EISENHOWER WEST /
LANDMARK VAN DORN
IMPLEMENTATION
Advisory Group

28 November 2016
Meeting Agenda

• Welcome and Overview
• Updates
• Related Projects in Fairfax County
• Overview of West End Transitway
• Development Process and Greenhill Development Introduction
• Next Steps and Questions
Update: Air Quality Analysis

• **Purpose:** To determine maximum air-quality-compliant heights for buildings planned for Van Dorn Metro Center neighborhood and investigate technically feasible mitigation options

• **Covanta Preliminary Study**
  – Used 2014 data
  – Studied buildings with up to 267 feet in height
  – Emissions brought into compliance when building height was reduced to 100 feet
  – Did not study mitigation strategies
  – Current COVANTA operations comply with all National Ambient Air Quality Standards (NAAQS)

• **Alexandria Study**
  – Will use 2015 data
  – Study various building heights
  – Evaluate potential mitigation strategies

  Timeline: January-May 2017
Update: Infrastructure Plan

• Purpose: To perform analysis to facilitate infrastructure/SAP implementation and coordination
  – Roadway conceptual design
  – Sanitary sewer analysis
  – Sequencing of projects
• Notice to Proceed anticipated Spring 2017
• Additional analysis to be conducted (other studies):
  – Multimodal Bridge preliminary concept (funded FY18)
  – Backlick Run stream restoration (TBD)
  – Farrington Connector preliminary concept (TBD)
STUDY AREA

- 2,000 acres abutting City of Alexandria and I-495
- Mostly residential neighborhoods
- More dense than most other areas of the county
- Diverse population (ethnic groups, race, language)
- Older commercial corridor along Route 236
- Industrial uses in the southwest
- Several stream valleys cross the area from west to east
SCOPE OF STUDY

- Why study Lincolnia?
  - To discuss establishing a community destination focused around a pedestrian-oriented town center or main street
  - To address traffic congestion and operations at the intersection of Little River Turnpike and N. Beauregard Street
  - To explore enhanced public transit
  - To discuss additional protections for existing residential neighborhoods
- Two phase study
  - Phase One was editorial & created existing conditions report (completed fall 2015)
  - Phase Two has begun with a Land Use College and in 2017 a community task force will review substantive changes
SCAPE OF STUDY

- Review Comprehensive Plan guidance for Lincolnia Planning District
- Investigate potential Community Business Center (CBC) designation
  - Create a more intense node of mixed land uses around a pedestrian-oriented town center or main street?
  - If CBC designation is supported, establish supporting Comprehensive Plan guidance
- Investigate potential Community Revitalization Area (new proffer legislation)
- Establish development scenario & analyze
  - Depending on CBC outcome, investigate mitigating traffic congestion & operations issues near Route 236 / N. Beauregard St
- Develop in-depth Comprehensive Plan guidance
WHAT IS A COMMUNITY BUSINESS CENTER?

VIBRANT & ACTIVE
WHAT IS A COMMUNITY BUSINESS CENTER?

SERVES PEOPLE
NOT CARS
WHAT IS A COMMUNITY BUSINESS CENTER?

GATHER & LINGER
The Lincolnia Planning District Study kicks off with a community meeting and the Lincolnia Land Use College; informational sessions for anyone interested in learning more about the county’s land development process.

A community task force begins by focusing on the area near the intersection of Route 236 Little River Turnpike and Beauregard Street. Should the area be designated a Community Business Center (CBC), encouraging mixed uses in a pedestrian setting? *

Depending on the outcomes of the CBC question, staff will conduct analysis to help the task force understand how policy changes could impact local infrastructure and services. Proposals submitted by residents and stakeholders will be evaluated.

Following the analysis and citizen input, the task force and staff will draft preliminary changes to plan guidance for the Lincolnia Planning District. Citizens will continue to have the opportunity to provide feedback regarding proposed changes.

The task force and staff’s recommended Comprehensive Plan Text and Staff Report is tentatively scheduled to be published by Spring 2019, with Planning Commission and Board of Supervisor Public Hearings to follow. Public comments are welcomed during the duration of the study concluding with the Public Hearings.
HOW TO GET INVOLVED

- Get Study Information:
  - Lincolnia Land Use College
  - Community Task Force meetings (open to public)
  - Website: [www.fairfaxcounty.gov/dpz/lincolnia](http://www.fairfaxcounty.gov/dpz/lincolnia)
  - Email listserv
  - Staff (contacts on final slide)

- Give Information:
  - Community Task Force meetings (open to public)
  - Community Meetings
  - Staff (contacts on final slide)
  - Tonight
UPCOMING MEETINGS

- Lincolnia Land Use College: Parks Planning & Implementing the Plan
  - December 15th, 2016. 7 PM to 9 PM. Location: Holmes Run Middle School
- Community Task Force Meetings begin January or February
CONTACT US

- www.fairfaxcounty.gov/dpz/lincolnia
- Department of Planning & Zoning / Planning Division 703-324-1380
  - Faheem Darab, senior planner faheem.darab@fairfaxcounty.gov
  - Michael Burton, planner michael.burton@fairfaxcounty.gov
Metro/BRT Corridors/Planning Areas
What is BRT?

• BRT = Bus Rapid Transit
  o Frequent, reliable service
  o Will operate in dedicated lanes and mixed traffic
  o Full stations with amenities
    • Real time bus information
    • Shelter and seating
    • ADA accessible
    • Near-level boarding
    • Off-board fare collection
  o Signal improvements along the entire corridor
    • TSP (Transit Signal Priority) for buses
    • Signal coordination to improve general traffic flow
Metroway – US 1 Corridor
Stations Locations / Vital Connections

- Metro Stations
- Transit Centers
- Major Employment Centers
- Neighborhoods

LEGEND
West End Transitway
- Planned Station
- Dedicated Transit Lane in One Direction
- Dedicated Transit Lanes in Both Directions
- Transit in Mixed Traffic
- Transit in I-395 HOV Lanes (Peak Period)

- Metrorail Station
  - Metrorail Blue Line
  - Metrorail Yellow Line
By the Numbers

**Frequent All-Day Service**
- **Weekdays:** 19 hours/day
- **Weekends:** 17 hours/day

**5.3-Mile Corridor**

Riders who switch from buses to BRT will save an average of 18 minutes per trip.

Riders who switch from driving could save $1,300 per year in transportation costs.
2.3 miles of sidewalk improvements

Better traffic operations at 18 INTERSECTIONS

2.3 miles of new bikeways

More than 2.2 MILES of new BUS-ONLY LAINES

Pedestrian safety improvements at 18 INTERSECTIONS
Next Steps

• Complete NEPA
• Coordination with FTA
• Procurement for Bridging Documents (30% Design)
• Project Funding Plan
  o Federal - FTA Small Starts
  o State – SMART SCALE
  o Regional
    • NVTA 70% Funds
    • 395 Express Lanes Toll Funding
  o Local – Developer Capital Contributions
  o Other – TIGER, grants, etc.
Development Process 101
Pickett Place/Backlick Run

Landmark/Van Dorn Corridor  Eisenhower West
Greenhill Concept
Next Steps & Questions

• Next Meeting: Early 2017