

EW EISENHOWER WEST SMALL AREA PLAN

Steering Committee

June 22, 2015



Meeting Agenda

- Welcome
- Meeting Goals & Schedule
- Transportation Update
- Plan-wide Transportation & Connectivity Principles
- Implementation Concepts
- What's Next
- Community Comments & Questions



Meeting Goals

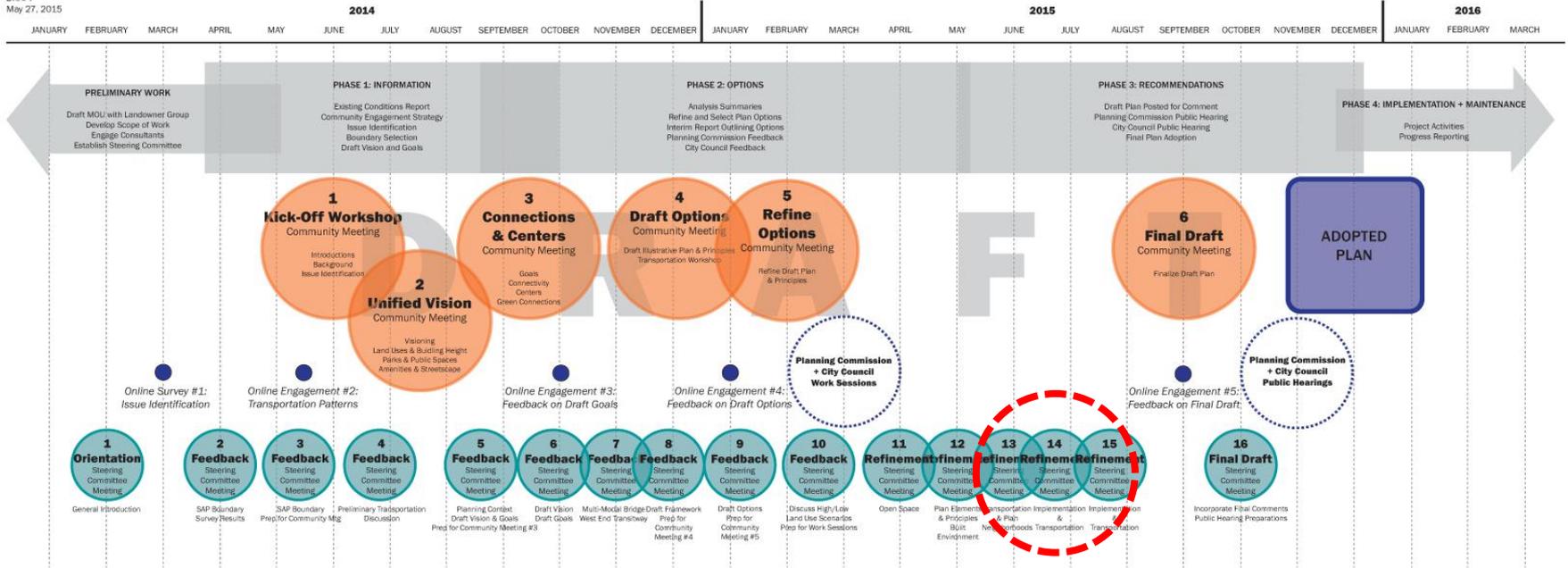
- Receive updates
- Provide feedback on transportation & connectivity principles
- Provide feedback on implementation concepts
- Review what's next



Work Program: Phasing, Key Meetings, & Online Engagement

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

DRAFT
May 27, 2015



Schedule

- **Today:** Steering Committee Meeting #14: Transportation, Connectivity, and Implementation
- **July 27th:** Steering Committee Meeting #15: Implementation
- **September:** Steering Committee Meeting #16: Transportation; 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
<i>Phases including interim land uses, timing of development and infrastructure, funding, and zoning</i>



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IMPLEMENTATION
TODAY



Van Dorn Metrorail Ped / Bike Access Study

- Examining near and long term solutions to improve pedestrian and bicycle connectivity to Metrorail station
- Project partners include WMATA, Alexandria and Fairfax County
- Builds on previous planning studies and recommendations
- Most recommended improvements not currently funded



Van Dorn Metrorail Ped / Bike Access Study



ISSUES AND NEEDS

- Need for safe, convenient and continuous pedestrian facilities along travel corridors
- Lack of safe, continuous dedicated facilities to encourage bicycle use
- Lack of wayfinding directing pedestrians to station
- ADA accommodations are inadequate or lacking
- Vegetation overgrowth, lack of pedestrian signal phases, and poor lighting creates unsafe conditions

Van Dorn Metrorail Ped / Bike Access Study

PRELIMINARY RECOMMENDATIONS

- Project team has identified preferred alternatives for near term improvements in Alexandria and Fairfax County
- Improvements focus on Eisenhower Avenue and S. Van Dorn Street
- Improvements include:
 - Widened or new sidewalks and paths
 - New high visibility crosswalks with pedestrian countdowns
 - Pedestrian refuge islands where feasible
 - Improved lighting and wayfinding
 - Improvements under I-495 Overpass (On S. Van Dorn)
- Project team has identified long term recommendations that are consistent or complement local long term planning efforts



