MEETING SUMMARY
Eisenhower West Small Area Plan Steering Committee Meeting #10
Monday, February 23, 2015 | 7:00 – 9:00 pm | Spring Hill Suites, 2950 Eisenhower Avenue

1 Steering Committee Members Present
- Mindy Lyle, Steering Committee Chair, Planning Commission
- Judy Coleman, Steering Committee Vice Chair, Alexandria Parks and Recreation Commission
- Maria Wasowski, Transportation Commission
- Jim Durham, Community Representative
- Arthur Impastato, Community Representative
- Charles Sumpter, Community Representative
- David Heiden, Business Representative
- Agnès Artemel, Business Representative
- Mary Catherine Gibbs, Business Representative
- Ken Wire, Landowner Group Representative

2 City and Project Staff Present
- Karl Moritz, Department of Planning and Zoning
- Susan Eddy, Department of Planning and Zoning
- Radhika Mohan, Department of Planning and Zoning
- Katherine Carraway, Department of Planning and Zoning
- Ryan Price, Department of Planning and Zoning
- Helen McIlvaine, Office of Housing
- Laura Durham, Department of Recreation, Parks, and Cultural Activities
- Steve Sindiong, Principal Planner, Transportation & Environmental Services
- Jeff Parker, Project Manager, RK&K

3 Welcome and Updates
- Ms. Lyle, Chair of the Steering Committee, welcomed members and made introductory remarks.
- Ms. Mohan reviewed the goals for this meeting, which included giving updates on follow up tasks; providing feedback on the draft concept plan and transportation modeling; and providing feedback on future meetings.

Staff Presentation
Ms. Mohan reviewed feedback received in response to the draft concept plan presented at the February 9th community meeting. Ms. Eddy continued with a discussion on the transportation modeling elements and process. Below is a summary of that discussion.

4 Transportation Modeling
- Ms. Eddy explained that the transportation study would be modeling the year 2040, which includes planned transportation improvements including the general location of the multimodal bridge, the Farrington connector, Corridors B and C, and the new street grids proposed in the Landmark/Van Dorn Corridor Plan. A second model run would add the concept plan land uses to that 2040 base.
- Staff acknowledged previous comments made to move Corridor B from Duke Street to Eisenhower Avenue and the challenges in timing, policy, and further study that it would...
require. However, staff does understand that more transit options are needed on Eisenhower Avenue and that those options would be further defined and modeled through the transportation study.

- Mr. Moritz noted that 75% of the proposed development in the draft plan will be modeled, which has been the City’s experience with buildout.
- Ms. Eddy noted that square footage, use, and number of households are modeled.
- Staff noted that the plan will address how the proposed land use mix can be achieved through CDDs and other implementation tools.

5 Eisenhower West Sub-Areas
- Ms. Eddy asked for feedback on land use mixes and building heights for each subarea within the plan boundary.
  - Sub-Area 1: West of Van Dorn District
    - The Steering Committee was comfortable with the land use mix described for this sub-area.
  - Sub-Area 2: South of Pickett District
    - Flex use should not be precluded in this sub-area. If it is modeled the same as retail in the transportation model, maybe the use could be renamed retail/flex.
    - The Trade Center on Pickett is already zoned CDD #8. Transportation modeling will include future development on the parcel.
    - The plan should address congestion on Pickett Street.
  - Sub-Area 3: Van Dorn Metro Station District
    - Office/Institutional percentage might be too high and difficult to achieve unless there are a lot of improvements in the transportation network.
    - Some flex uses might be needed around Covanta.
    - It might be better to include a range of percentages.
  - Sub-Area 4: Clermont District
    - Retail percentage seems low and not inclusive of big box retail.
    - Office/Institutional percentage seems too high.
    - Some flex should be included.
    - Staff will work with RK&K to determine how flex is assigned in the transportation model.
    - A hotel will be modeled in Sub-Areas 3 or 4.

6 Building Heights
- Staff used planning standards and City examples to determine appropriate height ranges within the plan area and sought community input on these ranges at past community meetings.
- Staff asked the Steering Committee for input on the medium range building height of 4-8 stories.
  - Location is important—8 stories might work closer to the Clermont node, with fewer stories as you move away from the node.
  - Height is also better determined by the use.
  - 4-8 stories is an appropriate range for location and land use for the purposes of the transportation model.

7 Other Comments
- More north-south connectivity beyond the multimodal bridge is need, particularly from a business perspective.
Although school traffic can generate congestions spurts, it is not included in the modeling.

VRE is planning a future stop along Eisenhower Avenue.

The model will assume a straightened alignment for Eisenhower Avenue. Although a t-intersection could cause additional traffic impacts, there are ways to mitigate the traffic through roundabouts and other designs.

Potential outcomes of the model include level of service for major corridors in the plan area, identification of stress points, and mitigation strategies to alleviate stress points.

8 Comments on Future Meeting Topics

- Small Area Plans can further identify locations for public art.
- Steering Committee can offer input on several topics at each meeting, then staff can share draft chapters for feedback.
- Include a set aside for local commercial businesses, similar to the Landmark/Van Dorn Corridor Plan. Flex uses could be incorporated into this guideline.
- Implementation will be a key point of discussion and should be separate chapter in the plan.
- Regional context, particularly with Eisenhower East, should be addressed.
- General guidelines for architecture can be included in the plan.

9 Next Steps

- Staff will send information to the Steering Committee on the Cameron Station walking tour.
- Staff will send examples of density transfer legislation to the Steering Committee.
- Staff will share the modal splits for the transportation study with the Steering Committee.
- Staff will share revised land uses mixed by sub-area and total plan area.
- Staff will share the baseline development assumptions that COG uses for the Landmark/Van Dorn area.
- Staff will send the Steering Committee updated square footage, FAR, and unit numbers to be used in the modeling.
- Staff will share the results of the industrial study.
- Staff will present an update of the plan to the Parks and Recreation Commission in April.