

STEERING COMMITTEE BACKGROUND INFORMATION

City of Alexandria | Department of Planning and Zoning

July 24th, 2015

PURPOSE: This information packet is in preparation for the Steering Committee meeting to be held on Monday, July 27th, 2015. The intent is to provide you with follow up information on draft guidelines for the six neighborhoods proposed in the plan area. In reviewing the materials, please highlight anything that you would like to discuss in greater detail at the meeting.

- Draft Table of Contents
- Draft Neighborhood Guidelines

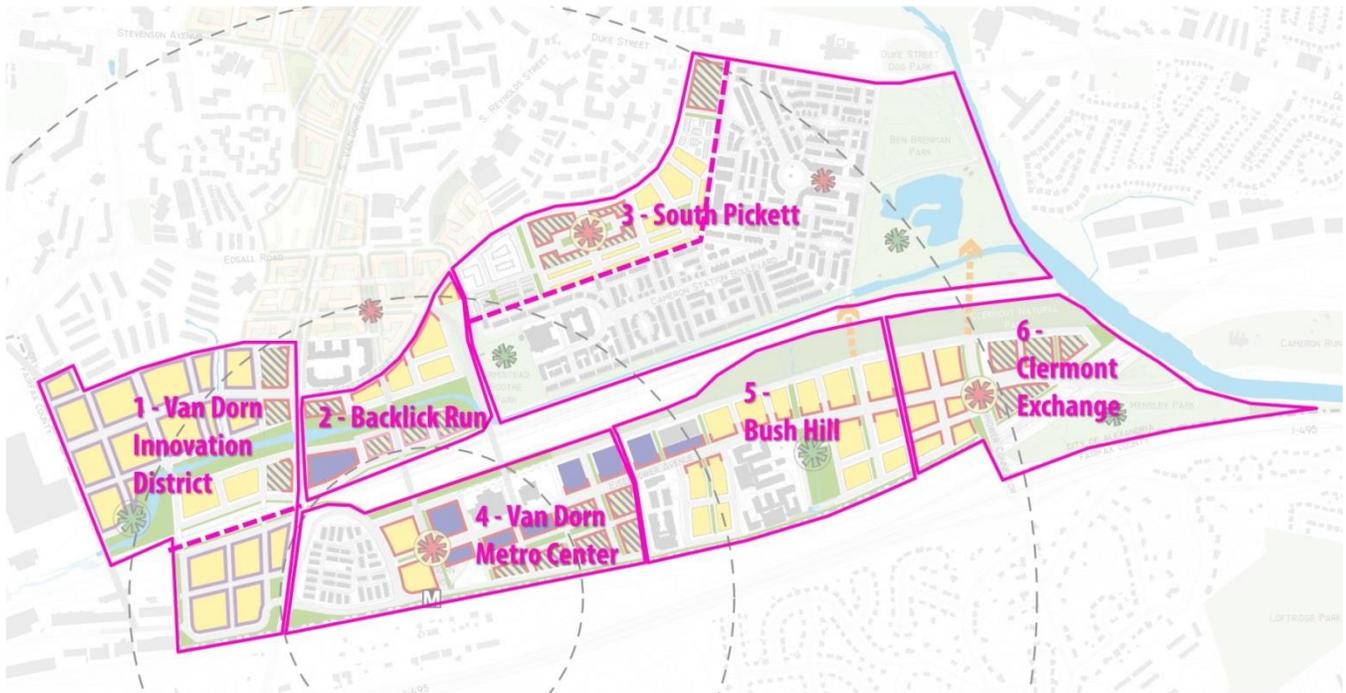
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Eisenhower West Neighborhoods



- 1** Neighborhood 1: Van Dorn Innovation District
- 2** Neighborhood 2: Backlick Run
- 3** Neighborhood 3: South Pickett
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***Plan-wide guidelines highlighted in Chapter 6 and 7 and shared with the Steering Committee at previous meetings apply to all neighborhoods. Please see below for additional neighborhood-specific guidelines.*

NEIGHBORHOOD 1 - VAN DORN INNOVATION DISTRICT

Neighborhood 1 is envisioned as Eisenhower West's Innovation District. Over time, the area will redevelop from existing low density warehouse spaces to a vertical and horizontal mix of residential and commercial development connected to a new greenway along a revitalized Backlick Run. The permitted mix of commercial uses is intentionally broad and diverse, and can include retail, office, and industrial/flex. Specific uses could include creative services, start-ups, craft manufacturing, sporting/exercise businesses, and catering companies, among many others. This diversity strengthens the area's employment base by encouraging innovation, maintaining and integrating existing light industrial, and promoting neighborhood-serving uses. It will also create a distinct character to the residential development, a fresh take on urban industrial that has evolved into residential mixed use neighborhoods. Residents' quality of life will be enhanced by proximity to high quality natural amenities, retail services, and transit.

CHARACTER DEFINING ELEMENTS

- The integration of light industrial/flex uses (also known as "PWR" or Production, Wholesale, and Repair) with residential development will define the character of this neighborhood. Future development should look to capitalize on this opportunity to create an industrial-flavored identity that is distinct from typical residential/mixed use areas.
- A major element of the neighborhood is Backlick Run. New development has the opportunity to enhance and connect to this natural amenity and open space. New streets and buildings fronting Backlick Run will create an identity and address for this neighborhood by making this feature the front door to their design.
- A number of small service businesses currently exist in this neighborhood forming a vital employment source for the residents of the region. To the extent possible, future development should retain these businesses and business types by integrating them in new flex space on the ground levels of new buildings.