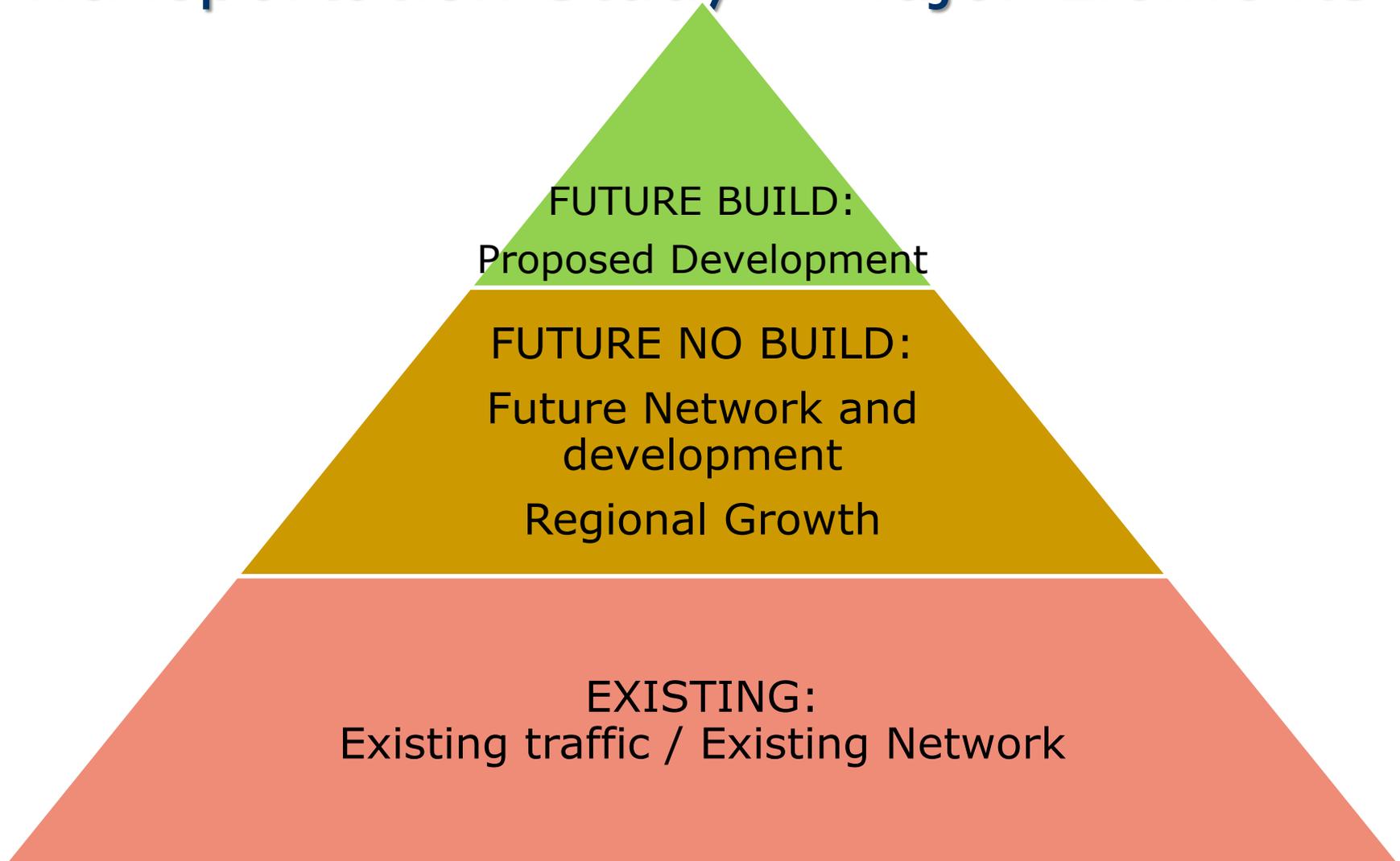
Van Dorn Metrorail Ped / Bike Access Study

NEXT STEPS

- Draft final report has been completed and staff have made comments
- WMATA to complete the Final Report this Summer
- Once final report is completed, more detailed information can be shared with Committee



Transportation Study – Major Elements



2040 Baseline Assumptions

- Existing and adopted land use and transportation network
- **Transportation Improvements:**
 - Transitway Corridors
 - Backlick Run trail extension
 - 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

