Meeting Agenda

• Welcome and Follow Up
  – Contact Information
• Eisenhower West Planning Context
• Draft Vision and Principles
• Community Meeting #3
Agenda

- Lincolnia Planning District Study
- Smoot Lumber/Plaza 500
- Farrington Avenue
- Van Dorn Transit Station Area
- Vine Street
Lincolnia Planning District Study

- Authorized as a planning study when the Pilot Comprehensive Plan Amendment Work Program was adopted on July 9, 2013.

- Work Program schedules planning studies and proposed Plan amendments anticipated to begin 2013-2016.

- Updated when (1) the Board of Supervisors takes action on a study or amendment and/or (2) a Board member authorizes a new study.
Aerial Map 2013
Lincolnia Planning District
Key
Lincolnia Planning District Boundary

Prepared by DPZ, July 2014
Approach

Phase I
May 2014 – July 2015

- Evaluate editorial changes to Plan text and maps.
- Consolidate Beltway South Industrial Area into one section of the Plan.

Phase II

- Consider Community Business Center (CBC) designation.
- Evaluate alternatives for land use and/or intensity.
Timeline for Phase I

May 2014
Finalize study scope

Oct. 2014
Publish existing conditions report

Nov. 2014
Kick-off meeting and present existing conditions

Work with steering committee

April – May 2015
Finalize text and maps, publish final staff report

June – July 2015
Public hearings
Plaza 500/Smoot Lumber
Plaza 500

- Smoot Lumber is part of the 34-acre Plaza 500.
- Developed with ~500K sq. ft light industrial, warehouse, office uses (0.34 FAR).
- Planned for light industrial and Warehouse uses to 0.50 FAR.
- Plan amendment in 2009 proposed option for up to 2.5 million sq ft. of mixed use development.
  - Staff recommended retaining adopted Plan.
  - Nominator submitted a traffic impact analysis but withdrew the proposal prior to task force review and public hearings.
Farrington Avenue

- If redevelopment is again proposed for Plaza 500 or a new option for redevelopment is added to the Comprehensive Plan, further transportation analysis would be conducted to determine what types of improvements are needed, may include looking at Farrington Avenue.

- There are currently no recommendations to extend or otherwise improve Farrington Avenue in the adopted Comprehensive Plan.
Van Dorn Transit Station Area (TSA)
Van Dorn Transit Station Area Background

- A study of the TSA was authorized by the Board of Supervisors in Sept. 1999. Study recommendations were adopted by the Board in Oct. 2000, resulting in the Comprehensive Plan recommendations for the TSA that are present today.
- Since 2000:
  - By-right development of northern portion of Land Unit E in 2002 (single-family detached subdivision).
  - Only approved zoning actions were to correct existing violations.
  - Long-term Plan review schedule estimates a study of the Van Dorn TSA to begin in mid-2016.
Development should be designed to promote the use of transit (bus, rail) as the primary mode of access.

Developers may be required to phase development and timing may be influenced by the ability to demonstrate roadway capacity exists or will exist in the short term.

Until additional capacity is determined and approved, only one-half of the total development potential recommended in Land Units B, D, E may be constructed.
Vine Street Area

- Land Unit B, proposed focal point of the Van Dorn TSA.

- Option for office or hotel, office, residential up to 1.0 FAR with conditions, including:
  - Contribute towards design and construction of new bridge connecting Oakwood and Vine.
  - Demonstrate no worse than LOS “E” with redevelopment.
  - Provide pedestrian access to the Metro station.
  - Provide appropriate parking structure(s).
  - Extensive land unit consolidation and high quality site design.

- Option above 1.0 FAR with additional conditions, including:
  - Proposed uses minimize need for vehicular access and parking, encourages use of Metro.
  - **Substantial** contribution towards construction of bridge.
Questions?

Planning and Zoning:
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Phone (direct): 703-324-1356
For Lincolnia study:
www.fairfaxcounty.gov/dpz/lincolnia
http://www.fairfaxcounty.gov/email/lists/
- Land Use & Development
- Lincolnia Planning Study News

Transportation:
Email: Kristin.Calkins@fairfaxcounty.gov
Phone (direct): 703-877-5710
Landmark/Van Dorn Corridor Plan (2009)

Goals: From suburban to urban

- Transform the mall and beyond
- Emphasize local connectivity
- Leverage greatly improved transit
- Create urban parks and plazas
- Phase implementation
Land Use Strategy

• Maximize office where the market will support it
• Provide retail and hotel to support office and meet community needs
• Permit sufficient housing to ensure redevelopment is feasible and succeeds over the long term
• Constrain overall development potential by transportation capacity
WEST END TOWN CENTER

- FAR: minimum 2.0 maximum 2.5
- 70% non-residential
- 8.7 million sf on 82 acres
- at least 3.7 million sf office
- at least 1.0 million sf retail
- 800,000 sf hotel
- residential:
  - min: 1.2 million sf
  - max: 3.1 million sf
Plan does not encourage redevelopment of existing residential development

Not recommended for increased density

Phase developer contributions to affordable housing

VAN DORN PLAZA

- Redevelop @ 2.0 FAR
- New high street park

EXISTING RESIDENTIAL DEVELOPMENT

- Plan does not encourage redevelopment of existing residential development
- Not recommended for increased density
- Phase developer contributions to affordable housing
PICKETT PLACE

- FAR: minimum 1.5 maximum 2.0
- 30% non-residential
- 4.8 million sf on 55 acres
- at least 250,000 sf office
- at least 344,000 sf retail
- residential:
  - min: 500,000 sf
  - max: 3.7 million sf
Landmark Mall Redevelopment
Landmark Gateway/Modera Tempo
Questions
Draft Vision and Principles

• Vision Statement, Vision Narrative, or both?
• Is there a goal or thought that is missing?
• Is there anything that does not belong or should be removed?
• Are there one or two thoughts you would like to discuss further?
Vision Narrative

Imagine walking out your front door, grabbing coffee and the newspaper along lively Pickett Street. You cross onto the spacious sidewalk of the bridge that connects across the railroad tracks. You pause at the center of the bridge to take in the view of the expansive Eisenhower Valley and a naturalized Backlick Run. As you approach the end of the bridge, you see the bustling Van Dorn Metro station, full of people connecting to the greater Washington, DC metro area. You notice the bright blue buses of the West End Transitway as they approach the Metro station to drop off and collect passengers, you hear the sounds of water falling from a fountain, the chatter of people on their way to work and school, and the conversations as passengers purchase food from nearby vendors.