ISSUES AND OPPORTUNITIES

- This neighborhood is currently bisected by both Backlick Run and by the Norfolk Southern railroad right-of-way. This chops up the area and creates numerous barriers to connectivity, especially north-south. Although much of the neighborhood is within a ten minute walk of the Van Dorn Metrorail Station, walking to and from the station is difficult because of the character and width of the sidewalks, large "superblocks," and limited connections contributing to an unpleasant pedestrian environment along South Van Dorn Street.
- Redevelopment offers an important opportunity to enhance Backlick Run, including environmental restoration and open space improvements. It is also an opportunity to provide a walkable pedestrian realm to connect people to the Van Dorn Metro Station, connect properties to one another, and integrate a mix of uses while creating opportunities for people to live more affordably near where they work.

NEIGHBORHOOD 1 PRINCIPLES

1. Support the transformation of this area into an Innovation District that builds on and strengthens the existing businesses west of Van Dorn Street.
2. Create a distinct identity for this neighborhood and provide new employment opportunities in Eisenhower West through the integration of PWR space in the Innovation District. Architecture and urban design should reinforce this identity and mitigate compatibility issues.
3. Improve and protect Backlick Run, associated streams and Resource Protection Areas.
4. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity and connect the Innovation District to the Van Dorn Metro Station.

NEIGHBORHOOD 1 GUIDELINES - LAND USE

1. New development in this neighborhood should include a mix of uses, both vertical and horizontal, including multifamily residential and commercial buildings with ground level retail and PWR space.
2. Locations along Van Dorn Street are particularly suited for mixed use development with commercial uses above retail/PWR spaces, but can also be located elsewhere in this neighborhood.
3. Vertically integrated new residential development on upper levels with space for retail and PWR uses and/or retail on the ground floors of buildings is highly encouraged.
4. More than 50% of ground floor spaces should incorporate PWR/retail uses.
5. More than 75% of upper-floor uses should be residential.

NEIGHBORHOOD 1 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Establish a grid of streets and blocks connecting to South Pickett Street, north of Backlick Run, and Farrington Avenue south of Backlick Run.
2. Designate South Van Dorn Street and South Pickett Street as Commercial Connectors and Farrington Avenue and a new Farrington Avenue connector to Edsall Road as mixed use boulevards.
3. Some streets located north and south of, and parallel to South Pickett Street and Farrington Avenue are required streets.
4. The location of generally north-south main streets or mixed use main streets connecting South Pickett Street or Farrington Avenue to the streets parallel to them may vary depending on the future configuration of blocks of development.
5. Create a new connector road inclusive of bike lanes between Farrington Avenue and Edsall Road, including a bridge crossing the railroad right-of-way and Backlick Run. Coordinate efforts with Fairfax County.
6. Realign the existing ramp west of South Van Dorn Street currently connecting Metro Road to the Van Dorn Street bridge. Integrate the new alignment with the proposed street grid in that area south of the railroad right-of-way.
7. Incorporate enhanced bicycle corridors into the new street grid as shown.
8. Incorporate the off-street bike trail (the Backlick Run trail extension) as shown.
9. Create a pedestrian network of sidewalks and trails as shown.

NEIGHBORHOOD 1 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. As new development is phased-in over time, ensure that it respects and co-exists with existing development and businesses.
2. Buildings should have their primary frontages, and entrances/lobbies on Mixed Use Main Streets or Main Streets, or facing parks or major green spaces. This encourages safety and helps provide “eyes on the street” and “eyes on the park”.
3. Ground levels of buildings should contain active uses including retail, restaurants, flex uses, and shared spaces such as building entrances and lobbies.
4. Buildings on the current Vulcan site should have their primary frontage and building entrances/lobbies facing the Backlick Run Greenway.
5. The design of the streetscape and architecture should incorporate industrial elements and materials where feasible to reinforce the character of this district.
6. Redevelopment at the intersection of South Pickett and Van Dorn Streets should reflect the nature of this location as a center or node and be compatible with existing and planned development in the “Pickett Place” neighborhood of the Landmark/Van Dorn Corridor Plan.
7. A distinct identity in this neighborhood should be reinforced through the use of architecture, high-quality public space design, special landscaping, wayfinding signage, streetscape furnishings, lighting, historic overviews, and public art.
8. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, parks, and public spaces. Specific locations in Neighborhood 1 include buildings along Van Dorn Street, buildings fronting parks and public spaces within the neighborhood.
9. Ground floors should be designed at 15-18 feet in height in order to accommodate PWR uses.

NEIGHBORHOOD 1 GUIDELINES - BUILDING HEIGHT

1. A variety of height will be provided for new multifamily and townhouse development.
2. Some future buildings in this neighborhood will be located between 1/4 and 1/2 a mile of the Van Dorn Metro Station, and therefore may be a maximum of 15 stories.
3. Some future buildings in this neighborhood will be located over a 1/2 mile from the Van Dorn Metro station, and therefore may be 5-7 stories in height, with taller buildings fronting Van Dorn Street.
4. Heights should be respectful of adjacent land uses by providing building shoulders, particularly close to existing or planned townhouse developments.

