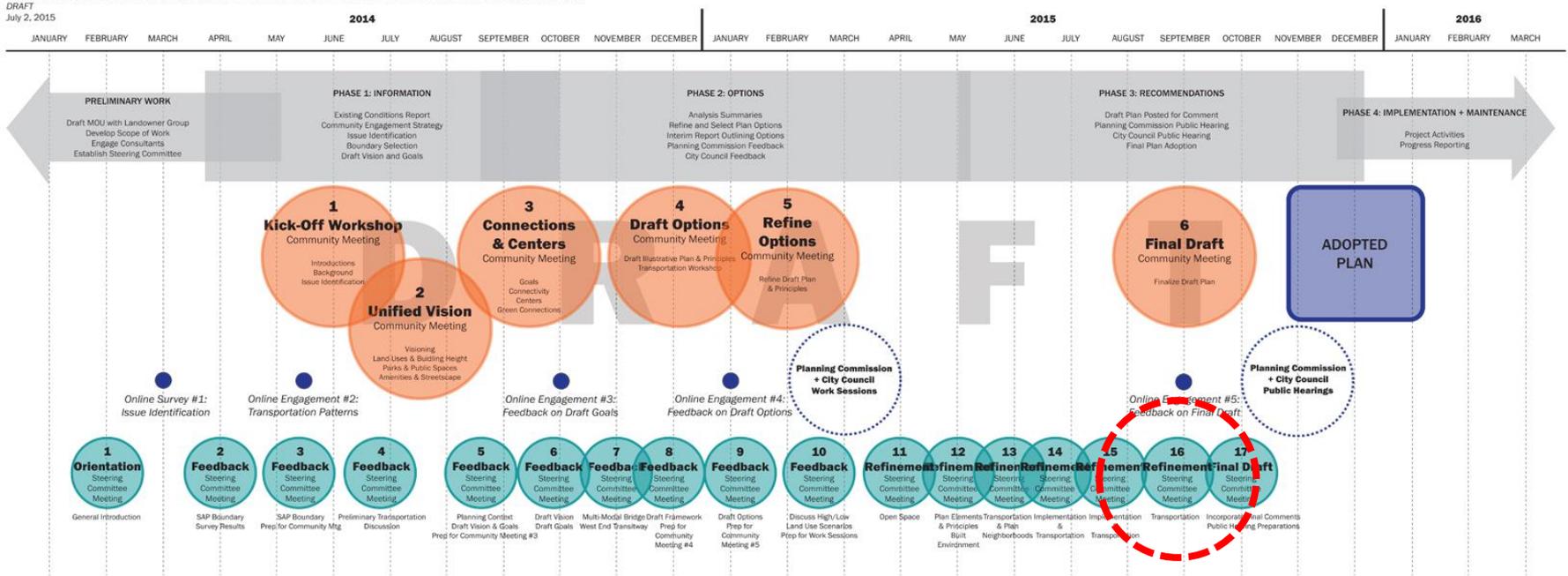
Meeting Goals

- Receive updates
- Provide information on TSA
- Provide feedback on transportation & connectivity elements
- Provide feedback on phasing & implementation
- 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 #16: Transportation, Implementation
- **September 19th:** Community Meeting #6: Final Draft Plan
- **September 28th:** Presentation to the EPC
- **October 26th:** Steering Committee Meeting #17: Final Comments
- **November 5th/14th:** Plan Considered for Adoption by Planning Commission & 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					

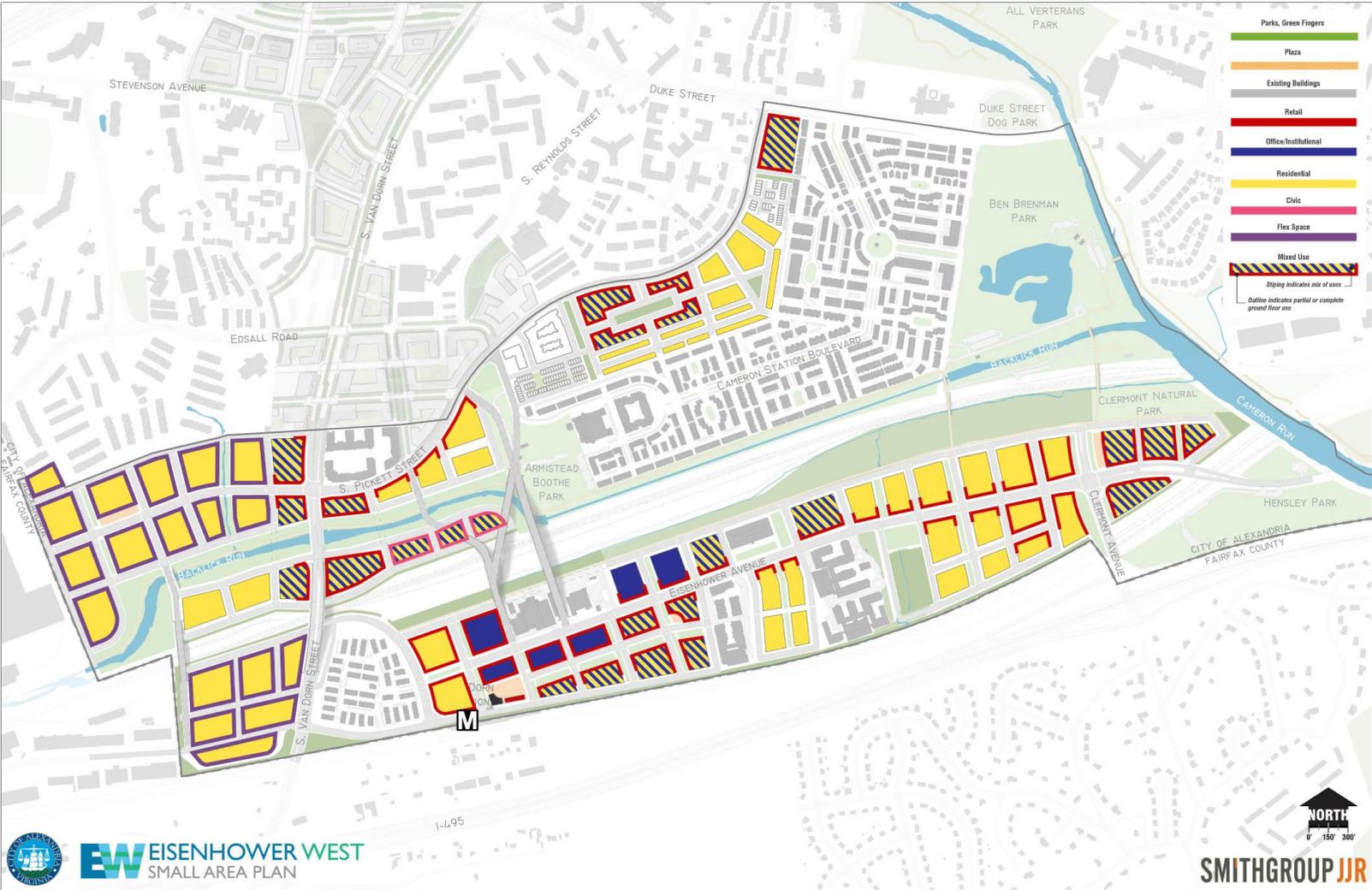
SUB-AREAS AND CHARACTER DISTRICTS/NEIGHBORHOODS					
1 - VAN DORN INNOVATION DISTRICT	2 - BACKLICK RUN	3 - SOUTH PICKETT	4 - VAN DORN METRO CENTER	5 - BUSH HILL	6 - CLERMONT EXCHANGE

