

Community Workshop - Summary of Exercises

Table #	Streets / Connections	Open Space	Uses / Amenities	Landbay L
1	<p>Connect Main Street and Potomac Ave to the north for north-south connectivity. Move Metro north for better connectivity and density along SE edge of Landbay F.</p> <p>The main traffic corridor for Potomac Ave should be inside the site. Provide strong pedestrian east-west connections with generous sidewalks. Consider Route 1 as a major traffic spine.</p>	<p>Provide a substantial corner connection where Landbay K meets Four Mile Run. Extend Landbay K Park along eastern edge to Four Mile Run and provide active uses within park, may be less green. Provide public space at Metro.</p> <p>Dispersed pocket parks preferred over large parks.</p>	<p>Prefer fine grained mix of uses to use segregation (office vs. residential). Prefer smaller scale / locally based solutions.</p>	<p>Make Lbay L into open space; land swap with Braddock Fields. Make Glendale one-way going east towards Main St.</p> <p>Keep existing warehouses for workshops & artists.</p> <p>Live/work, small-scale studio and light manufacturing within the core</p>
2	<p>Provide a bike connection to the Mount Vernon Trail</p> <p>Provide a bike trail across Four Mile Run into Arlington.</p> <p>Provide pedestrian breaks through large framework blocks with retail on either side Introduce green diagonal pedestrian "streets" connecting the metro station with a an round-about open space (similar to Thomas Circle) where it connects to Main Street. Make the main north-south road that runs just north of Lbay G's large hotel the primary through street. (Not Potomac Ave)</p> <p>Provide a connection to the GW Parkway.</p>	<p>Provide an urban open space on the interior of Lbay F that can accommodate farmer's markets, performances and holiday celebrations. Make open spaces accessible to transit.</p> <p>Design open spaces for multi-generational use.</p> <p>Provide a major park along Four Mile Run that acts as a gateway, provides access to the water and can be used actively for recreation. Jog Potomac Avenue to the west near Four Mile Run to provide a large corner park on the east side of Potomac Ave, where Four Mile Run meets Landbay K, for active park uses.</p>	<p>Surround open space plaza with retail and civic uses.</p> <p>In ring closest to 4MR concentrate on nature with smaller retail and a green focus. In center ring, provide the larger retail uses, civic uses, mid-rise residential, a library and community center. In the ring closest to metro, provide the "Urban" amenities: office, entertainment, civic uses and higher-rise buildings.</p> <p>Provide restaurants in the two joints of the rings</p>	<p>Option 1: Landswap Landbay L with Braddock Fields.</p> <p>Provide a pedestrian tunnel connection to the Braddock neighborhood in Lbay F. Next to Monroe Ave place commercial / retail uses.</p> <p>In center of site provide garden apartments and row houses with a tot lot.</p> <p>Provide a community garden n south corner.</p>
3	<p>Move signalized intersection at Four Mile Run further south along Rt. 1. Pedestrian access to Potomac River trail.</p> <p>Transit/trolley.</p> <p>Pedestrian streets for pedestrians only.</p>	<p>Transition between development and Four Mile Run.</p> <p>Wide alleys.</p> <p>Use combination of smaller neighborhood parks and larger centrally located open space. Green connections throughout the site.</p> <p>Large open east-west park with pedestrian trail through middle of site from Rt. 1 to extended Land Bay K park.</p>	<p>Along Four Mile Run - small retail, cafes, bikes / kayak rental, etc. Lower scale near Four Mile Run .</p> <p>Need mix of chain stores and smaller locally served retail.</p> <p>Keep theater (in some form).</p>	<p>Ground floor retail uses along Monroe.</p> <p>More open space - possible use trade between L and Braddock fields . Possible educational development (link to Commonwealth Academy).</p>
4	<p>Grid is good for orientation/people. Grid should have a different orientation (i.e. diagonal). Main Street traffic needs way out. Grid doesn't offer enough flexibility & is too rigid. Certain roads (~1-2 blocks long) should be for bus & bikes only.</p>	<p>Park continued from Land Bay K is good.</p> <p>Park ideas: near water; multiple parks throughout; big central park; not all the same sizes. Toward Four Mile Run, more park & fields for gathering. Park buffer along water ensures protection from flooding. Interspersed parks are better.</p> <p>Trees & grass are important. Do not consider medians as parks! Visual connection with landscaping along Rt. 1.</p> <p>Parks are: fields; gathering places; variety of uses (some active, some passive); festival space. Build good sidewalks for street trees.</p>	<p>Area should be planned for 24 hour use. Retail should be on ground floor throughout.</p> <p>Mix of office and residential over retail throughout.</p> <p>Live close to work. Views of water should be ensured.</p> <p>Residential net tax needs to be a gain.</p>	<p>Hide the tracks & provide a sound buffer.</p> <p>Lower density residential with smaller units, senior living, garden apartments. Should be extension of the neighborhood. Curve east/west streets like Monroe. Parks.</p> <p>Walking access to rail station. Do not extend Glendale Street. Create a large park at southern end from Luray to the peak.</p>