NEIGHBORHOOD 1 GUIDELINES - PARKS AND OPEN SPACE

1. Create a new greenway along Backlick Run by restoring the stream, and revitalizing and enhancing stream edges, including removing invasive species and replacing with native vegetation.
2. The Backlick Run greenway should be accessible to all users, should provide new recreational experiences, and should contribute to stormwater management efforts.
3. Accessible parks/open spaces should be provided both north and south of the Norfolk Southern rail line. The neighborhood park for this area should be linked to the enhanced Backlick Run.
4. New development may meet its 30% residential open space requirement by contributing 2/3rds of the requirement to new neighborhood parks or the creation of the Backlick Run Greenway either through land contributions or contribution in lieu. The remainder can be located on-site through ground-level open space improvements.
5. School enrollment analysis highlighted in the Long Range Educational Facilities Plan indicated the need for an urban elementary school site in Eisenhower West with a preference for this neighborhood. If the school is located in this area, it must be in close walkable proximity to a neighborhood park which contains a children's play space and school fields as specified in the Long Range Educational Facilities Plan.
6. Protect the RPA along Backlick Run and associated streams by maintaining a minimum 50' buffer from the stream. A 100' buffer is preferred. In no case shall new development extend into the RPA beyond existing developed areas.
7. Create a new off-street pedestrian and bike trail along Backlick Run as shown.
8. Create at least one bike/pedestrian bridge across Backlick Run to connect properties to the north and south along the extension of Farrington Avenue.
9. Integrate linear green spaces or "green connectors" along streets in locations approximate to those shown.

NEIGHBORHOOD 2 - BACKLICK RUN

Neighborhood 2, Backlick Run, is envisioned as primarily residential with some mixed use along Van Dorn Street, and, in the future, along the Virginia Paving site, that includes retail and services with commercial and/or residential above. Neighborhood retail would be located at the ground levels of buildings along South Pickett Street. This neighborhood will also revitalize and connect to a new greenway along Backlick Run. New residents and workers will be able to connect to and enjoy Backlick Run as a new environmental area and linear park.

CHARACTER DEFINING ELEMENTS

- A major element of the neighborhood is Backlick Run. New development has the opportunity to enhance and connect to this natural amenity and open space. New streets and buildings fronting Backlick Run will create an identity and address for this neighborhood by making this feature the front door to their design. Redevelopment in this neighborhood along Pickett Street should be consistent with the existing and approved redevelopment nearby.
- The two existing strip shopping centers in this neighborhood contain several ethnic grocers, small ethnic restaurants/cafes, and small businesses reflecting the diversity of residents in the area. To the extent possible, future development should preserve these types of diverse businesses by integrating them in new space on the ground levels of new buildings.

ISSUES AND OPPORTUNITIES

- Like Neighborhood 1, Neighborhood 2 is also bisected by the degraded Backlick Run. South of Backlick Run lies the Virginia Paving site. While currently an important source of asphalt for the City of Alexandria, a site so close to a Metrorail station should be redeveloped in the future into a more compatible use.
- Although much of the neighborhood is within a ten minute walk of the Van Dorn Metrorail Station “as the crow flies”, direct connection to the Metrorail station is non-existent, and walking along Van Dorn Street is an unpleasant experience. The future Multi-modal Bridge will connect users more directly to the station.
- Over time, redevelopment of this neighborhood will create the opportunity to integrate a new mix of uses, to revitalize Backlick Run, to provide a walkable pedestrian realm, to better connect people to the Van Dorn Metrorail Station, and to connect properties to one another by establishing a new street grid.

NEIGHBORHOOD 2 PRINCIPLES

1. Support the redevelopment of a neighborhood that builds on and strengthens the existing businesses east of Van Dorn Street while adding new residential uses.
2. Provide new employment opportunities in Eisenhower West through the integration of the types of retail business space in the plan area.
3. Improve and protect Backlick Run, associated streams and Resource Protection Areas.
4. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity and connect the Backlick Run neighborhood to the Van Dorn Metrorail Station.

NEIGHBORHOOD 2 GUIDELINES - LAND USE

1. New development in this neighborhood should include a mix of uses including multifamily residential or commercial with ground level retail space.
2. Mixed use development with commercial uses above retail should be located mainly along South Van Dorn Street and South Pickett Street
3. The Virginia Paving site should be redeveloped with a mix of land uses, including residential, office, and recreational uses.
4. No more than 75% of new development in this neighborhood should be residential uses.
5. Consider integrating Civic or Recreation uses in this neighborhood that complement the new Greenway along a revitalized Backlick Run. Explore opportunities to co-locate affordable housing, including senior or assisted living with future civic or municipal uses.

NEIGHBORHOOD 2 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Encourage a grid of streets and blocks that may connect to South Pickett Street across Backlick Run.
2. South Pickett Street and South Van Dorn Street should be designated as Commercial Corridors and the future multimodal bridge roadway should be designated as a Mixed Use Boulevard as being outlined in the Complete Streets Policy.
3. Streets located south of, and parallel to, South Pickett Street are recommended streets.
4. The location of generally north-south streets connecting South Pickett Street to the streets parallel to it may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Section X, Urban Design Framework must be met.
5. Encourage at least one new vehicular street bridging Backlick Run, in addition to the multimodal bridge, to connect properties to the north and south.
6. Implement the Multimodal Bridge project to better connect the Backlick Run Neighborhood to the Van Dorn Metrorail Station.
7. Incorporate an enhanced bicycle corridor along South Pickett Street and along the multimodal bridge as shown.
8. Incorporate the off-street bike trail (the Backlick Run trail extension) as shown.
9. Create a pedestrian network of sidewalks and trails as shown.

NEIGHBORHOOD 2 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. Contemporary architecture is encouraged along South Pickett Street, consistent with existing and planned development projects.
2. Buildings should have their primary frontages, and main streets, or facing parks or major green spaces. This encourages safety and helps provide “eyes on the street” and “eyes on the park”.
3. Future buildings on the current Virginia Paving site should have their primary frontage and building entrances/lobbies facing Backlick Run.
4. Redevelopment at the intersection of South Pickett and Van Dorn Streets should reflect the nature of this location as a center or node and be compatible with existing and planned neighborhood development in the “Pickett Place” neighborhood of the Landmark/Van Dorn Corridor Plan.

