Meeting Agenda

- Welcome
- Meeting Goals & Schedule
- TSA & Eisenhower West
- Transportation & Connectivity
- Phasing & Implementation
- What’s Next
- Community Comments & Questions
Meeting Goals

• Receive updates
• Provide information on TSA
• Provide feedback on transportation & connectivity elements
• Provide feedback on phasing & implementation
• Review what’s next
Schedule

- **Today:** Steering Committee Meeting #16: Transportation, Implementation
- **September 19th:** Community Meeting #6: Final Draft Plan
- **September 28th:** Presentation to the EPC
- **October 26th:** Steering Committee Meeting #17: Final Comments
- **November 5th/14th:** Plan Considered for Adoption by Planning Commission & City Council
Eisenhower West SAP Plan Structure

Fall 2014

VISION + GOALS

EXISTING CONDITIONS

PLAN DEVELOPMENT PROCESS + COMMUNITY ENGAGEMENT

URBAN DESIGN FRAMEWORK

PLAN ELEMENTS

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>BUILT ENVIRONMENT</th>
<th>CONNECTIVITY</th>
<th>PARKS + GREEN SPACE</th>
<th>INFRASTRUCTURE + ENVIRONMENT</th>
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</thead>
<tbody>
<tr>
<td>OVERALL PRINCIPLES</td>
<td>OVERALL GUIDELINES</td>
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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

IMPLEMENTATION

TODAY
Draft Land Use Concept
TSA and EISENHOWER WEST

ALEXANDRIA ECONOMIC DEVELOPMENT PARTNERSHIP
City’s investment of $23M in real estate tax abatement will produce:

- 2,100 new NSF jobs
- 1,800 new indirect jobs
- 30,000 annual visitors to NSF offices
- 90,000 hotel room nights per year
- $83 million annual addition to the City economy
- $51 million net new tax revenues to City over 15 years
CARLYLE AND EISENHOWER AVENUE
Office, Hotel and Multi-Family Residential on Metro

NSF
USPTO
Leaders laud advent of TSA in Eisenhower West

Federal tenant to move into long-easing Victory Center

City officials and business leaders are brimming with excitement following the announcement last week that the U.S. Transportation Security Administration will relocate to Alexandria.

The agency will move its approximately 3,400 employees into 560,000 square feet of existing office space at Victory Center in the Eisenhower West neighborhood in 2017. The announcement comes at the end of a multi-year building process, and more than a decade since the Victory Center first had an active tenant.

Officials are hopeful the advent of a large federal tenant will spark new economic activity in the Eisenhower West corridor, a neighborhood where plans for redevelopment already are in the works.

Stephanie Landsman, CEO of the Alexandria Economic Development Partnership, said securing the TSA was among her organization’s top priorities for many months.

“They made an announcement at a time when the job market in the region was strong,” Landsman said. “And they made a commitment to long-term investment. They are a very important addition to our community.”

The new tenant will take up approximately 140,000 square feet of the existing building space at Victory Center. The remaining 420,000 square feet will be available for lease.

The move is expected to bring an estimated $50 million in annual economic activity to the surrounding area.

The TSA lease includes 640,000 square feet of office space, which is new construction.

- Technology and meeting center, with broadcast studio

- New parking garage and retail space on site
City’s investment of $23M in real estate tax abatement will produce:

- Catalyst for new development & investment in Eisenhower West
- Decreases Alexandria’s office vacancy rate by 3%
- 3,800 new TSA jobs
- $16 million annual addition to the City economy
- Injection of riders to the Van Dorn Metro Station
TSA’S NEW HOME - CIRCA 2017
Site Plan for TSA

1. Less than 2540 linear feet walking distance from Van Dorn Metro Station.
2. Pedestrian path.
3. New secure parking garage structure 6 - 9 stories.
4. New retail center addition.
5. Additional retail convenience parking spaces.
6. Truck Access.
7. Existing Victory Center.
8. Addition to existing Victory Center building at two to four (2-4) stories.
9. 325 ft travel distance from Victory Center to new retail addition.
10. Public transport bus stop location 150 linear feet walking distance to existing Victory Center entrance.
11. Public transport bus stop location 850 linear feet walking distance to existing Victory Center entrance.
12. Access control point with K12 crash barrier and guard booth.
13. Fixed K12 bollards at main TSA building entrance.
14. Visitor parking, 205 Spaces.
15. Outdoor seating
16. Truck exit
17. Removable bollards at entrance/exit to emergency vehicular lane.
18. Loading dock.
19. Proposed Location K12 Fence.
20. L.O.D = 348,500 SF
22. Parking Overflow.
Transportation Study Boundary
Transportation Study – Major Elements