IMPLEMENTATION

TODAY



Draft Land Use Concept



September 9, 2015



TSA and EISENHOWER WEST

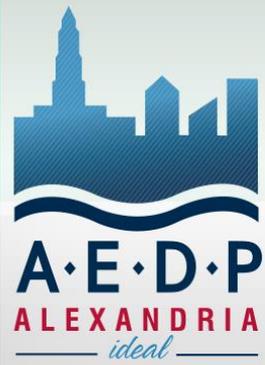
ALEXANDRIA ECONOMIC DEVELOPMENT PARTNERSHIP



The National Science Foundation Breaks Ground in Alexandria, VA

Monday, January 27, 2014





NSF ECONOMIC & FISCAL IMPACTS

City's investment of \$23M in real estate tax abatement will produce:

- **2,100 new NSF jobs**
- **1,800 new indirect jobs**
- **30,000 annual visitors to NSF offices**
- **90,000 hotel room nights per year**
- **\$83 million annual addition to the City economy**
- **\$51 million net new tax revenues to City over 15 years**



CARLYLE AND EISENHOWER AVENUE

Office, Hotel and Multi-Family Residential on Metro

NSF

USPTO





ANOTHER FEDERAL ANCHOR IN 2017

Alexandria Times

Vol. 11, No. 34 Alexandria's only independent hometown newspaper AUGUST 20, 2015

Leaders laud advent of TSA in Eisenhower West

Federal tenant to move into long-vacant Victory Center in 2017
 BY ERICH WAGNER AND CHRIS TEALE

City officials and business leaders are brimming with excitement following the announcement last week that the U.S. Transportation Security Administration will relocate to Alexandria.

The agency will move its approximately 3,400 employees into 500,000 square feet of existing office space at Victory Center in the Eisenhower West neighborhood in 2017. The news came at the end of a multi-year bidding process, and more than a decade since the Victory Center last had an active tenant.

Officials are hopeful the advent of a large federal tenant will spark new economic activity in the Eisenhower West corridor, a neighborhood where plans for redevelopment already are in the works.

Stephanie Landrum, CEO of the Alexandria Economic Development Partnership, said securing the TSA was among her organization's top priorities for many months.

"Because of [Victory Center's] size and location, and even the way it's situated on the lot, the only likely tenant was going to be the federal government," Landrum said.

Local officials and business leaders lauded the announcement last week that the U.S. Transportation Security Administration would move into the long dormant Victory Center in Alexandria. They said the relocation will spur economic development in the Eisenhower West neighborhood.

SEE TSA | 5

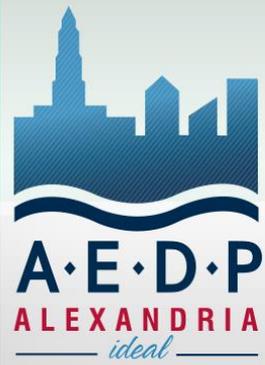


PHOTO/ALEXANDRIA ECONOMIC DEVELOPMENT PARTNERSHIP



- 640,000 SF office lease - 140,000 SF of which is new construction
- Technology and meeting center, with broadcast studio
- New parking garage and retail space on site





TSA ECONOMIC & FISCAL IMPACTS

City's investment of \$23M in real estate tax abatement will produce:

- **Catalyst for new development & investment in Eisenhower West**
- **Decreases Alexandria's office vacancy rate by 3%**
- **3,800 new TSA jobs**
- **\$16 million annual addition to the City economy**
- **Injection of riders to the Van Dorn Metro Station**

Site Plan for TSA



1 Less than 2640 linear feet walking distance from Van Dorn Metro Station.

2 Pedestrian path

3 New secure parking garage structure 6 - 9 stories

4 New retail center addition.

5 Additional retail convenience parking spaces.

6 Truck Access

7 Existing Victory Center.

8 Addition to existing Victory Center building at two to four (2-4) stories

9 325 ft travel distance from Victory Center to new retail addition.