5. The identity of this neighborhood should be reinforced through the use of distinctive architecture, high quality public space design, special landscaping, wayfinding signage, streetscape furnishings, lighting, historic overviews, and public art.
6. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, parks, and public spaces. Specific locations in Neighborhood 2 include buildings along Van Dorn Street, buildings fronting parks and public spaces within the neighborhood.

NEIGHBORHOOD 2 GUIDELINES - BUILDING HEIGHT

1. Future buildings in this neighborhood located south of Backlick Run should be a minimum of 10 stories with a variety of heights and a maximum of 15 stories due to their proximity to the Van Dorn Metrorail Station.
2. Future buildings north of Backlick Run and along Pickett Street should be 4 to 6 stories in height to respect adjacent heights outlined in the Landmark/Van Dorn Corridor Plan and their distance from the Van Dorn Metrorail Station.
3. Building heights should transition to be compatible with adjacent uses, particularly townhouses and open space.
4. A variety of height will be provided for new multifamily and townhouse development.

NEIGHBORHOOD 2 GUIDELINES - PARKS AND OPEN SPACE

1. Create a new greenway along Backlick Run by restoring the stream, and revitalizing and enhancing stream edges, including removing invasive species and replacing with native vegetation.
2. The Backlick Run Greenway should be accessible to all users, should provide new recreational experiences, and should contribute to stormwater management efforts.
3. Protect the RPA along Backlick Run and associated streams by maintaining a minimum 50' buffer from the stream. A 100' buffer is preferred. In no case shall new development extend into the RPA beyond existing developed areas.
4. A neighborhood park/open space should be provided in this neighborhood and linked to Backlick Run.
5. New development may meet its 30% residential open space requirement by contributing 2/3^{ds} of the requirement to the new neighborhood parks or the creation of the Backlick Run Greenway either through land contributions or contribution in lieu. The remainder can be located on-site through ground-level open space improvements.
6. Create a new off-street pedestrian and bike trail along Backlick Run as shown.
7. Create at least one bike/pedestrian bridge across Backlick Run to connect properties to the north and south.

NEIGHBORHOOD 3 - SOUTH PICKETT

Neighborhood 3, South Pickett, is envisioned as primarily residential with some mixed use areas that include neighborhood-serving retail with small office and/or residential above. Neighborhood retail would be located at the ground levels of buildings along South Pickett Street and in the mixed-use neighborhood node to be created with future redevelopment of the Trade Center site.

CHARACTER DEFINING ELEMENTS

- The major character-defining element of the neighborhood is Cameron Station. New development along South Pickett Street has the opportunity to extend the grid, character and scale of Cameron Station.
- The existing Trade Center strip shopping center in Neighborhood 3 contains an ethnic grocer, and other neighborhood small businesses reflecting the diversity of residents in the area. To the extent possible, future development should preserve these businesses and business types by integrating them in new space on the ground levels of new buildings.

ISSUES AND OPPORTUNITIES

Neighborhood 3 is currently characterized by warehouses and strip shopping centers, and automotive dealerships all with surface parking. Future redevelopment offers the opportunity to create a more compact, walkable, pedestrian-friendly mixed use neighborhood node that extends and expands the scale and character of Cameron Station.

NEIGHBORHOOD 3 PRINCIPLES

1. Support the redevelopment of a neighborhood that builds on and expands on the character of Cameron Station while adding new residential, neighborhood-serving retail, and small commercial uses.
2. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity and connect the South Pickett neighborhood to Cameron Station and neighboring developments.

NEIGHBORHOOD 3 GUIDELINES - LAND USE

1. New development in this neighborhood should include a mix of uses including multifamily residential or commercial with ground level retail space.
2. Mixed use development with commercial uses above retail should be located mainly along South Pickett Street and Duke Street.
3. Up to 50% of new development may consist of non-residential uses, including retail.
4. Rowhouses/townhouses are permitted as part of redevelopment of properties adjacent to Cameron Station.

NEIGHBORHOOD 3 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Upon redevelopment of properties along South Pickett Street, establish a grid of streets and blocks modeled on the major grid streets of Cameron Station.
2. South Pickett Street should be designated as a Commercial Connector.
3. Streets located south of, and generally parallel to, South Pickett Street are recommended streets.
4. The location of generally north-south streets connecting South Pickett Street to the streets generally parallel to it may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Section X, Urban Design Framework must be met.
5. Implement the Multimodal Bridge project to better connect the South Pickett Neighborhood to the Van Dorn Metrorail Station.
6. Incorporate an enhanced bicycle corridor along South Pickett Street and along the multimodal bridge as shown.
7. Create pedestrian connections between new development along South Pickett Street and Cameron Station at Bessley Place and English Terrace. These connections would prohibit vehicular access.
8. Incorporate an enhanced bicycle corridor along South Pickett Street and on a north-south street within the new development to connect to Cameron Station at Bessley Place as shown.
9. Create a pedestrian network of sidewalks as shown.

NEIGHBORHOOD 3 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. Contemporary architecture is encouraged along South Pickett Street.
2. New development should be compatible in character and scale with existing development in Cameron Station and convey a consistent character along South Pickett Street.
3. Buildings should have their primary frontages, and entrances/lobbies on Mixed Use Main Streets, Main Streets, or facing parks or major green spaces. This encourages safety and helps provide “eyes on the street” and “eyes on the park”.
4. The intersection of South Pickett and Duke Streets is a gateway to the South Pickett Street corridor. Create a sense of gateway through the use of distinctive architecture, high-quality public space design, special landscaping, wayfinding signage, streetscape furnishings, lighting, historic overviews, and public art.
5. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, parks, and public spaces. Specific locations in Neighborhood 3 include buildings at the corner of South Pickett and Duke Streets, and buildings fronting the parks and public space created at the mixed-use node that would be created in the future with redevelopment of the Trade Center site.