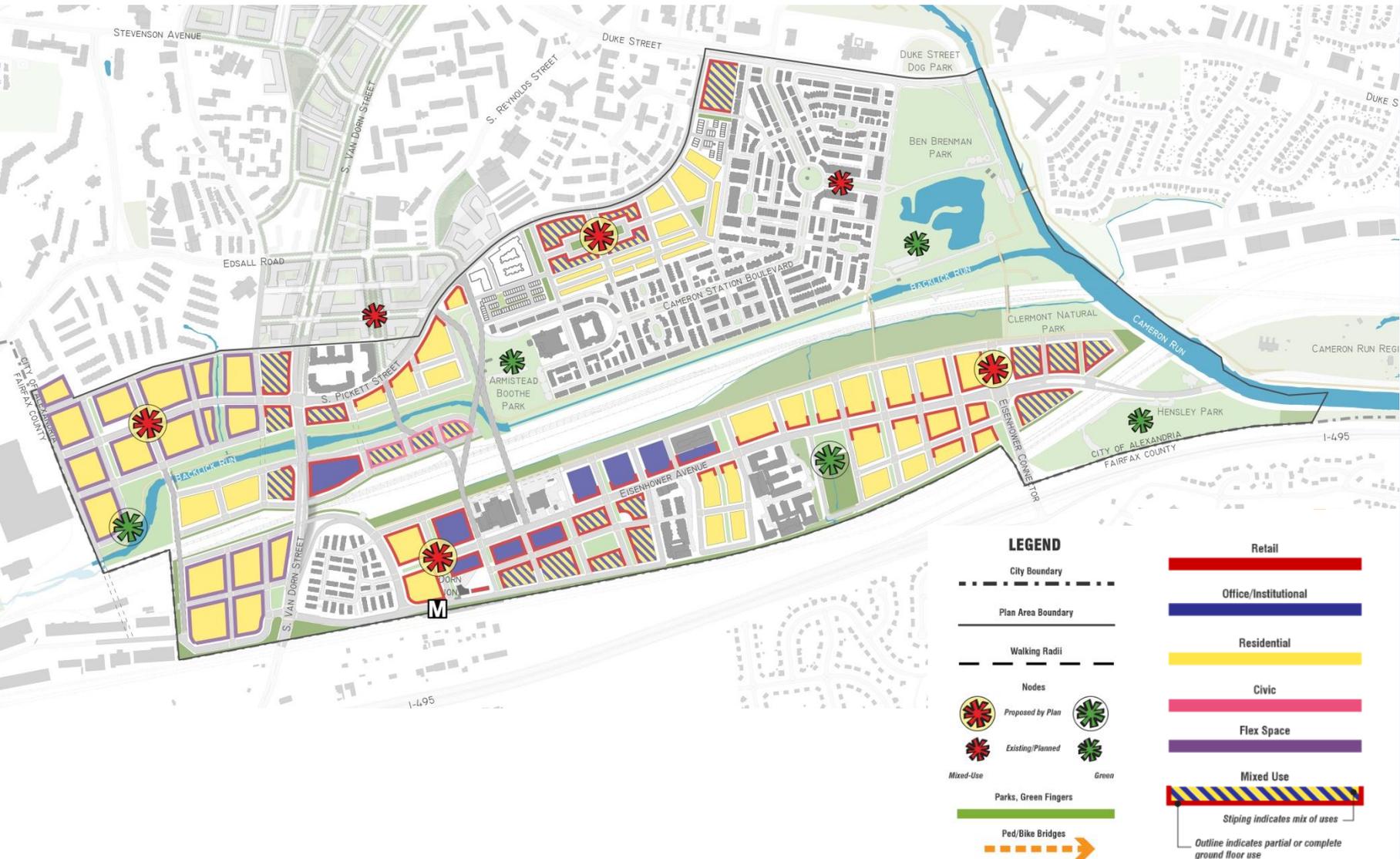


2040 Build Assumptions

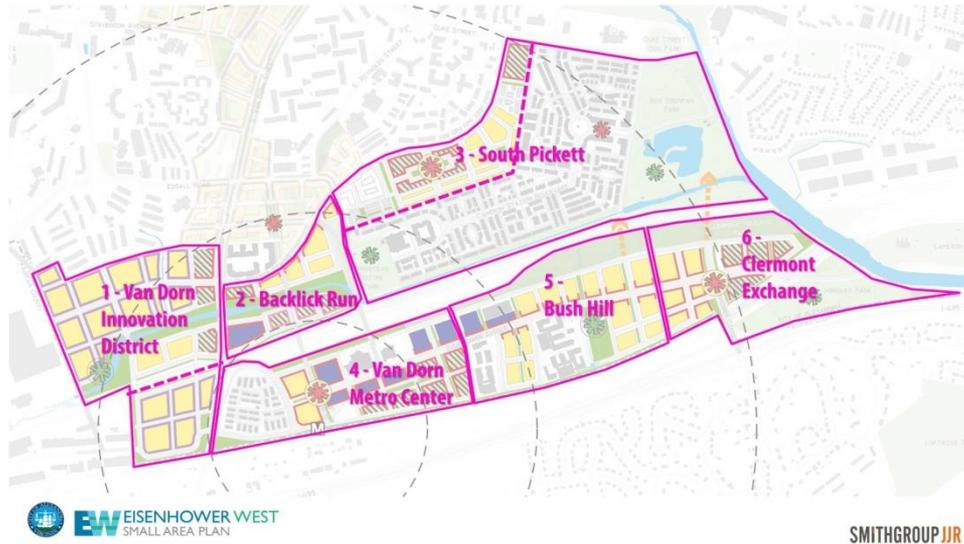
- Proposed Land Use and transportation network
- Builds on 2040 Baseline
- Proposed Improvements:
 - New street grid
 - Proposed straightened Eisenhower Avenue
 - Reconfigured Van Dorn Circulator
 - Improved pedestrian and bicycle connectivity
 - Key north-south and east-west connections
 - Trade Center to Cameron Station
 - Van Dorn Metro to Fairfax County
 - Future Bikeshare
- Will test with and without the Multimodal Bridge



Draft Land Use Concept



2040 Land Use Scenario for Testing



Neighborhood	Non-Residential (SF)	Residential (SF)	Total (SF)
1 Van Dorn Innovation District	291,500	2,168,300	2,459,800
2 Backlick Run	754,300	674,600	1,428,900
3 South Pickett	309,700	455,500	765,200
4 Van Dorn Metro Center	1,621,300	1,100,700	2,722,000
5 Bush Hill	344,700	744,100	1,088,800
Clermont Exchange	440,300	379,400	819,700
TOTAL	3,761,800	5,522,600	9,284,400