FUTURE BUILD: Proposed Development

FUTURE BASELINE: Future Network and development Regional Growth

EXISTING: Existing traffic / Existing Network
Summary of Existing Conditions

- Barriers limit connectivity
- Most intersections operate satisfactorily with some constrained approaches
- 6,800 daily weekday ridership at Van Dorn Metrorail station
- Van Dorn station parking lot is over capacity
- Area served by Metrorail, Metrobus, and DASH
- Limited bicycle- pedestrian facilities
Modeling Scenario Assumptions

• **2040 BASELINE**
  - 4.9 Million s.f. of approved / planned land use
  - Regional background growth
  - Planned roadway improvements – High St.; Multimodal Bridge; Farrington Connector; Developer mitigation improvements
  - Planned transit improvements – Van Dorn circulator, transitways, improved DASH headways

• **2040 BUILD – NO BRIDGE**
  - Net increase of 9.3 Million s.f of new development
  - Baseline assumptions (except multimodal bridge)
  - Improved street grid
  - Straightened Eisenhower
  - Remove Van Dorn SB loop ramp
  - Transit lane on Van Dorn Street
  - Realigned Van Dorn circulator

• **2040 BUILD – WITH BRIDGE**
  - Net increase of 9.3 Million s.f. of new development
  - Baseline & 2040 Build assumptions including multimodal bridge
  - No additional improvements on Van Dorn Street
2040 Baseline - PM Peak

Within Study area / Landmark Van Dorn
LOS F – 1 intersection
LOS E – 1 intersection
2040 Build – No Bridge – PM Peak

Within Study area / Landmark Van Dorn
LOS F – 10 intersections
LOS E – 11 intersections
2040 Build - No Bridge & Mitigation - PM Peak

Within Study area / Landmark Van Dorn
LOS F – 6 intersections
LOS E – 10 intersections
2040 Build with Bridge – PM Peak

Within Study area / Landmark Van Dorn
LOS F – 4 intersections
LOS E – 11 intersections
2040 Build with Bridge & Mitigation – PM Peak

Within Study area / Landmark Van Dorn
LOS F – 2 intersections
LOS E – 8 intersections

Roadway Improvements
- LOS F intersection (PM Peak)
- LOS E intersection (PM Peak)
- Intersection proposed for Mitigation
- Enhanced transit
## Summary of Mitigation Results

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Average LOS F (AM/PM)</th>
<th>Average LOS E (AM/PM)</th>
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<tbody>
<tr>
<td>2040 Build – No Multimodal Bridge</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>Mitigated</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>2040 Build with Multimodal Bridge</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>Mitigated</td>
<td>2</td>
<td>5</td>
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*Results within Eisenhower West SAP / Landmark-Van Dorn SAP Areas*
Travel Time Comparison (2040 Build without Bridge vs. With Mitigation)

Van Dorn Street

**AM Peak**
- NB: 19 min / 17.8 min (mitigated)
- SB: 30.3 min / 24.4 min (mitigated)

**PM Peak**
- NB: 22 min / 14 min (mitigated)
- SB: 13.6 min / 12.6 min (mitigated)
Travel Time Comparison (2040 Build with Bridge vs. With Mitigation)
Van Dorn Street
Travel Time Comparison (2040 Build without Bridge vs. with Mitigation)
Eisenhower Avenue

AM Peak

PM Peak
Travel Time Comparison (2040 Build with Bridge vs. with Mitigation)
Eisenhower Avenue (Van Dorn to John Carlyle)

AM Peak

EB
24.8 min / 20.7 min (mitigated)

W
14.3 min / 11.2 min (mitigated)

PM Peak

EB
19.6 min / 13.2 min (mitigated)