NEIGHBORHOOD 3 GUIDELINES - BUILDING HEIGHT

1. Future buildings in this neighborhood would be located beyond a 1/2 a mile of the Van Dorn Metrorail Station, and therefore may be approximately 5 stories.
2. Future buildings north of Backlick Run and along Pickett Street should be 4 to 6 stories in height to respect adjacent heights outlined in the Landmark/Van Dorn Corridor Plan and further distance from the Van Dorn Metro Station.
3. Future buildings across from Cameron Station should respect the townhouse-scaled development and be 3 to 4 stories in height.
4. A variety of height will be provided for new multi-family and townhouse development.

PARKS AND OPEN SPACE

1. Create a new park or plaza as part of the future redevelopment of the Trade Center site.
2. New development may meet its 30% residential open space requirement by contributing 2/3rds of the requirement to the creation of the new neighborhood park either through land contributions or contribution in lieu. The remainder can be located on-site through ground-level open space improvements.

NEIGHBORHOOD 4 - VAN DORN METRO CENTER

Neighborhood 4, the Van Dorn Metro Center, is envisioned as a high density, transit-oriented mixed use neighborhood. It will include retail at the ground level and commercial and/or residential uses above. Destination retail would be located at the ground levels of buildings along primary and secondary streets. This neighborhood is where the largest concentration of office space would be located in Eisenhower West, leveraging proximity to the Van Dorn Metrorail Station. A new urban plaza provides an animated place for gathering and interaction. A new park will provide recreational opportunities and reconnection to nature.

CHARACTER DEFINING ELEMENTS

The main character-defining elements of Neighborhood 4 are the Van Dorn Metrorail Station and the Covanta Waste-to-Energy Plant. Currently, Eisenhower Avenue curves between the WMATA and UPS properties and Metro Road as one travels past Summers Grove. This curve splits the Metrorail Station in two sections, with the park-and-ride lot to the north of Eisenhower Avenue and the bus and shuttle zone on the south side.

ISSUES AND OPPORTUNITIES

The major issue in Neighborhood 4 is the poor quality of the pedestrian realm and the lack of a good pedestrian and bicycle connection to the Van Dorn Metrorail Station. This results in severe underuse of the station. The opportunity exists to leverage the Metrorail Station to create a dense mix of new transit oriented development. This would increase usage of the station by enabling people to walk or bike to the Metrorail Station and thereby reducing reliance on cars. The current City agreement with Covanta will keep the facility in place until 2038. Activities associated with operating the plant, including truck traffic, need to be taken into account when planning for the future.

NEIGHBORHOOD 4 PRINCIPLES

1. Support the mixed use transit oriented redevelopment of the Van Dorn Metrorail Station and adjacent properties to catalyze redevelopment and leverage the presence of transit.
2. Support the enhancement of Eisenhower Avenue as a Great Street.
3. Provide new employment opportunities in Eisenhower West through the integration high-density commercial office/institutional, hotel, retail and restaurant uses.
4. Protect streams and enhance Resource Protection Areas (RPA).
5. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity to and from Neighborhood 4 and the Van Dorn Metrorail Station.

NEIGHBORHOOD 4 GUIDELINES - LAND USE

1. New development in this neighborhood should include a dense and varied mix of uses that maximizes the presence of the Van Dorn Metrorail Station including commercial office/institutional, hotel, and multifamily residential with ground level destination retail and restaurant/cafe space. Development of affordable housing in this area would be consistent with the Housing Master Plan.
2. Encourage the redevelopment goal of 60% non-residential land uses, which should include office, hotel, or institutional uses. Approximately 10% of uses should be retail.
3. A hotel use is highly encouraged in this neighborhood.
4. Straighten the curve of Eisenhower Avenue and redevelop the Van Dorn Metrorail Station site in order to create a mixed-use TOD destination and elegant terminus to Eisenhower Avenue.
5. Focus commercial office/institutional uses primarily along Eisenhower Avenue and near the Covanta plant and fire station.
6. Place new residential development along edges where new development meets existing residential development, such as Summers Grove and The Reserve.

NEIGHBORHOOD 4 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Establish a grid of streets and blocks connecting to Eisenhower Avenue.
2. Eisenhower Avenue, the future multimodal bridge roadway, a portion of Metro Road, and a new north-south road one block east of Metro Road should be designated as Mixed Use Boulevards.
3. Streets located north and south of, and parallel to, Eisenhower Avenue, are required streets with exception of where federal security standards apply.
4. The location of generally north-south streets connecting Eisenhower Avenue to the streets parallel to it may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Section X, Urban Design Framework must be met.
5. Remove the curve of Eisenhower Avenue along the WMATA and UPS properties and Metro Road, and straighten Eisenhower Avenue to terminate one block east of Metro Road. This will help to create a new mixed-use destination around a redeveloped Van Dorn Metrorail Station.
6. Implement the Multi-modal Bridge project to better connect the Van Dorn Metrorail Station to South Pickett Street and neighborhoods to the north.
7. Incorporate enhanced bicycle corridors along the redesigned Eisenhower Avenue, Metro Road, and parallel Park Road as shown.
8. Create a pedestrian network of sidewalks and trails as shown.