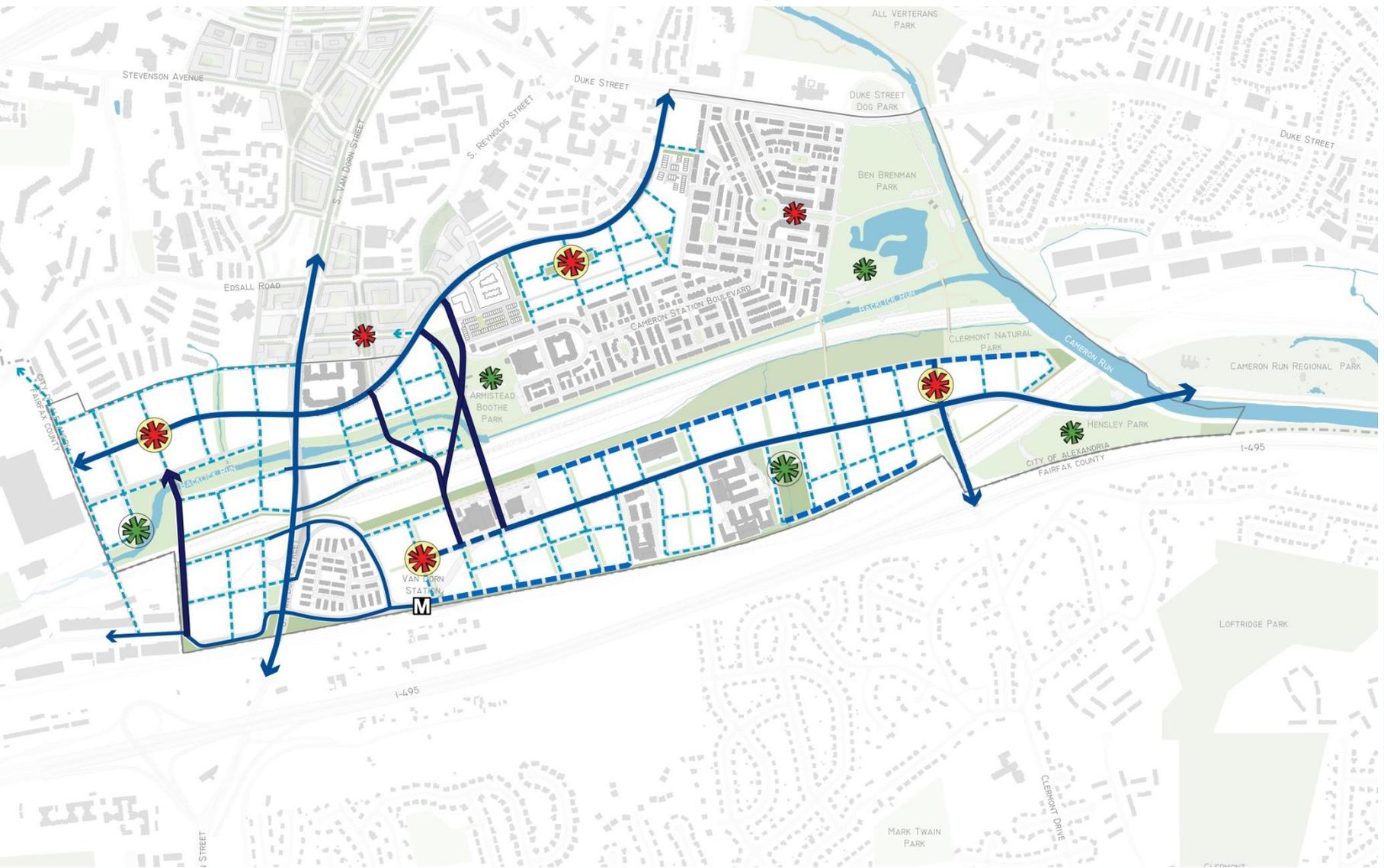
Existing Grid



Future Grid



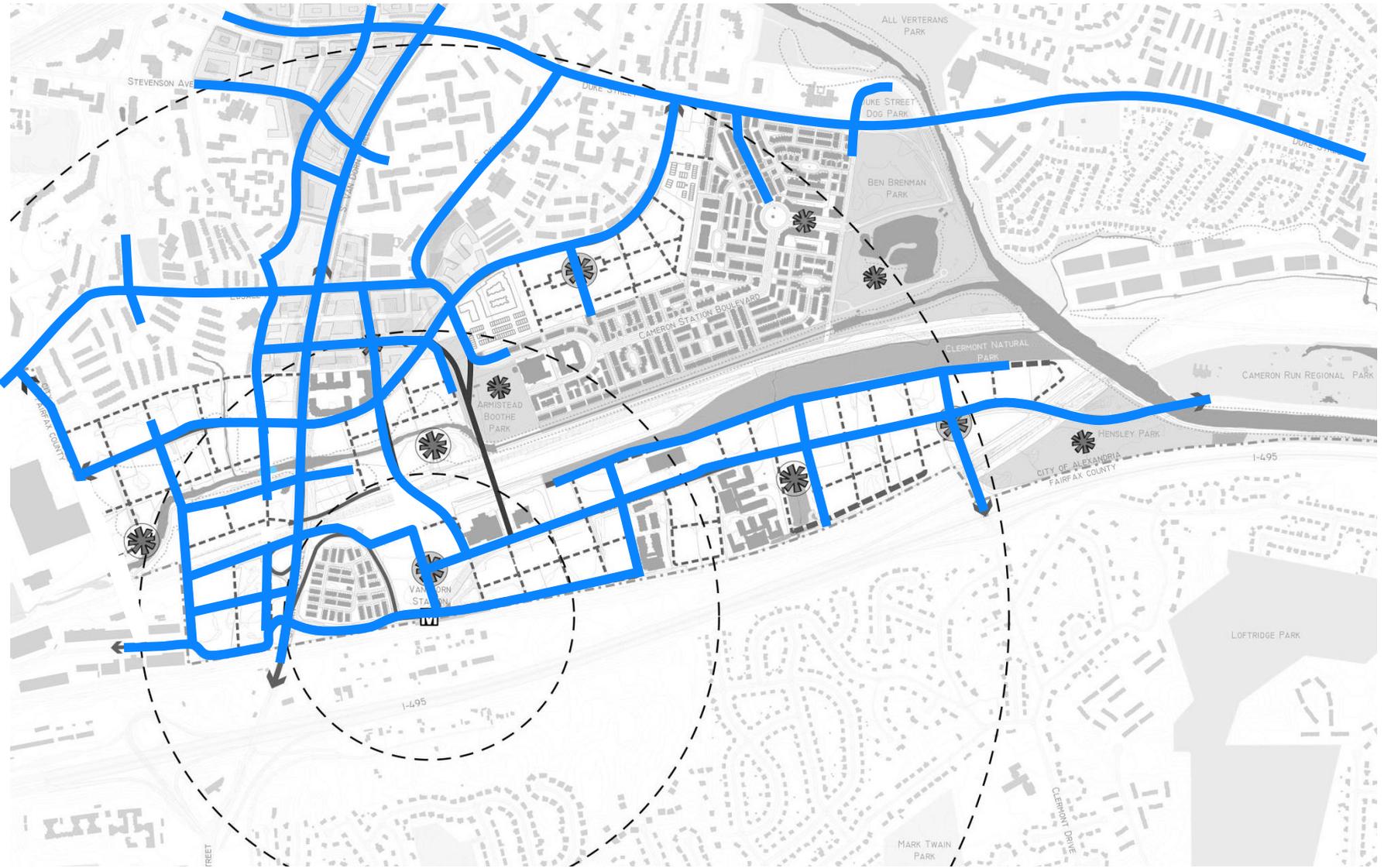
Street Network Proposal



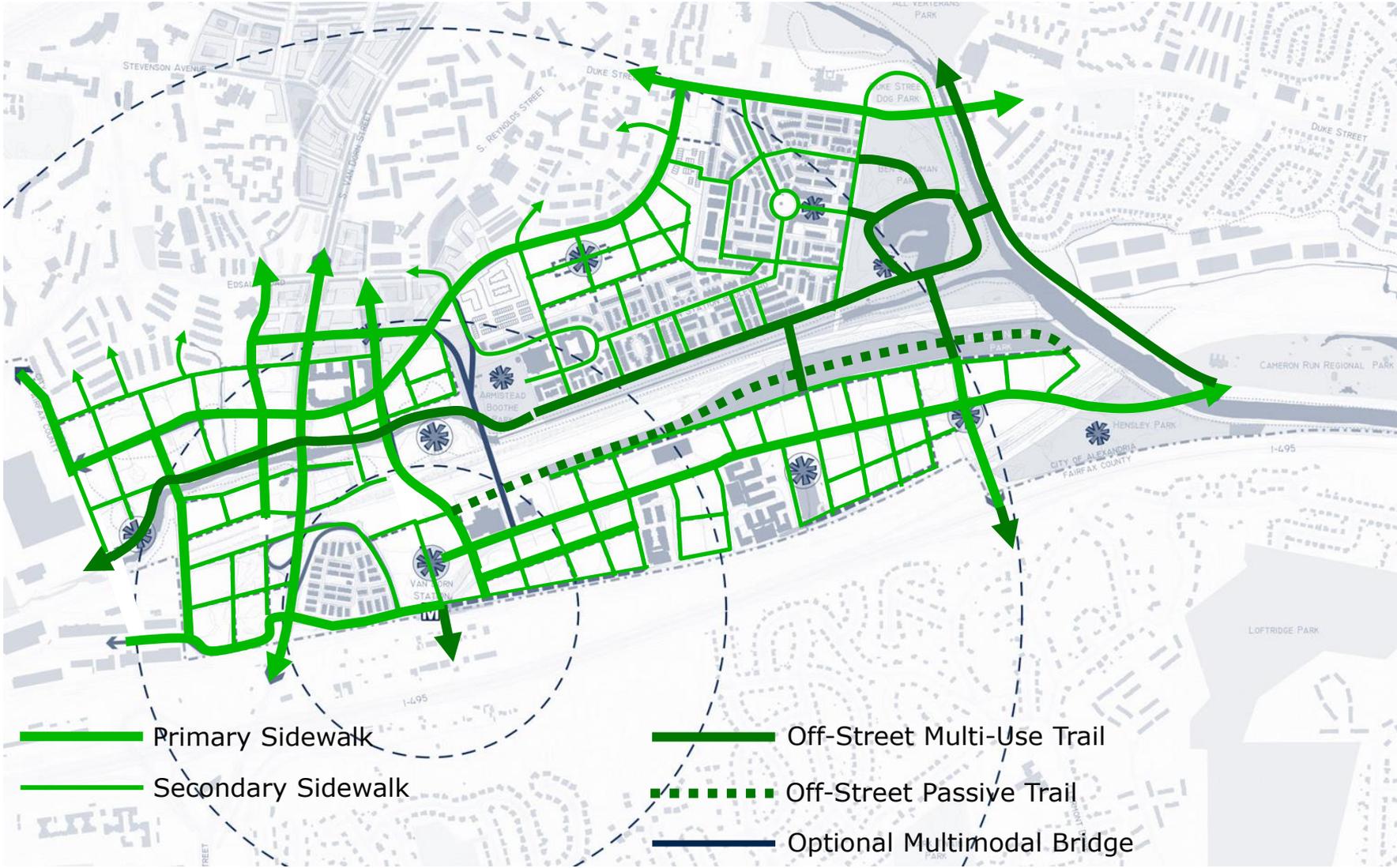
EISENHOWER WEST



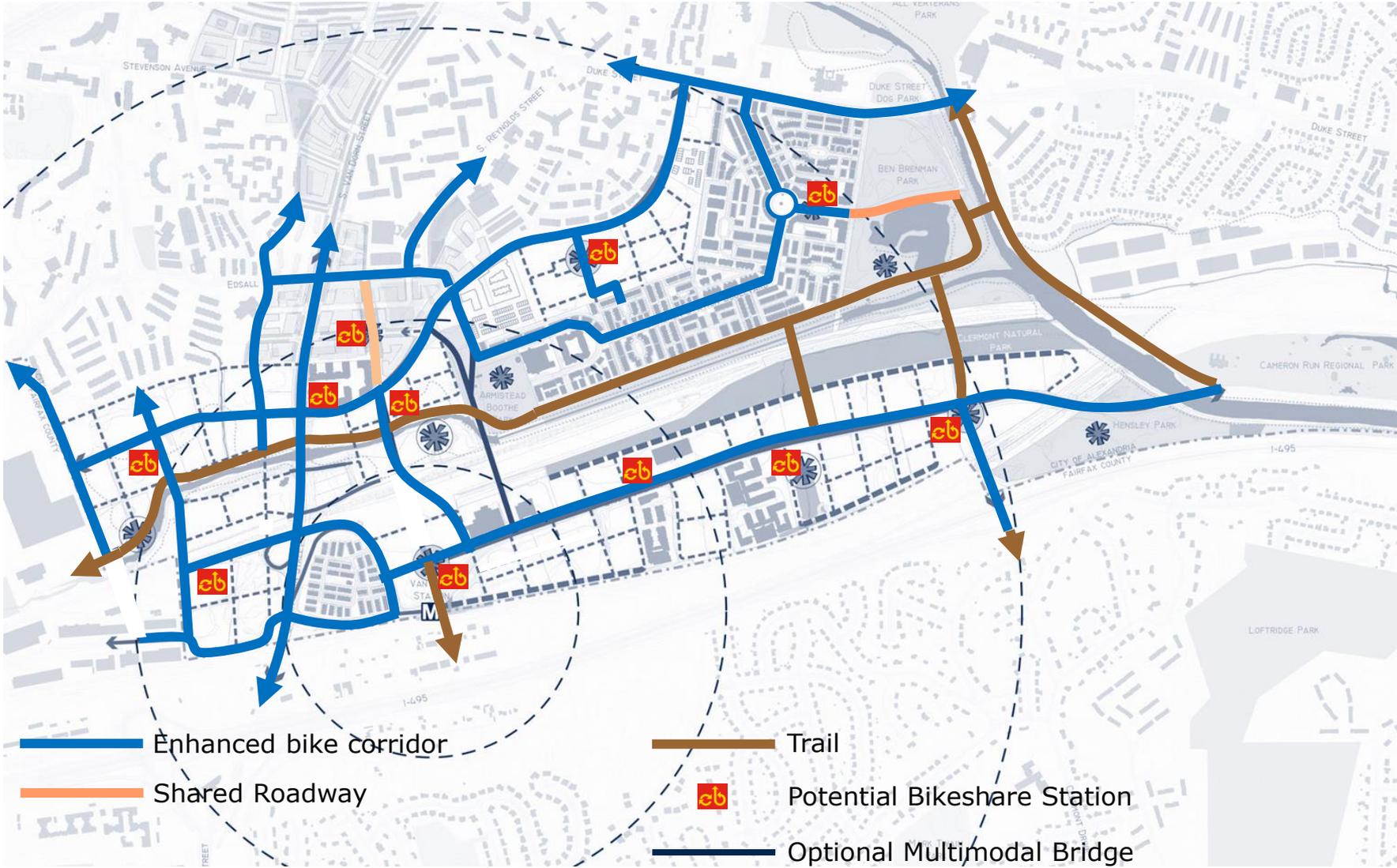
2040 Build Model Assumptions



Pedestrian Network Proposal



Bicycle Network Proposal



EISENHOWER WEST



Enhanced Bicycle Corridor



2-way Separated Bicycle Lane



1-way Separated Bicycle Lane



Buffered Bike Lanes



← **Sidepath** →

Enhanced Bicycle Corridor



↑ **Standard Bicycle Lane** ↓

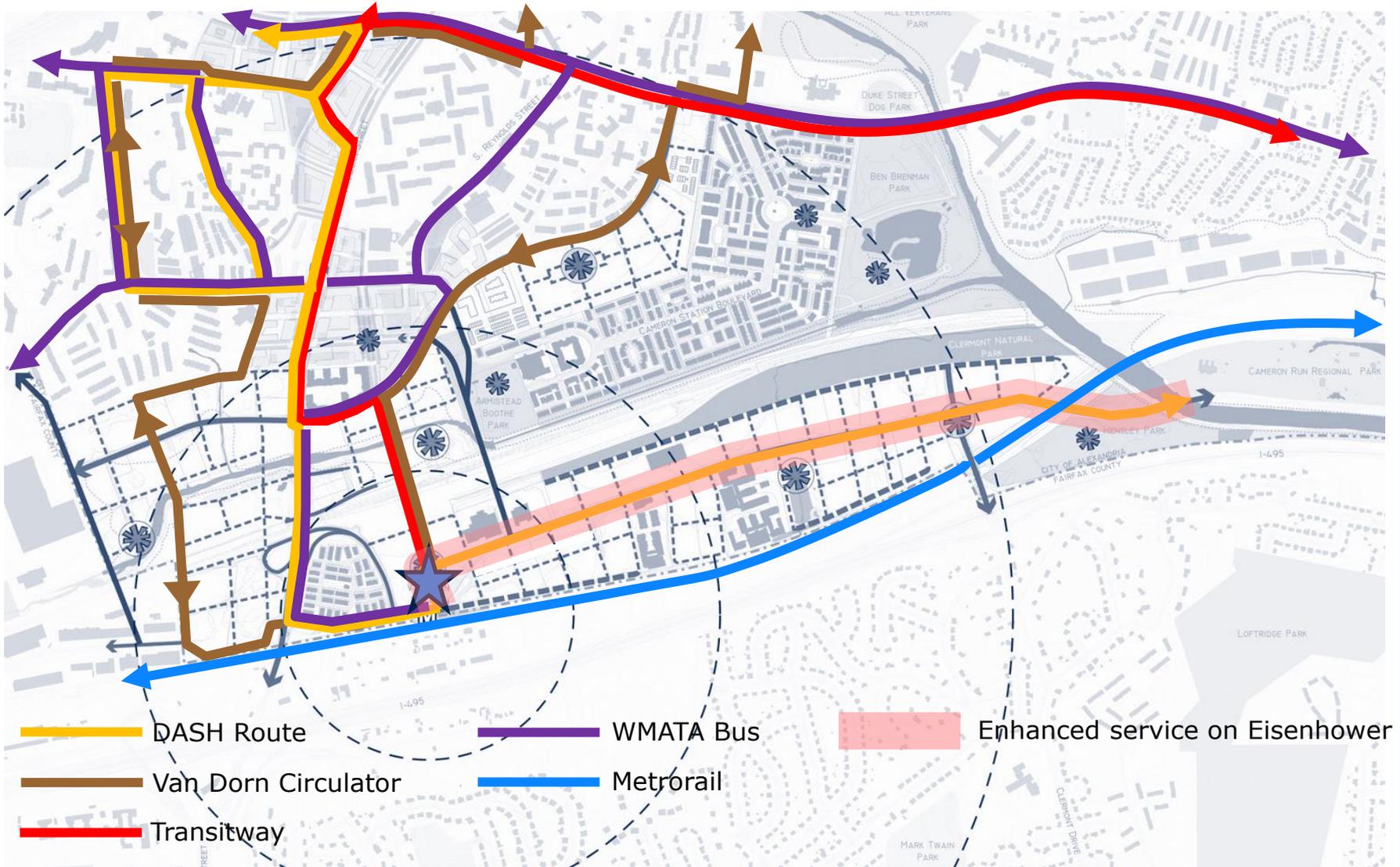