<p>5</p>	<p>Realign & straighten (no curve) Potomac Ave. to allow frontage on both sides (no consensus). Retain alignment of north/south spine road located between Main Street & Potomac Ave.</p> <p>Connect grid across Rt. 1 for existing roads in Lynhaven; These crossings should be signalized as necessary/coordinated with other signals along Rt. 1; May consider pedestrian only signals.</p>	<p>Shift green space away from Rt. 1.</p> <p>Provide outdoor cultural space; Similar to Shakespeare in the Park.</p> <p>Area between Four Mile Run and 1st signal on Rt. 1 should allow for arts/culture, active recreation, green & active space.</p> <p>Building should buffer park at Four Mile Run from Rt. 1 traffic/noise. Potentially a "central" park in the landbay.</p> <p>Make Rt. 1 more accessible to pedestrians and safer/easier to cross. Pocket parks throughout.</p> <p>Provide a dog park. Extend Land Bay K park.</p> <p>Possible additional green space toward Metro. Bury Rt.1 :-)</p> <p>Town Center - market squares with shops; Similar to Reston Towne Center with uses and activities.</p>	<p>Four Mile Run at Rt. 1 should be a gateway - building or artwork. Uses along park at Four Mile Run should provide amenities for park-goers, like shops, food, active/energizing uses.</p> <p>Buildings along park at Four Mile Run should be at a lower height, with an increase in height to the south to allow more views of the park.</p> <p>New forms for big box are key.</p> <p>Spread residential throughout to ensure pedestrian travel throughout. School and library should fit in here; rather than sending kids out to other neighborhoods. It's important to consider how much competition this retail will cause for Mt. Vernon Ave businesses. Limit dead space 24 hours per day.</p> <p>Uses along Rt. 1 should connect to the surrounding neighborhood. Office should be close to Metro. Or high density residential should be close to Metro. Or a conference level hotel should be close to Metro; Alexandria doesn't have a hotel of this size; Tourism = free money to the city.</p>	<p>Braddock Metro connection for pedestrians.</p> <p>Develop fields near GW Middle School; Move fields/parks from school into Land Bay L.</p> <p>Provide uses that are being pushed out of Mt. Vernon, like auto shops and warehousing.</p> <p>Provide a new school here to serve PY, instead of Land Bay F. Pedestrian connection to Slaters Lane (? Bridge).</p> <p>Live/work units with stacked residential and retail/commercial. Continue scale of residential into Land Bay L.</p> <p>Improve/expand a "node" of art deco.</p>
<p>6</p>	<p>Provide long north-south blocks framed by the core streets and provide a loop road from Route 1 up to the theater. Provide access to Potomac Greens from the metro station.</p> <p>Move Metro Station north to provide access ramps to Glebe Rd and closer to Landbay F's office area. Provide access to Potomac River and connect with a water taxi.</p> <p>Place traffic calming measures where the East-West (Route 1) signalized streets intersect with Potomac Ave. Potomac Avenue should not be a thoroughfare.</p>	<p>Create a (major) signature park next to 4MR.</p> <p>Major north-south greenway along Main Street connecting Lbay G and Four Mile Run.</p> <p>Urban Park (Rockefeller Center).</p> <p>Large east-west park with view from Route 1 terminating at special unique theatre/cultural center. Park is lined on one side with restaurants with outdoor dining and smaller retail shops on other side.</p>	<p>Provide a Charter School if needed.</p> <p>Festivals & Frisbees at Four Mile Run.</p> <p>Unique Theater / Cultural Center.</p> <p>Restaurants with outdoor dining.</p> <p>Create parks that draw people in from Route 1.</p> <p>Provide green roofs. Provide "hidden" parking. Large format stores should be located close to Route 1 so that service trucks don't need to go far into site</p>	<p>Land/Density swap to Braddock Rd/Metro fields.</p> <p>There are three existing schools in the proximity - make the whole stretch into world-class track and field facilities.</p> <p>Add an access road along the tracks.</p> <p>Add community serving retail between Alexandria and Nelson. Do not extend Glendale, Alexandria or Nelson.</p>