NEIGHBORHOOD 4 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. Buildings should have their primary frontages, and entrances/lobbies on Mixed use Main Streets or Boulevards, or facing parks or major green spaces. This encourages safety and helps provide “eyes on the street” and “eyes on the park”.
2. Buildings should be designed to accommodate retail or restaurant/cafe space at the ground levels of buildings along Eisenhower Avenue should there be a market for them in the future, even if there is not a market for them at the time of construction.
3. Investigate re-skinning the Covanta waste-to-energy plant. Consider creating a new facade that celebrates the plant’s contributions to making Alexandria more sustainable, and educates the public about its functions through creative facade design, placemaking and public art.
4. Because of the proposed height and scale of the buildings, design standards will be prepared at the time of development applications to address the proposed scale and height of the buildings for elements, such as tower spacing, tower coverage, building envelopes, and to create a unique and dynamic skyline.
5. The Van Dorn Metrorail Station will serve as both a center to this neighborhood and act as a gateway, which should be expressed through the use of distinctive architecture, high-quality public space design, special landscaping, wayfinding signage, streetscape furnishings, lighting, historic overviews, and public art.
6. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, parks, and public spaces. Specific locations in Neighborhood 4 include buildings at the Van Dorn Metrorail Station, buildings at the terminus of Eisenhower Avenue, and buildings fronting public spaces in the mixed transit oriented development around the Van Dorn Metrorail Station.
7. Use distinctive architecture, landscaping and streetscape design to reinforce Eisenhower Avenue as a “Great Street”.

NEIGHBORHOOD 4 GUIDELINES - BUILDING HEIGHT

1. Most future buildings in this neighborhood would be located within a 1/4 mile of the Van Dorn Metro Station, and therefore may be a minimum of 10 stories with a variety of heights and a maximum of 20 stories.
2. Some future buildings in this neighborhood would be located between 1/4 and 1/2 a mile of the Van Dorn Metro Station, and therefore may be a maximum of 15 stories, with a limited number of 20-story buildings to achieve a variety of heights.
3. Along edges where new development meets existing residential development, heights should be respectful of adjacent land uses by providing building shoulders, particularly close to existing or planned townhouse developments, such as Summers Grove and The Reserve.
4. The buildings shall be designed to have a variety of heights and to create a unique and distinctive skyline.
5. Placeholder language regarding Covanta Air Quality Analysis and height impacts.

NEIGHBORHOOD 4 GUIDELINES - PARKS AND OPEN SPACE

1. Create a new 1 acre urban plaza in a central location within the neighborhood and in proximity to the Van Dorn Metrorail Station (as called for in the Adopted Open Space Plan). Line the plaza with retail, restaurants, and other active uses. The plaza should be designed to accommodate civic gatherings, civic events and other formal and informal outdoor uses, such as markets and live music events. The design of the plaza should reinforce its prominent location.
2. Create a ½ -acre new neighborhood park south of Eisenhower Avenue, as part of the future redevelopment of sites within a 1/4 mile of the Van Dorn Metrorail Station, and south of Eisenhower Avenue. The new green space may take the form of a green space at the end of the street or may take the form of a boulevard in the middle of the street. In either case, it will be a green urban park that caters to residents, office workers and hotel visitors, and can be programmed during work and non-work hours.
3. A third open space is sought on the Victory Center site. Its location is undetermined, but it must be visible and inviting to the public. This space will be a predominantly green area that caters to both residents and office workers.
4. New development may meet its 25% residential open space requirement by contributing 2/3rds of the requirement to the creation of the new park. The remainder can be located on-site through ground-level open space improvements.
5. Create a publicly accessible green buffer north of Eisenhower Avenue between the WMATA/UPS properties and the Norfolk Southern railroad right-of-way, as a western extension of the wooded area north of Covanta and the Fire Station.
6. Integrate an off-street pedestrian and bike trail in the wooded area (and its western extension) north of Neighborhood 4 with exceptions to where federal security standards apply.
7. Enhance the existing streams and RPAs in the wooded areas north of Neighborhood 4.

NEIGHBORHOOD 5 - BUSH HILL

Neighborhood 5, Bush Hill, takes its name from the Bush Hill Plantation, a house and 354-acre estate dating back to the 1790s whose foundation remains within a hidden wooded area at what is now 4720 Eisenhower Avenue. This neighborhood will be predominantly residential with some commercial uses on its west end closer to the Van Dorn Metrorail Station. As redevelopment matures, retail could be incorporated at the ground level of buildings along Eisenhower Avenue to provide services to residents and to strengthen the idea of Eisenhower Avenue as a Great Street.

CHARACTER DEFINING ELEMENTS

The main character-defining element of Neighborhood 5 is the wooded area at 4720 Eisenhower Avenue, a parcel of land shared with the FedEx facility and located east of the Exchange residential development. This stand of trees west of the FedEx building is hidden from view by the property at 4750 Eisenhower Avenue. It contains a stream with a Resource Protection Area, and, as mentioned above, the remains of the foundation of the Bush Hill Plantation.

ISSUES AND OPPORTUNITIES

- One of the issues in Neighborhood 5 is the abundance of surface parking creating a generally poor quality of the pedestrian realm. While this area is only a 15-minute walk, or 5-minute bike ride from the Van Dorn Metrorail Station, it does not offer an inviting pedestrian experience or safe bicycling facilities. Another issue is the lack of connectivity of this area to neighboring areas north and south.
- There is an opportunity to connect future residents of the Bush Hill neighborhood to the amenities of Cameron Station and Ben Brenman Park by creating a pedestrian/bike path and bridge connection across the railroad tracks from Eisenhower Avenue.
- There is also an opportunity to create a new park by extending green space between the wooded area at 4720 Eisenhower Avenue and Eisenhower Avenue itself. This neighborhood park would be visible from Eisenhower Avenue and would serve new residents in the area. The existing stream within the wooded area at 4720 Eisenhower Avenue could be reconnected to the portion that continues north in the wooded area owned by Norfolk Southern and on along the railway right-of-way toward Clermont Natural Park. This could be accomplished by daylighting the part of the stream that is presumably piped under 4750 and 4875 Eisenhower Avenue through the new green space south of Eisenhower Avenue, and through a “Green Finger” north side of Eisenhower Avenue.
- There is also the opportunity to build on the story of this neighborhood through educational or interpretive initiatives related to the history and archeology of the area.