10 Public transport bus stop location 150 linear feet walking distance to existing Victory Center entrance.

11 Public transport bus stop location 850 linear feet walking distance to existing Victory Center entrance.

12 Access control point with K12 crash barrier and guard booth.

13 Fixed K12 bollards at main TSA building entrance.

14 Visitor parking, 205 Spaces.

15 Outdoor seating

16 Truck exit

17 Removable bollards at entrance/ exit to emergency vehicular lane.

18 Loading dock

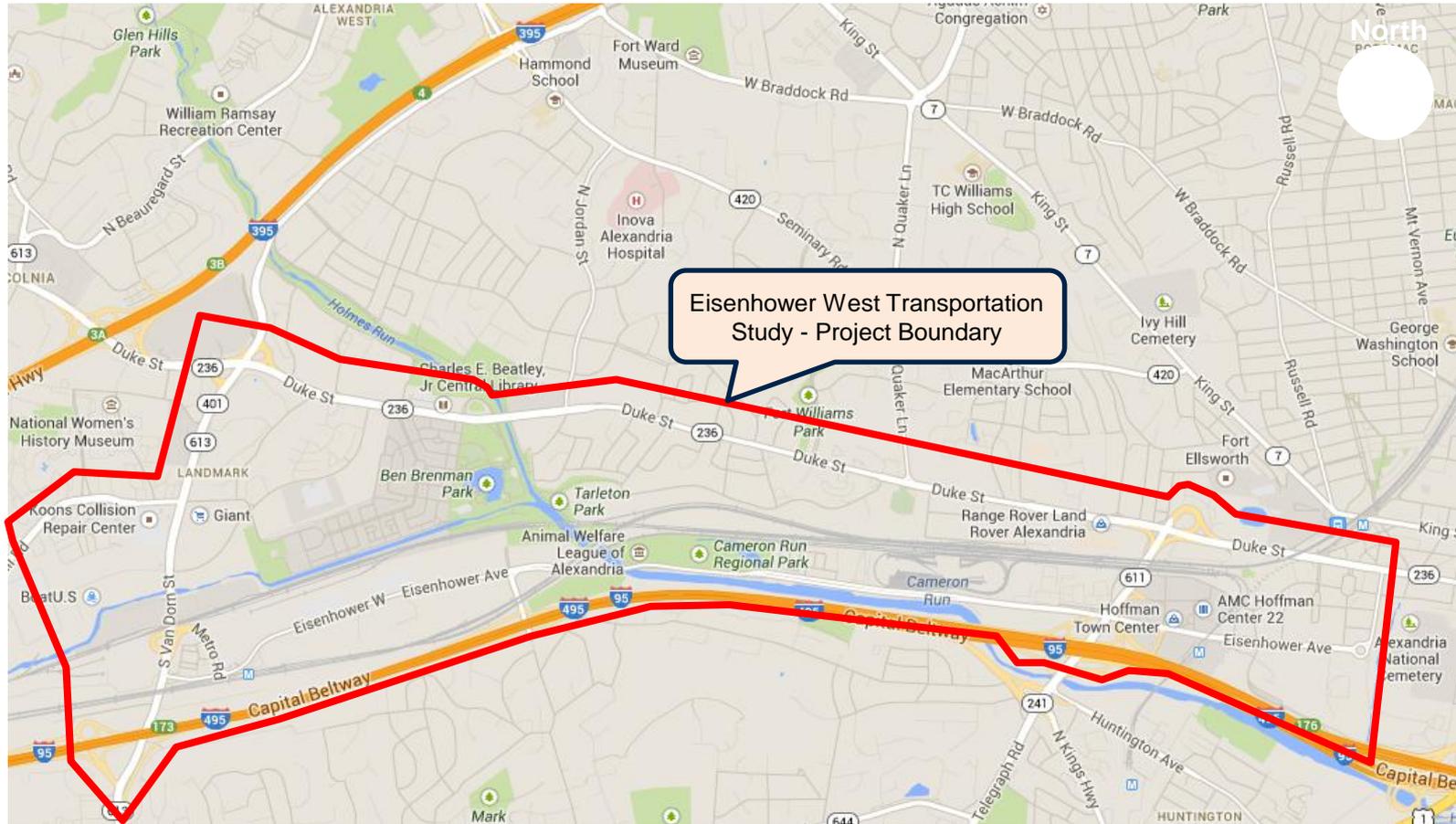
19 Proposed Location K12 Fence

20 L.O.D = 348,500 SF

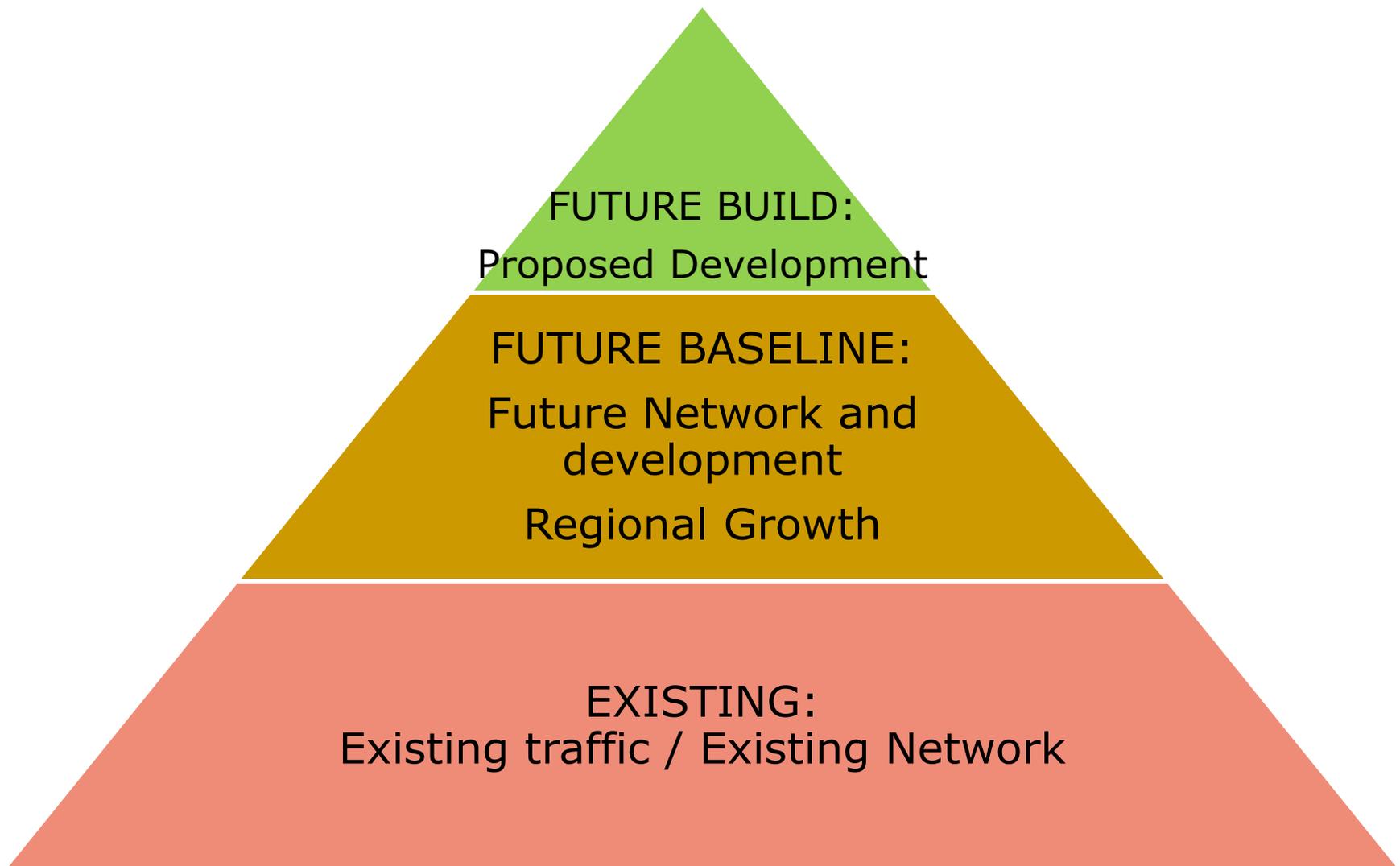
21 Access control point with K12 crash barrier