Painted Bike Lanes



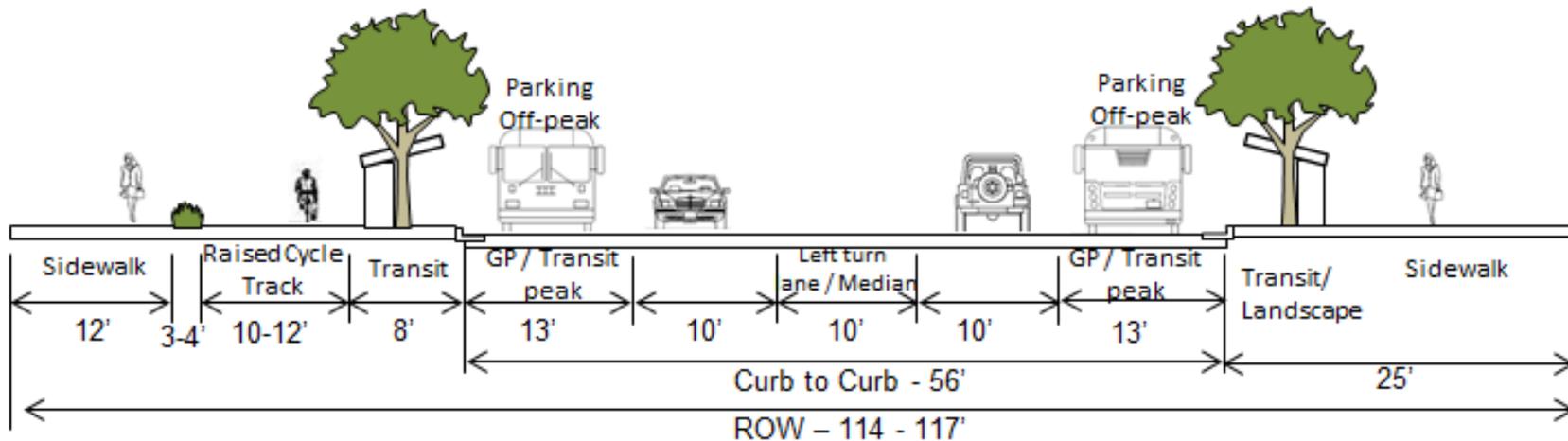
Advisory Bike Lane

Proposed Transit Network



Proposed Eisenhower Avenue

3 Lanes with parking both sides (Non-peak)
 5 Lanes with no parking (Peak)
PREFERRED



2040 Build Potential Mitigation

- Will test mitigation with and without bridge
- Potential mitigation improvements:
 - Farrington Ave. at Farrington Extension
 - Additional transit enhancements / Eisenhower Ave.
 - Van Dorn Street / Bridge widening
 - Edsall Road (from Van Dorn to S. Pickett)
 - Other improvements based on model results
- Issues for consideration:
 - Multimodal Bridge
 - Victory Center development and parallel road



Norfolk Southern Update

- City met with Norfolk Southern on June 3, 2015 to discuss Multimodal bridge
- Norfolk Southern agreed to continue to share information and consider City input
- Project to continue to analyze a multimodal bridge
- Analysis to also include a No Bridge option



Transportation & Connectivity Guidelines

STREET NETWORK IMPROVEMENTS: Create a high-quality network of streets and trails to distribute vehicular traffic, and allow people to travel through a pleasant environment to their daily destinations.