NEIGHBORHOOD 5 PRINCIPLES

1. Create a cohesive and architecturally distinctive residential neighborhood with small-scale retail along Eisenhower Avenue.
2. Support the enhancement of Eisenhower Avenue as a Great Street.
3. Build on and express the history and archeology of the area.
4. Protect streams and enhance Resource Protection Areas.
5. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity and increase Neighborhood 5 connectivity to Cameron Station, Ben Brenman Park, and the Van Dorn Metrorail Station.

NEIGHBORHOOD 5 GUIDELINES - LAND USE

1. New development in this neighborhood should include predominantly multifamily residential buildings, with approximately half of the area redeveloped as residential.
2. Commercial uses are permitted on the west end of this neighborhood closer to the Van Dorn Metrorail Station. At least 40% of the redevelopment should consist of retail, office, and institutional uses.
3. Ground level retail and restaurants/cafes are strongly encouraged along Eisenhower Avenue.

NEIGHBORHOOD 5 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Establish a grid of streets and blocks connecting to Eisenhower Avenue.
2. Eisenhower Avenue should be designated as a Mixed Use Boulevard.
3. Streets located north and south of, and parallel to, Eisenhower Avenue, are a combination of required and recommended streets.
4. The location of generally north-south streets connecting Eisenhower Avenue to the streets parallel to it may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Section X, Urban Design Framework must be met.
5. Create a pedestrian path and bridge connection across the railroad tracks from Eisenhower Avenue to Cameron Station as shown.
6. Incorporate enhanced bicycle corridors along Eisenhower Avenue, the parallel Park Road, and on connector roads between Eisenhower Avenue and the Park Road as shown.
7. Create a pedestrian network of sidewalks and trails as shown.

NEIGHBORHOOD 5 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. As new development is phased-in over time, ensure that it respects and co-exists with existing development and businesses.
2. Buildings should have their primary frontages, and entrances/lobbies on Mixed Use Main Streets or Boulevards, or facing parks or major green spaces. This encourages safety and helps provide “eyes on the street” and “eyes on the park”.
3. Buildings should be designed to accommodate retail or restaurant/cafe space at the ground levels of buildings along Eisenhower Avenue should there be a market for them in the future, even if there is not a market for them at the time of construction.
4. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, parks, and public spaces.
5. Use distinctive architecture, landscaping and streetscape design to reinforce Eisenhower Avenue as a Great Street.

NEIGHBORHOOD 5 GUIDELINES - BUILDING HEIGHT

1. Most future buildings in this neighborhood would be located beyond a 1/2 mile of the Van Dorn Metrorail Station, and therefore may be a minimum of 5 stories and a maximum of 10 stories to accommodate existing height limits and provide variety along Eisenhower Avenue.
2. Some future buildings in this neighborhood would be located between 1/4 and 1/2 a mile of the Van Dorn Metrorail Station, and therefore may be a maximum of 15 stories.
3. Heights should be respectful of adjacent land uses by providing building shoulders, particularly close to existing or planned townhouse developments.

NEIGHBORHOOD 5 GUIDELINES - PARKS AND OPEN SPACE

1. This plan encourages a new passive park in the vicinity of the Bush Hill Estate ruins, a valuable city historic resource. This area is also heavily wooded, includes a stream, and is a Resource Protection Area. This potential new Bush Hill Park, could be created as part of the future redevelopment of this neighborhood. This new park would be a combination of a new publicly accessible green space on 4720 Eisenhower Avenue and the existing wooded area, stream and RPA at 4750 Eisenhower Avenue.
2. New development may meet its 30% residential open space requirement by contributing 2/3rds of the requirement to the creation of the new park. The remainder can be located on-site through ground-level open space improvements.
3. Integrate an off-street pedestrian and bike trail in the wooded area north of Neighborhood 5.
4. Enhance the existing streams and RPAs in the wooded areas north of Neighborhood 5.

NEIGHBORHOOD 6 - CLERMONT EXCHANGE

Neighborhood 6, Clermont Exchange is the easternmost neighborhood of Eisenhower West. Located along Eisenhower Avenue, this neighborhood is also accessed from Clermont Avenue, and therefore has good vehicular connectivity to the Beltway and to Eisenhower East. As future redevelopment occurs over time, this neighborhood will consist primarily of mixed use with residential areas that include neighborhood-serving retail/services with office and/or residential above. Ground level retail and other active uses will be important to strengthen the idea of Eisenhower Avenue as a Great Street. This neighborhood also has the potential to absorb additional car-oriented uses, such as large format retail, on an interim basis until the market for mixed use development is mature. Future redevelopment of this neighborhood will also mean that more people will need access to the parks and recreational amenities surrounding it. Enhancements to Hensley Park and Holmes Run/Cameron Run could be phased in with future redevelopment.

CHARACTER DEFINING ELEMENTS

Neighborhood 6 is not only characterized by its proximity to the Beltway and Eisenhower East, but also by its proximity to natural and recreational amenities including Hensley Park and Holmes Run/Cameron Run. Although it is also very close to Ben Brenman Park, it is physically cut off from that park by the railroad right-of-way.