22 Parking Overflow

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

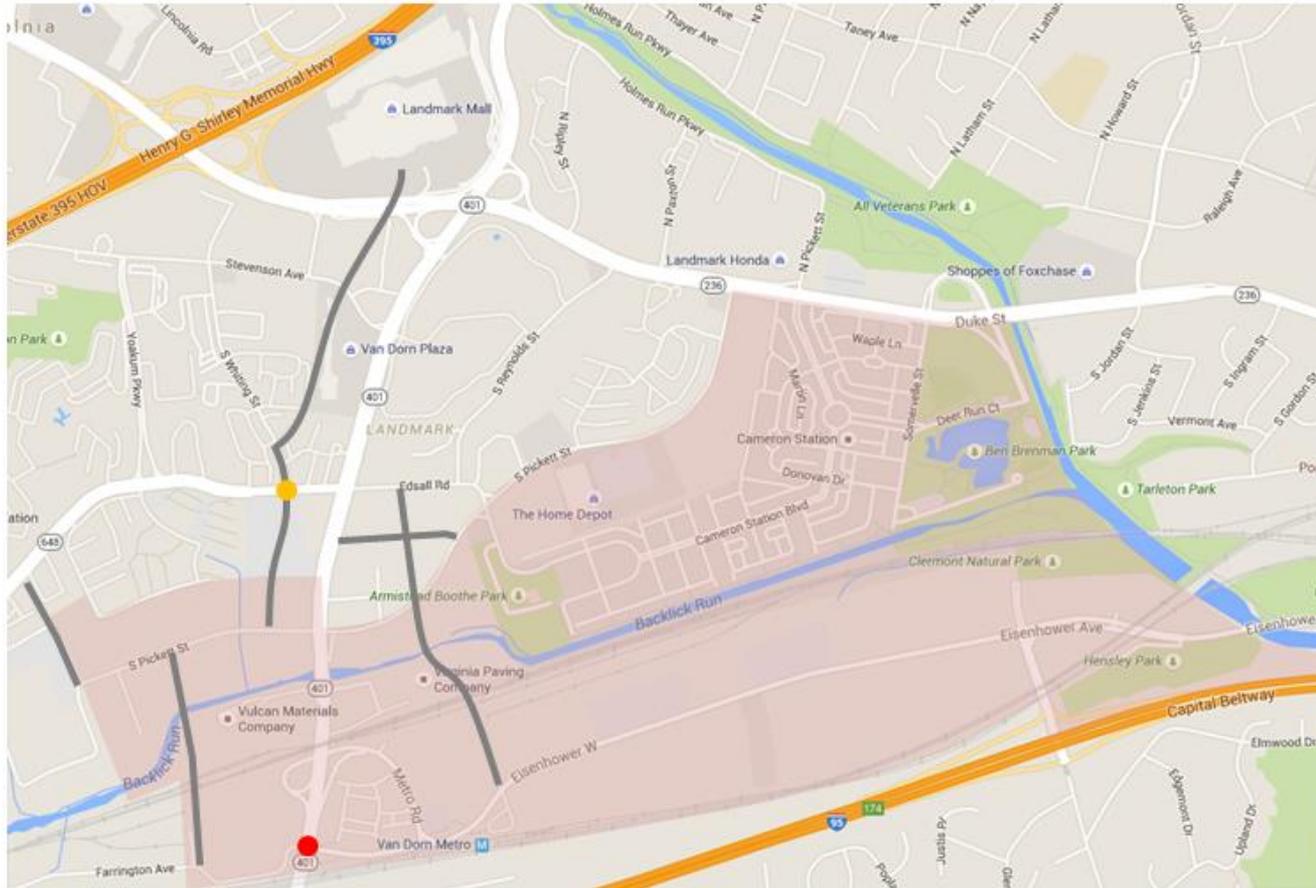


Modeling Scenario Assumptions

- 2040 BASELINE
 - 4.9 Million s.f. of approved / planned land use
 - Regional background growth
 - Planned roadway improvements – High St.; Multimodal Bridge; Farrington Connector; Developer mitigation improvements
 - Planned transit improvements – Van Dorn circulator, transitways, improved DASH headways
- 2040 BUILD – NO BRIDGE
 - Net increase of 9.3 Million s.f of new development
 - Baseline assumptions (except multimodal bridge)
 - Improved street grid
 - Straightened Eisenhower
 - Remove Van Dorn SB loop ramp
 - Transit lane on Van Dorn Street
 - Realigned Van Dorn circulator
- 2040 BUILD – WITH BRIDGE
 - Net increase of 9.3 Million s.f. of new development
 - Baseline & 2040 Build assumptions including multimodal bridge
 - No additional improvements on Van Dorn Street