You feel the breeze of cyclists passing by on their journey from nearby trails along Backlick Run, Cameron Run, and Holmes Run to their work places along the green boulevard of Eisenhower Avenue, the hub of small-scale, creative manufacturing for Alexandria. Larger industries in the area are surrounded by a village of smaller industries focused on everything from creating devices that improve everyday technologies to food and drink production to marketing companies that promote the work of scientific innovation.

You take a stroll with your family along Backlick Run Trail, the green spine of the neighborhood that connects people to the innovation boulevard of Eisenhower Avenue. As you walk along the trail that leads to Ben Brenman Park, you describe to your children the science of industry through interpretive signage showcasing industrial uses, manufacturing technology, and stormwater management. You emerge from the park energized and pleased with this place you have chosen as home. Eisenhower West, a place to innovate, recreate, learn, and connect to the region.
Vision Statement

Building on its unique assets, Eisenhower West will showcase a variety of uses, including thriving commercial and light industrial businesses along Eisenhower Avenue, an active Van Dorn Metro station, a vibrant Pickett Street that includes retail, residential uses, and restaurants, and a better connected community through the West End Transitway. Residents and visitors will have access to cultural and civic amenities, high-quality parks and green spaces, active and passive recreation options, and a revitalized local stream system. Walkability and connectivity will be enhanced to allow community members to travel through a safe and pleasant environment to their daily destinations. The vision for Eisenhower West will be achieved through phased implementation, interim uses, and community amenities to attract future development. Eisenhower West will provide a high quality of life for a culturally, economically, and generationally diverse community.
Questions
Community Meeting #3 Structure

• Meeting Goals
  – To report back on results of Community Meeting #2
  – To present and get feedback on Draft Vision Statement and Goals
  – To present our Existing Conditions findings: Issues and Opportunities
  – To present and get feedback on 3 Conceptual Options

• Agenda
  – 6:30-7:00: Open House
  – 7:00-7:10: Welcome; Goals for this Meeting
  – 7:10-7:20: Report Back on Community Meeting #2
  – 7:20-7:40: Conceptual Options Presentation
  – 7:40-7:45: Questions for Clarification Presentation
  – 7:45-8:20: Interactive Feedback Exercises at Stations
MindMixer

- Engage groups that do not attend evening meetings
- Create opportunities for the community to be involved at their convenience
- Gain feedback on plan elements through online engagement
- Promote and spread awareness of EW planning efforts
- Will be housed on the Eisenhower West website
Interactive Feedback Exercise Options

Facilitated Stations with Boards – feedback is given/written at the board.

Facilitated Roundtable Discussions – copies of concepts are at each table, with reporting-out
Interactive Station: Edit the Draft Vision Statement

Example from another project:

Vision

The District of Columbia will have an accessible, convenient, and resilient transportation system serving residents of every neighborhood and workers, institutions, businesses, and visitors. This world-class system will offer people many travel choices. It will support and encourage walking and biking, provide efficient, convenient, and affordable transit; and give people the opportunity to drive. As more and better transportation choices are provided in the District of Columbia, the city will:

- Channel parking spending into sustainable transportation
- Be more competitive and attractive nationally and internationally
- Have safer and more vibrant streets and neighborhoods that lead to stronger, healthier communities
- Have cleaner air, streams, and rivers and be more resistant to climate change
- Accommodate the travel needs of all residents, workers, and visitors regardless of age or ability

Simplify the vision...

"Be the best European city in the US."

Community Meeting #3: Conceptual Options
September 29, 2014
Examples of Work Products for Community Meeting #3 – Conceptual Options

3 Concepts - A, B, C

- Each Concept has a Theme or “Big Idea”
- 2-3 Boards per Concept
- May place images on Concept Diagram and Illustrative Sketch Boards
Examples of Concept Diagrams (from other projects)

Concept A - Grid Extended
Examples of Illustrative Sketch Plans
(from other projects)
Examples of Image Boards
(from other projects)
Examples of Work Products for Community Meeting #4
These will build on feedback from Community Mtg. #3 to refine the concepts

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<tr>
<th>MASTER PLAN</th>
<th>3-D MODEL</th>
<th>TYPES OF PLAN</th>
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<td></td>
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<td>ELEMENT DIAGRAMS</td>
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Community Meeting #3: Conceptual Options
September 29, 2014
Examples of Work Products for Community Meeting #4
(from other projects)

Master Plan

3-D Model

Community Meeting #3: Conceptual Options
September 29, 2014
Examples of Work Products for Community Meeting #4 (from other projects)

Component Plans (e.g., circulation; parks/ green space; stormwater; land use; density and height, etc.)
Questions
Upcoming Meetings

Community Meeting #3: Conceptual Options

- Monday, September 29th, 2014, 7:00-8:30 pm
- Location: Beatley Central Library

Steering Committee Meeting #6

- Date/Location: October TBD
- Feedback needed on multi-modal bridge alignments