ISSUES AND OPPORTUNITIES

- Similar to Neighborhood 5, two of the issues in Neighborhood 6 are the abundance of surface parking and the general lack of an inviting pedestrian realm or safe bicycling facilities. Another issue is the lack of connectivity of this area to Ben Brenman Park, which is close by, but inaccessible due to the railroad right-of-way. There is an opportunity to connect future residents of the Clermont Exchange neighborhood to the amenities of Cameron Station and Ben Brenman Park by creating a pedestrian/bike path and bridge connection across the railroad tracks from Clermont Avenue. There is also an opportunity to revitalize and enhance the Clermont Natural Park, and potentially extend it to the west by acquiring additional park space from Norfolk Southern.
- This neighborhood's proximity to the Beltway and Eisenhower East suggest the opportunity for more car-oriented uses, potentially in an interim condition. Medium-density mixed-use development is the goal for this area for the future. In the interim there may be the opportunity for interim large-format retail.

NEIGHBORHOOD 6 PRINCIPLES

1. Create a cohesive and architecturally distinctive mixed use neighborhood.
2. Support the enhancement of Eisenhower Avenue as a Great Street.
3. Protect and enhance existing streams and Resource Protection Areas within Clermont Natural Park, the wooded areas north of Neighborhood 6, Holmes Run, and Cameron Run.
4. Enhance Hensley Park and the Clermont Natural Park.
5. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity, and connectivity to Ben Brenman Park, Eisenhower West neighborhoods to the west, and Eisenhower East.
6. The neighborhood provides a good location for car-oriented large format retail as an interim use.

NEIGHBORHOOD 6 GUIDELINES - LAND USE

1. New development in this neighborhood should include a mix of uses that leverage the area's connectivity to I-495, and Eisenhower East, including commercial office/institutional, hotel, multifamily residential with ground level destination retail, and restaurant/cafe space.
2. No more than half of the redevelopment of this neighborhood should be residential, with the other half consisting of retail, commercial, and office uses.
3. Large format retail is permitted as an interim use in this neighborhood. See the Implementation Section.
4. Ground level active uses including retail and restaurants/cafes are required in this area.

NEIGHBORHOOD 6 GUIDELINES - TRANSPORTATION AND CONNECTIVITY

1. Establish a grid of streets and blocks connecting to Eisenhower and Clermont Avenues.
2. Eisenhower Avenue should be designated as a Mixed Use Boulevard and Clermont Avenue should be designated as a Commercial Connector to the south of Eisenhower Avenue and transition to a Mixed Use Main Street to the north.
3. Streets located north and south of, and parallel to, Eisenhower Avenue, are generally required streets.
4. The location of generally north-south streets connecting Eisenhower Avenue to the streets parallel to it may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Section X, Urban Design Framework must be met.
5. Create a pedestrian path and bridge connection across the railroad tracks from Clermont Avenue to Ben Brenman Park.
6. Incorporate enhanced bicycle corridors along Eisenhower Avenue, the parallel Park Road, and on connector roads between Eisenhower Avenue and the Park Road. In addition, an enhanced bicycle corridor should be incorporated on Clermont Avenue to connect the existing trail and stairs that connect to Fairfax County to the south.
7. Incorporate an enhanced bicycle corridor along Eisenhower Avenue, Clermont Avenue, and the parallel Park Road as shown.
8. Create a pedestrian network of sidewalks and trails as shown.

NEIGHBORHOOD 6 GUIDELINES - BUILDINGS AND BUILDING CHARACTER

1. As new development is phased-in over time, ensure that it respects and co-exists with existing development and businesses.
2. Buildings should have their primary frontages, and entrances/lobbies on Mixed Use Main Streets or Boulevards, or facing parks or major green spaces. This encourages safety and helps provide "eyes on the street" and "eyes on the park".
3. Buildings should be designed to accommodate retail or restaurant/cafe space at the ground levels of buildings along Eisenhower and Clermont Avenues.
4. Compact multi-story buildings are highly encouraged for large format retail if located in this neighborhood as an interim use.

5. Establish the intersection of Eisenhower Avenue and Clermont Avenue as a node and gateway to Eisenhower West through the use of distinctive architecture, high-quality public space design, special landscaping, wayfinding signage, streetscape furnishings, lighting, historic overviews, and public art.
6. Use design, high-quality materials, and special building elements to highlight buildings at gateways, nodes, and public spaces. Specific locations in Neighborhood 6 include buildings at the intersection of Clermont and Eisenhower Avenues, and buildings fronting parks and public spaces within the neighborhood.
7. Use distinctive architecture, landscaping and streetscape design to reinforce Eisenhower Avenue as a Great Street.

NEIGHBORHOOD 6 GUIDELINES - BUILDING HEIGHT

1. Future buildings in this neighborhood would be located beyond a 1/2 mile of the Van Dorn Metrorail Station, and therefore may be a maximum of 5 stories.
2. Future buildings along Clermont Avenue may be a maximum of 15 stories, to accommodate a mix of commercial uses and emphasize its importance as a node.

NEIGHBORHOOD 6 GUIDELINES - PARKS AND OPEN SPACE

1. Enhance the Clermont Natural Area to become an active well-utilized park for neighborhood residents.
2. Acquire, or protect in perpetuity, property owned by Norfolk Southern west of the Clermont Natural Area to provide additional passive open space in this neighborhood.
3. Create a X-acre new neighborhood park and or plaza within the mixed-use development in Neighborhood 6, north of Eisenhower Avenue.
4. At least one children's play space is sought in either Neighborhood 5 and 6.
5. New development may meet its 30% residential open space requirement by contributing 2/3rds of the requirement to the creation of the new neighborhood park. The remainder can be located on-site through ground-level open space improvements.
6. Integrate an off-street pedestrian and bike trail in the wooded area north of Neighborhood 6 and in the Claremont Natural Park.
7. Enhance the existing streams and RPAs in the wooded areas north of Neighborhood 6.
8. Improve Hensley Park to enhance active recreational opportunities pending fulfillment of open space requirements in the plan area.