2040 Baseline - PM Peak



- Roadway Improvements
- LOS F intersection (PM Peak)
- LOS E intersection (PM Peak)

Within Study area / Landmark Van Dorn
LOS F – 1 intersection
LOS E – 1 intersection

2040 Build – No Bridge – PM Peak



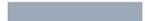
— Roadway Improvements

- LOS F intersection (PM Peak)
- LOS E intersection (PM Peak)

Within Study area / Landmark Van Dorn
LOS F – 10 intersections
LOS E – 11 intersections

2040 Build - No Bridge & Mitigation - PM Peak



-  Roadway Improvements
-  LOS F intersection (PM Peak)
-  LOS E intersection (PM Peak)
-  Intersection proposed for Mitigation
-  Enhanced transit

Within Study area / Landmark Van Dorn
 LOS F – 6 intersections
 LOS E – 10 intersections

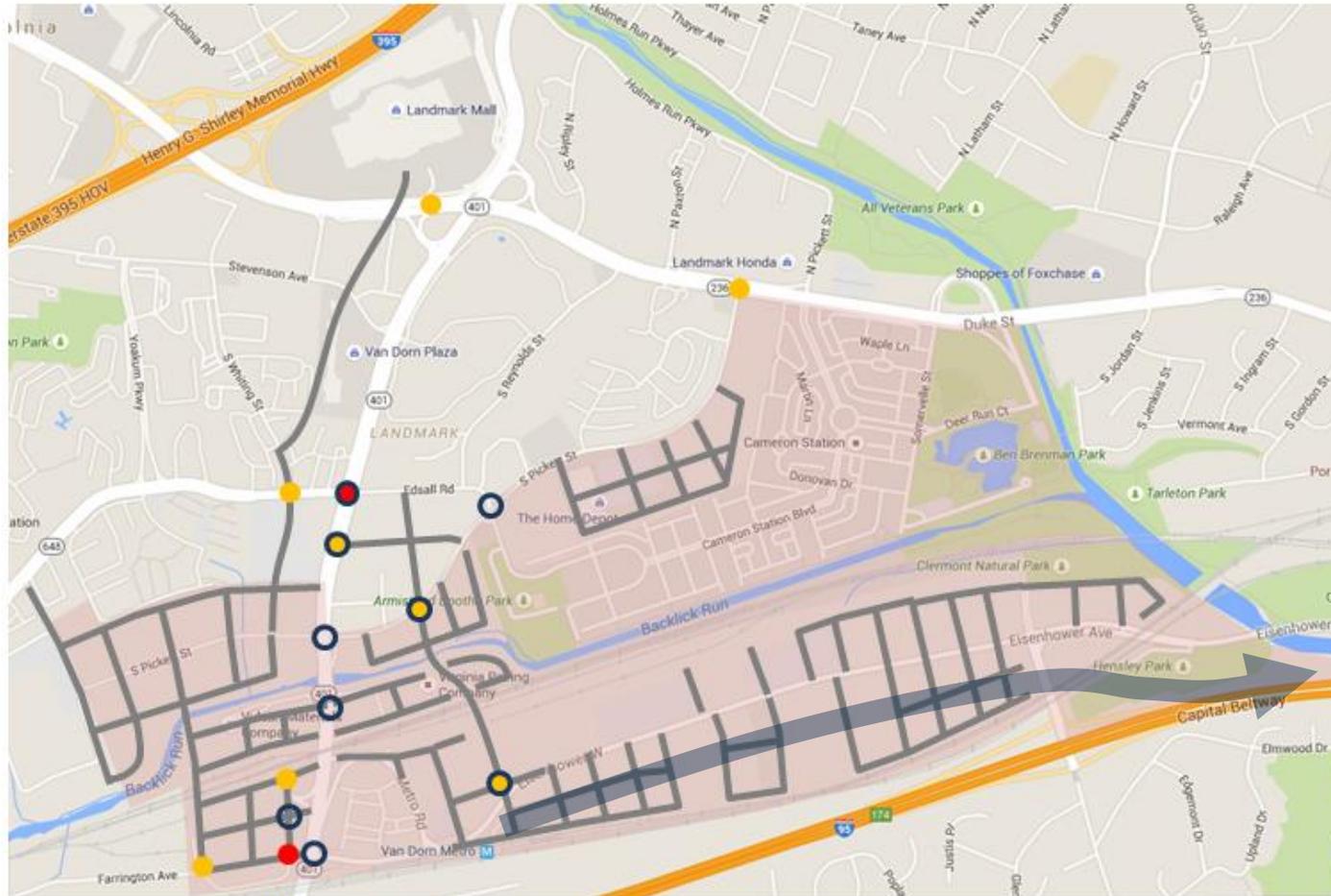
2040 Build with Bridge – PM Peak



- Roadway Improvements
- LOS F intersection (PM Peak)
- LOS E intersection (PM Peak)

Within Study area / Landmark Van Dorn
LOS F – 4 intersections
LOS E – 11 intersections

2040 Build with Bridge & Mitigation – PM Peak



-  LOS F intersection (PM Peak)
-  LOS E intersection (PM Peak)
-  Intersection proposed for Mitigation
-  Enhanced transit

Within Study area / Landmark Van Dorn
 LOS F – 2 intersections
 LOS E – 8 intersections

Summary of Mitigation Results

Scenario	Average LOS F (AM/PM)	Average LOS E (AM/PM)
2040 Build – No Multimodal Bridge	9	10
Mitigated	5	8
2040 Build with Multimodal Bridge	5	9
Mitigated	2	5

Results within Eisenhower West SAP / Landmark-Van Dorn SAP Areas



Travel Time Comparison (2040 Build without Bridge vs. With Mitigation)