PRIMARY STREETS

- Establish Eisenhower Avenue, South Pickett, and Van Dorn Street as “Great Streets” by turning them into complete streets that accommodates driving, bicycling, transit, and pedestrian activity, and support active uses adjacent to them.
- Straighten the curve of Eisenhower Avenue between WMATA’s property and Metro Road to create a new mixed-use destination around a redeveloped Van Dorn Metro Station.
- Implement the Multimodal Bridge connecting Eisenhower Avenue to S. Pickett Street.
- Implement a connector street between Farrington Avenue and Edsall Road in coordination with Fairfax County.
- Minimize curb cuts on primary streets.

SECONDARY STREETS

- Create a network of secondary streets, generally located parallel to and north and south of the primary streets in the Plan area, that connects to and builds on existing primary streets.
- Minimize curb cuts on secondary streets.
- Combine curb cut entries to adjacent developments wherever possible.



Transportation & Connectivity Guidelines

TRANSIT IMPROVEMENTS

- As redevelopment matures, enhance transit throughout the Eisenhower West Plan area by providing new transit stops along all primary streets and at appropriate locations along secondary streets.
- As development matures, create a new Transit Corridor along Eisenhower Avenue and accommodate the future West End Transitway.

BICYCLING ENHANCEMENTS

- Provide enhanced bicycle facilities on Eisenhower Avenue, Van Dorn Street, S. Pickett Street, the multimodal bridge, and the Farrington Connector.
- Provide off-street trails to connect open spaces and parks.
- Provide bicycle parking facilities and required bicycle parking standards at all new developments.
- Provide BikeShare stations at key destinations around Eisenhower West.

Transportation & Connectivity Guidelines

PEDESTRIAN ENVIRONMENT

- Create a network of connected sidewalks, trails and paths for pedestrians.
- Provide sidewalks along all street frontages.
- Provide generous sidewalks that accommodate pedestrians and bicycles if bicycle lanes are not provided along the adjacent street.
- Create safe, accessible, and well-marked pedestrian crosswalks at all street intersections.
- Create a non-motorized trail and bridge connection across the railroad tracks from Clermont Street to Ben Brenman Park.
- Create a non-motorized trail and bridge connection across the railroad tracks from Eisenhower Avenue to Cameron Station.
- Create a non-motorized trail and bridge connection across the railroad tracks from Eisenhower Avenue to Armistead Boothe Park either as a stand-alone bridge, or as part of the Multimodal Bridge design.
- Create a non-motorized trail and bridge connection as part of the Farrington Connector.



Feedback & Discussion

- Are there any transportation and connectivity guidelines that should be removed, added, or changed?



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OVERALL PRINCIPLES	[Hatched]		TODAY	[Hatched]	
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[Hatched]					

IMPLEMENTATION
TODAY



Implementation Concepts

- Implementation Strategies
- Phasing
- Interim Development
- Capital Improvements



Implementation Strategies

- Zoning Strategies
 - CDD Zoning
 - Modification of Existing Zones
 - Overlay Zones
 - PWR Zone (Production, Wholesale, Repair)
- TDR
- Open Space Pooling
- Joint Public Facilities
- WMATA Joint Development Program
- Special Tax Districts
- TIF Districts



Implementation: Phasing

- Phase I: Catalyst
- Phase II: Choice Location/Limited Connectivity
- Phase III: Implementing the Long Term Vision