W
11.3 min / 10.6 min (mitigated)
Transportation Summary

- Additional development beyond Baseline levels generates additional traffic
- Capacity improvements needed to mitigate traffic impacts
- Multimodal bridge is key transportation element:
  - No Bridge = More failing intersections
  - No Bridge = Harder to access Van Dorn Metro Station
  - No Bridge = More lanes needed on Van Dorn Street
- Travel times along Van Dorn Street and Eisenhower Avenue improve with mitigation
- Travel times along Duke Street minimally affected by mitigation
- Lower overall delays:
  - With the Multimodal Bridge
  - With traffic impact mitigation
Multimodal Bridge vs. Van Dorn Widening
|---------|----------------------|--------------------|-------------|
| **Phase 1** | 7.1M SF (includes TSA site) | Initial Spot Improvements (For Planned / Approved)  
• Van Dorn/Eisenhower  
• Van Dorn/Main  
• Van Dorn/Edsall  
• Van Dorn/Pickett  
• Pickett/Edsall  
Major Improvements  
• Enhanced transit service  
• Farrington Ave Connector Bridges (Alexandria)  
• Multimodal Bridge or Widening Van Dorn  
• Van Dorn / Courtney  
• Pedestrian Bridge (Clermont to Ben Brenman Park)  
• School  
• Community Facility  
• Housing  
• Land Value  
• Clermont Cove Acquisition | $1 Million  
$450,000  
$630,000  
Minimal  
Minimal  
$400,000 +  
$44 Million  
$51 Million  
Minimal  
$14,300,000  
$37,750,000  
$6,800,000  
$5,250,000  
$8,200,000  
TBD  
**$170 Million +** |
| **Phase 2** | 2.2 Million SF | Rebuild Metro Rd NB ramp  
Farrington Ave Connector (Fairfax responsibility) | $2.8 Million  
$15M plus ROW  
**2.8 Million +** |

Total cost: $172,600,000+  
(Does not include Farrington Connector in Fairfax Co.)
Revenues & Expenditures

- Total Cost of Improvements: $172,600,000
- Annual Tax Revenue: $36,000,000 (Gross) $21,300,000 (Net)
- 20% of Annual Tax Revenue: $7,260,000 (Gross) $4,260,000 (Net)
- Developer Contribution at $10/SF: $93,000,000
- Developer Contribution at $12/SF: $111,600,000

Developer Requirements:
  - On-Site Improvements
  - Adjacent Infrastructure (Including sewer as needed)
  - Backlick Stream Restoration and Greenway
  - Plaza Near Metro

City Contributions:
  - Tax Increment
  - General Fund
  - Grants
Potomac Yard Annual Tax Revenue Example

This Potomac Yard example shows (red bar) how a portion of the net property tax revenue from new development accumulates over time to fund infrastructure projects.

Alternative B

- Results in $1.5 billion in net revenue to the City over 30 years.
Notes on Phasing

- Development should not exceed 7.1 million square feet until Phase I transportation improvements completed
- Anticipate that developer contributions at approximately $10-12/per square foot will accommodate infrastructure needs
- Developer contribution concept to include study of a catalyst phase where contributions increase over time, by neighborhood, or by use
- Net new tax revenue will fund improvements in the plan area
Post-Adoption Action Items

- Detailed Air Modeling Analysis Near Metro
- Infrastructure Framework (Includes LMVDC Plan Area)
  - Curb/ROW to 20-20% design
  - MM Bridge alignment
  - Farrington alignment
  - Sewer upgrades
  - Design guidelines
  - Developer contribution study
- Analysis with Norfolk Southern on crossings
- Backlick Run Restoration Master Plan
- Combined Heat Study
- Reclaimed Water Study
- Recreation Center/School Site Analysis
What’s Next

Draft Plan Posted on AlexEngage for Comments
• Week of September 14th

Community Meeting #6: Draft Plan
• Saturday, September 19th, 10:00 am
• Location: Samuel Tucker Elementary School

Steering Committee Meeting #17: Final Comments
• Monday, October 26th, 7:00 pm
• Location: TBD

Consideration of Plan Adoption
• Thursday, November 5th, Planning Commission
• Saturday, November 14th, City Council