Van Dorn Street

AM Peak



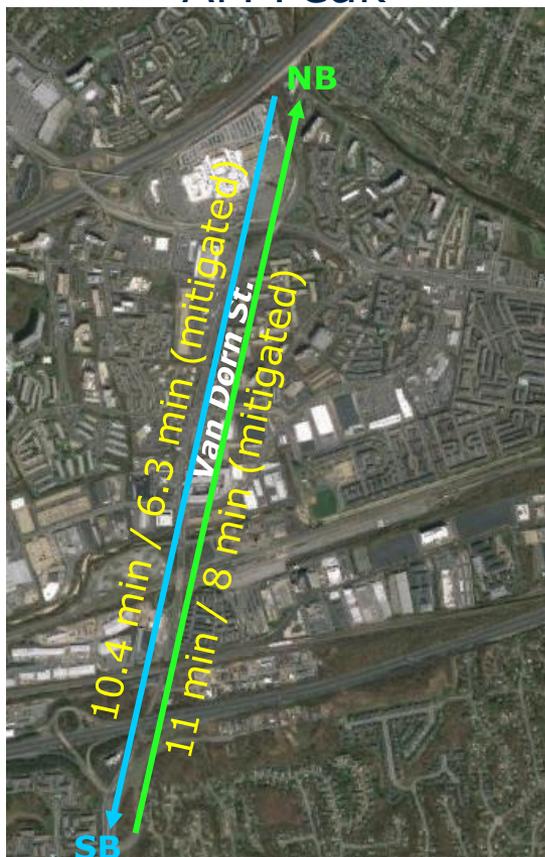
PM Peak



Travel Time Comparison (2040 Build with Bridge vs. With Mitigation)

Van Dorn Street

AM Peak



PM Peak



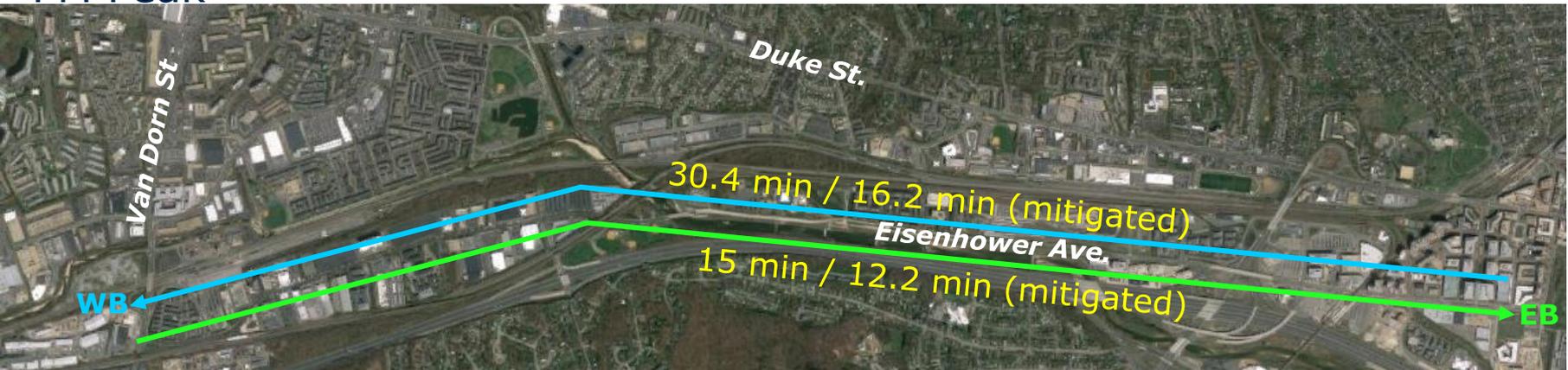
Travel Time Comparison (2040 Build without Bridge vs. with Mitigation)