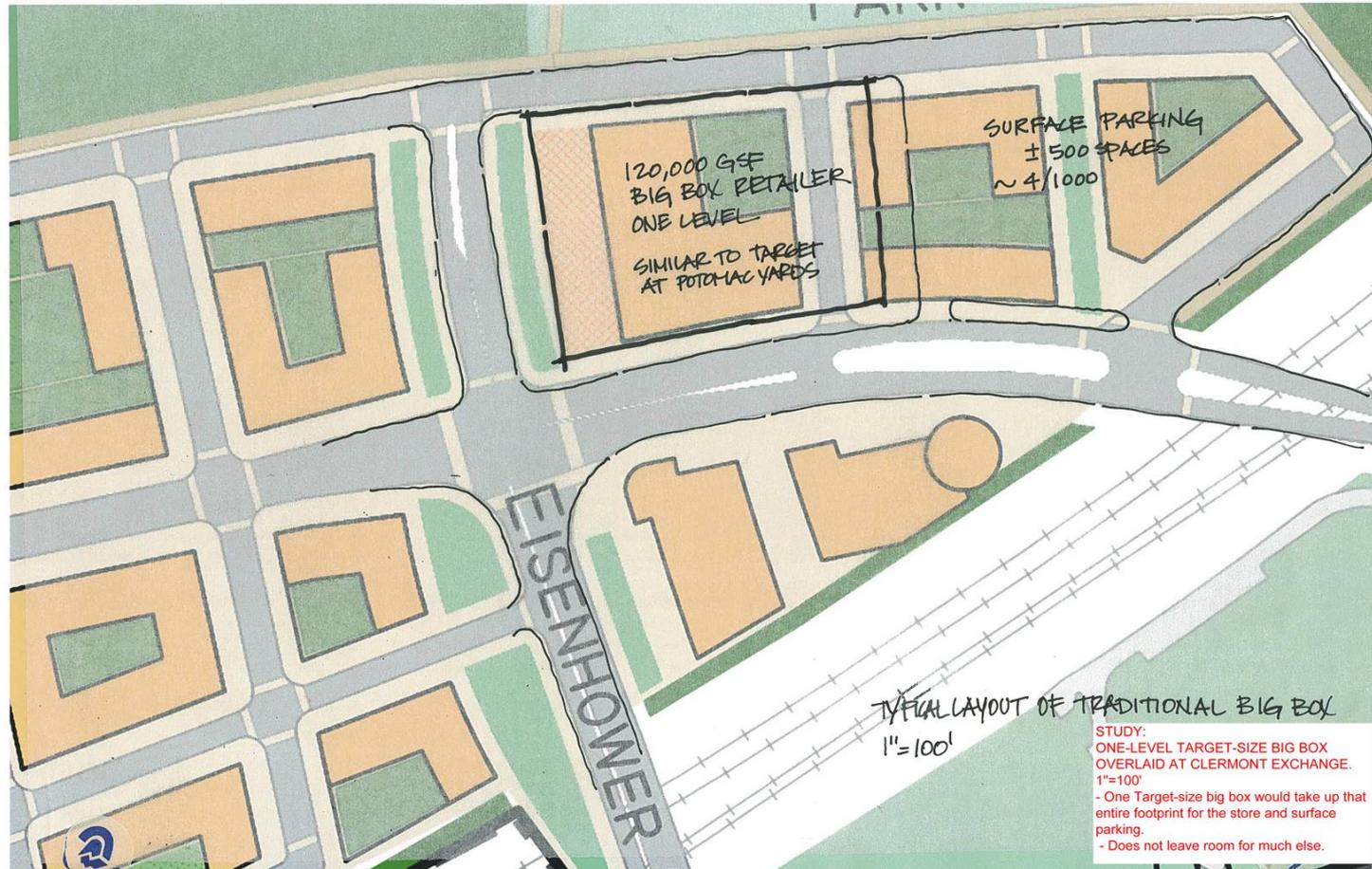


Interim Development

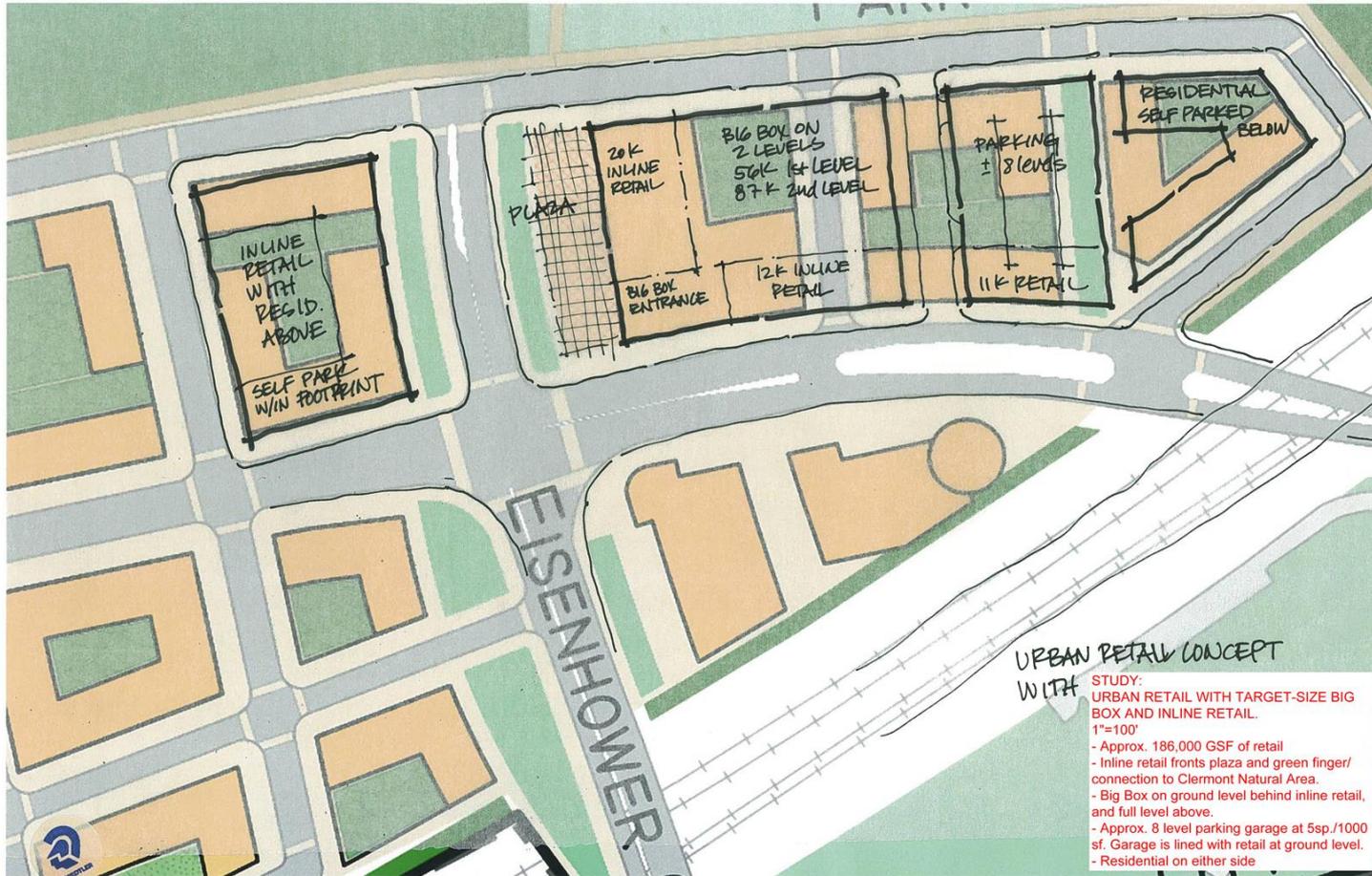
- Inspiration
- Rationale
- Character
- Location
- Uses
- Duration
- Form and Regulation



Big Box at Clermont and Eisenhower (Potomac Yard Target)



Big Box at Clermont and Eisenhower (Urban Scale)



Implementation: Capital Improvements Prioritization

- Multimodal Bridge
- Farrington Connector
- Pedestrian Bridge(s)
- School Site
- Transit Enhancements along Eisenhower Avenue and Van Dorn Street
- Realignment of Metro Loop Road
- Straightening Eisenhower Avenue



Feedback & Discussion

- Are there any concepts related to implementation that are missing?
- Are there any implementation strategies that should be further researched?



For July

- Implementation Continued
- Neighborhood Guidelines
- Open Space Maintenance
- September Steering Committee Meeting?
- What else would you like further discussion on?



What's Next

Steering Committee Meeting #15: Implementation

- Monday, July 27th, 7:00 pm
- Location: Cameron Station Clubhouse Great Room

Steering Committee Meeting #16: Transportation

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

Community Meeting #6: Draft Plan

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