<p>7</p>	<p>Place traffic calming measures where the East-West (Route 1) signalized streets intersect with Potomac Ave.</p> <p>Verify that it makes sense to extend vehicular connection to Evans Lane into Lynhaven. Keep bulk of traffic on Potomac Ave and Route 1, away from center of site. Keep center of site for pedestrians. Provide a pedestrian connection from Four Mile Run Park across Route 1.</p> <p>Provide a bike and ped connection to the Mt. Vernon Trail.</p> <p>Provide a round circular rotary park connected by two tangential north-south streets.</p>	<p>Extend Landbay K north to Four Mile Run and make at least as wide as the historic district extends into Lbay F.</p> <p>Provide active recreational uses in Landbay K park.</p> <p>Provide retail uses facing the river.</p> <p>Provide a large ~2 ac. central park (whole block) with urban uses surrounding.</p> <p>If pocket parks are used, they need to be large enough to be usable. Connect Four Mile Run to development. Add additional open space to Four Mile Run Park.</p>	<p>Provide a live entertainment / cultural venue such as a live theatre, a large Birchmere or a more urban Wolftrap.</p> <p>Provide appropriate civic facilities such as a library or school (if needed). Provide office and the highest density closest to the metro.</p> <p>Provide residential and retail closest to Four Mile Run with retail and activity facing the river.</p> <p>Provide active uses within central park.</p> <p>Provide active pedestrian uses along Four Mile Run.</p> <p>Incorporate the PY rail heritage into the development.</p>	<p>Option 1: Landswap Landbay L with Braddock Fields and/or GW Middle School.</p> <p>Option 2: Provide commercial uses next to Monroe.</p> <p>Provide medium density residential uses in center</p> <p>Provide high-density residential closest to Braddock metro, but step down height next to existing residential neighborhood. Provide a pedestrian connection to the Braddock neighborhood in Lbay F.</p>

<p>8</p>	<p>Extend Main St through the Landbay.</p> <p>Prefer grid street system.</p> <p>Access to GW Parkway.</p> <p>Consider ways to connect foot traffic and views coming across the green bridge.</p> <p>Connect foot traffic from the green land bridge over Four Mile Run to the site.</p> <p>Keep BRT along Route 1; don't bring it through the Landbay.</p> <p>No main thoroughfare through Lynhaven.</p>	<p>Signature park to anchor Main Street at the northern end.</p> <p>Park should be a public space; consider retail, grass, maybe similar to Georgetown Waterfront in a variety of uses.</p> <p>Small passive parks throughout the rest of the development.</p> <p>Importance of gateway; people should know that they are coming into Alexandria.</p>	<p>Integrate uses throughout Landbay.</p> <p>Consider residential height along parkway; tall enough for views, short enough to not be seen from parkway.</p> <p>Low-level commercial fronting Route 1; keep it welcoming.</p> <p>Develop the Landbay in ribbons rather than circles; residential along the parkway, office/commercial towards Route 1; greatest height and density should be within the core of the Landbay.</p> <p>Put office above ground level retail and other uses; keep streets lively.</p> <p>Need grocery stores, Target & other big-box in new urban forms.</p> <p>Provide a variety of parking options; any above-ground parking should be well-screened.</p> <p>Consider grouping small nodes of like uses; restaurant row or antique avenue, etc.</p>	<p>Maintain existing commercial and residential approvals.</p> <p>Extend Glendale, Alexandria and Nelson as proposed.</p> <p>Consider workforce housing above E Luray and along Monroe Avenue.</p> <p>Residential units above E Luray should respect the lower-density of the adjacent neighborhood. Units along Monroe can be higher density.</p> <p>Provide light commercial/industrial uses being lost elsewhere in the City, i.e. car repair, storage, gas stations, plumbing shops, printing. These uses need to go somewhere and they are generally low traffic generators.</p>
<p>9</p>	<p>Extend Main St through the Landbay.</p> <p>Prefer grid street system.</p> <p>Tie retail and office to metro and lighted entryways.</p> <p>Move the Metro to this Landbay.</p> <p>Place dedicated bike lanes on the 3 major north/south thoroughfares and on Reed Ave.</p> <p>Put bike path along GW Parkway and along Four Mile Run.</p> <p>Consider a 25 mph speed limit on Route 1.</p> <p>Link public green space on building rooftops via public outdoor bridges.</p>	<p>Signature park to anchor Main Street at the northern end.</p> <p>Park should be a public space; consider retail, grass, maybe similar to Georgetown Waterfront in a variety of uses.</p> <p>Mix of landscape and hardscape.</p> <p>Farmers market and community garden.</p> <p>Variety of pocket parks throughout the Landbay, with priority on landscaping.</p>	<p>Integrate uses throughout Landbay.</p> <p>Consider residential height along parkway; tall enough for views, short enough to not be seen from parkway.</p> <p>Commercial and residential are integrated throughout.</p> <p>Places of worship linked to residential and parks.</p> <p>Place a retail/office core along Main Street and the major cross streets within the Landbay.</p> <p>Have retail nodes at the northern end of the Landbay.</p> <p>Encourage active development along Route 1.</p> <p>Buildings should front the street on Route 1.</p> <p>Consider how to deal with loading docks.</p> <p>Need density for proffers to fund metro station; either in landbay F or Landbays G & H.</p>	<p>Reconsider use of this space to enhance residential to metro. Move school yards to Landbay L.</p> <p>Similar residential density to existing neighborhoods above Nelson.</p> <p>Moderate density residential and light commercial between Monroe and Nelson.</p> <p>Bike/Ped trail along rail line.</p> <p>Extend Glendale, Alexandria and Nelson as proposed.</p>