Eisenhower Avenue

AM Peak



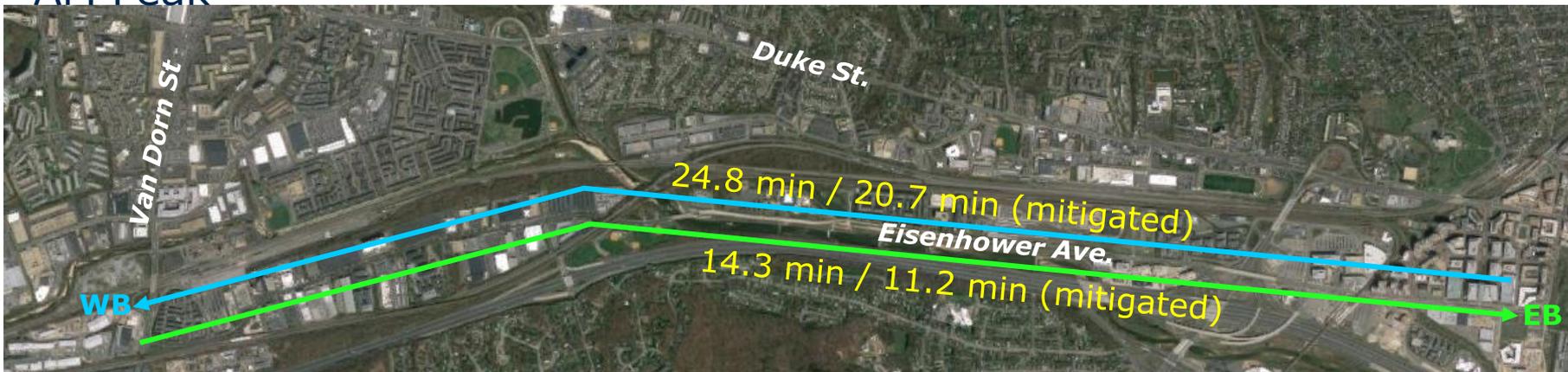
PM Peak



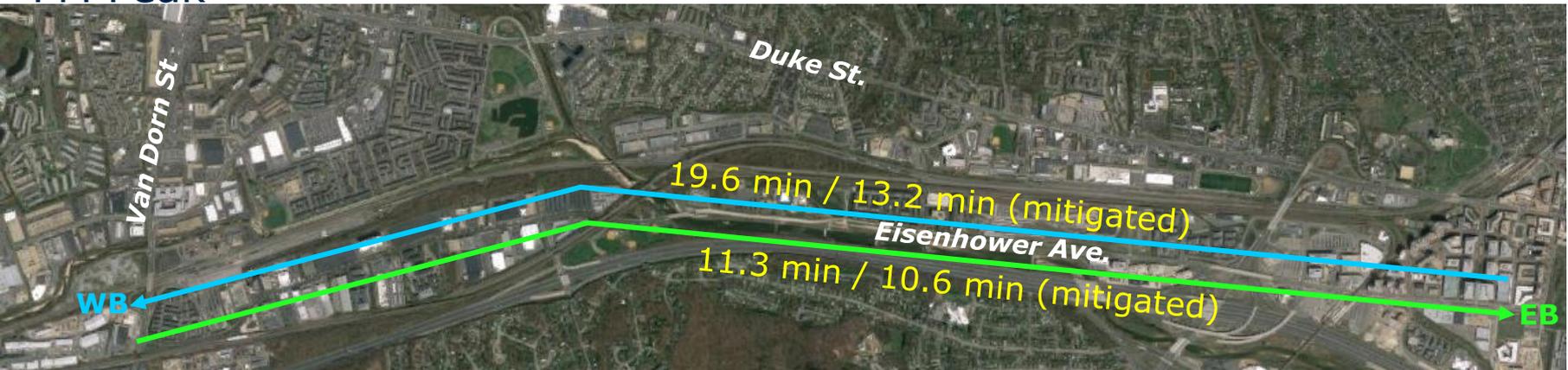
Travel Time Comparison (2040 Build with Bridge vs. with Mitigation)

Eisenhower Avenue (Van Dorn to John Carlyle)

AM Peak



PM Peak

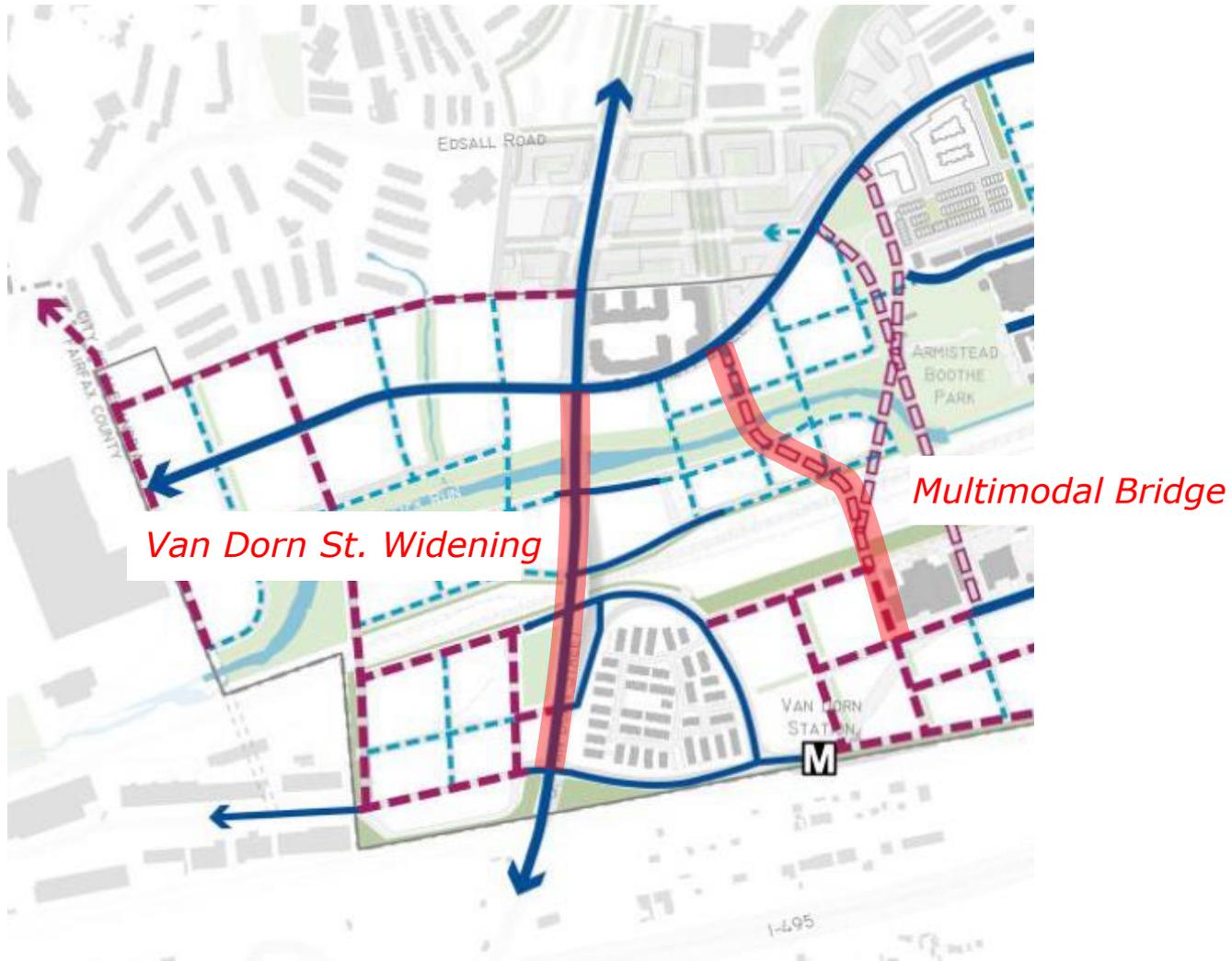


Transportation Summary

- Additional development beyond Baseline levels generates additional traffic
- Capacity improvements needed to mitigate traffic impacts
- Multimodal bridge is key transportation element:
 - No Bridge = More failing intersections
 - No Bridge = Harder to access Van Dorn Metro Station
 - No Bridge = More lanes needed on Van Dorn Street
- Travel times along Van Dorn Street and Eisenhower Avenue improve with mitigation
- Travel times along Duke Street minimally affected by mitigation
- Lower overall delays:
 - With the Multimodal Bridge
 - With traffic impact mitigation



Multimodal Bridge vs. Van Dorn Widening



Phasing	Projected Development	Needed Improvements	Cost (2015)
Phase 1	7.1M SF (includes TSA site)	<p>Initial Spot Improvements (For Planned / Approved)</p> <ul style="list-style-type: none"> • Van Dorn/Eisenhower • Van Dorn/Main • Van Dorn/Edsall • Van Dorn/Pickett • Pickett/Edsall <p>Major Improvements</p> <ul style="list-style-type: none"> • Enhanced transit service • Farrington Ave Connector Bridges (Alexandria) • Multimodal Bridge or Widening Van Dorn • Van Dorn / Courtney • Pedestrian Bridge (<i>Clermont to Ben Brenman Park</i>) • School • Community Facility • Housing • Land Value • Clermont Cove Acquisition 	<p>\$1 Million</p> <p>\$450,000</p> <p>\$630,000</p> <p>Minimal</p> <p>Minimal</p> <p>\$400,000 + \$44 Million</p> <p>\$51 Million</p> <p>Minimal</p> <p>\$14,300,000</p> <p>\$37,750,000</p> <p>\$6,800,000</p> <p>\$5,250,000</p> <p>\$8,200,000</p> <p>TBD</p> <hr/> <p>\$170 Million +</p>
Phase 2	2.2 Million SF	<ul style="list-style-type: none"> • Rebuild Metro Rd NB ramp • <i>Farrington Ave Connector (Fairfax responsibility)</i> 	<p>\$2.8 Million</p> <p>\$15M plus ROW</p> <hr/> <p>2.8 Million +</p>

Total cost: \$172,600,000+ (Does not include Farrington Connector in Fairfax Co.)



Revenues & Expenditures

- Total Cost of Improvements: \$172,600,000
- Annual Tax Revenue: \$36,000,000 (Gross)
\$21,300,000 (Net)
- 20% of Annual Tax Revenue: \$7,260,000 (Gross)
\$4,260,000 (Net)
- Developer Contribution at \$10/SF: \$93,00,000
- Developer Contribution at \$12/SF: \$111,600,000

Developer Requirements:

- *On-Site Improvements*
- *Adjacent Infrastructure (Including sewer as needed)*
- *Backlick Stream Restoration and Greenway*
- *Plaza Near Metro*

City Contributions:

- *Tax Increment*
- *General Fund*
- *Grants*

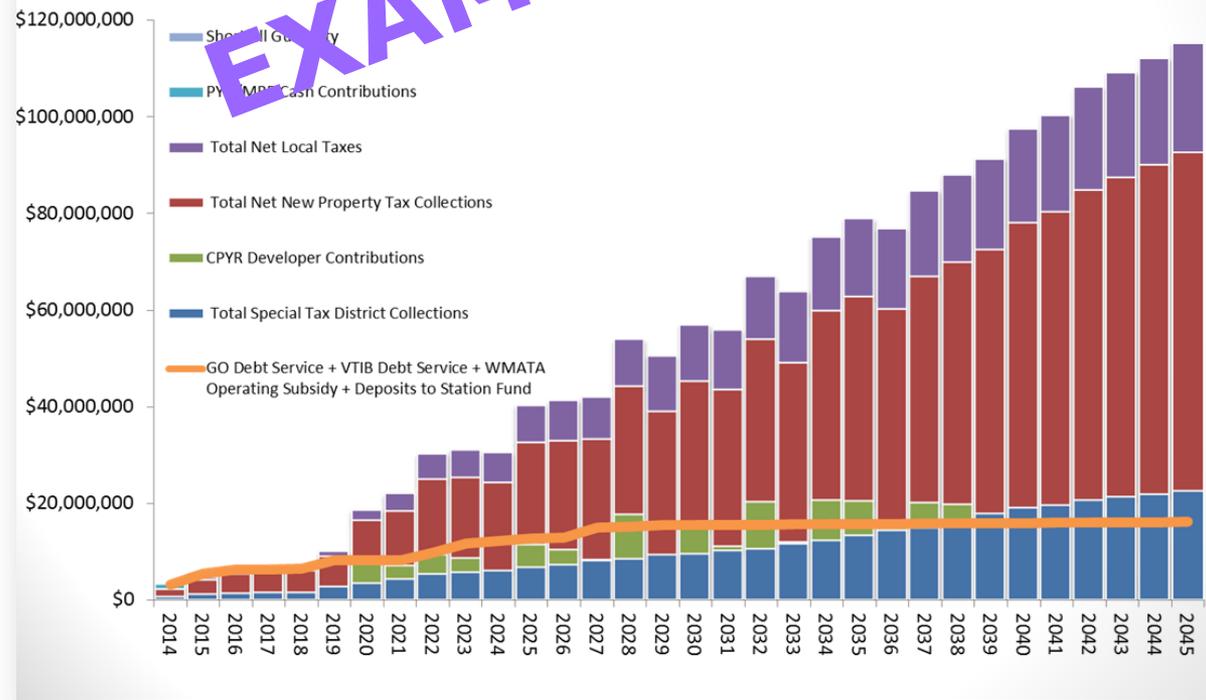


Potomac Yard Annual Tax Revenue Example

This Potomac Yard example shows (red bar) how a portion of the net property tax revenue from new development accumulates over time to fund infrastructure projects.

Alternative B

- Results in \$1.5 billion in net revenue to the City over 30 years



Notes on Phasing

- Development should not exceed 7.1 million square feet until Phase I transportation improvements completed
- Anticipate that developer contributions at approximately \$10-12/per square foot will accommodate infrastructure needs
- Developer contribution concept to include study of a catalyst phase where contributions increase over time, by neighborhood, or by use
- Net new tax revenue will fund improvements in the plan area



Post-Adoption Action Items

- Detailed Air Modeling Analysis Near Metro
- Infrastructure Framework (Includes LMVDC Plan Area)
 - Curb/ROW to 20-20% design
 - MM Bridge alignment
 - Farrington alignment
 - Sewer upgrades
 - Design guidelines
 - Developer contribution study
- Analysis with Norfolk Southern on crossings
- Backlick Run Restoration Master Plan
- Combined Heat Study
- Reclaimed Water Study
- Recreation Center/School Site Analysis



What's Next

Draft Plan Posted on AlexEngage for Comments

- Week of September 14th

Community Meeting #6: Draft Plan

- Saturday, September 19th, 10:00 am
- Location: Samuel Tucker Elementary School

Steering Committee Meeting #17: Final Comments

- Monday, October 26th, 7:00 pm
- Location: TBD

Consideration of Plan Adoption

- Thursday, November 5th, Planning Commission
- Saturday, November 14th, City Council

