Welcome and Agenda
Agenda

- 7:00pm  Schedule / Process
- 7:05pm  Draft Transportation Chapter
- 8:00pm  Draft Planning, Land Use, and Design Chapter
- 9:00pm  Implementation Strategies
- 9:25pm  Next Steps
Draft Chapters

• Introduction *(Online – Posted 11/7/2016)*
• Open Space, Recreation, Cultural Activities *(Online – Posted 11/7/2016)*
• Historic Preservation *(Online – Posted 11/7/2016)*
• Housing *(Online – Posted 11/15/2016)*
• Economic Development *(Online – Posted 11/15/2016)*
• Infrastructure and Sustainability *(Online – Posted 2/17/2017)*
• Design Standards and Guidelines *(Online – Posted 2/17/2017)*
• Transportation *(Online – Posted 3/24/2017)*
• Planning, Land Use and Design *(Online – Posted 3/24/2017)*
• Implementation *(April)*
Opportunities for Public Comment

• Advisory Group and Community Meetings

• Comment Board alexandriava.gov/86032

• AlexEngage alexandriava.gov/Engage

• Email Heba.ElGawish@alexandriava.gov

• Public Hearings
TRANSPORTATION

• Guiding Principle: Further encourage an integrated multimodal transportation network using the existing street grid, and grid extensions where necessary, to promote a healthy, auto-independent lifestyle (walkability and accessibility)
TRANSPORTATION

• Opportunities:
  – Promote accessibility
  – Promote public transit
  – Promote walkability
  – Connectivity between Marina Towers, Parkway, Old Town
  – Strengthen ped/bike/transit links to Metro
  – Historic trolley using rail tracks – connect to Potomac Yard, Braddock, Old Town
transportation
pedestrian improvements

- Substantial demand for pedestrian access
  - Braddock Metro Station
  - 4% of people walk to work
  - 26% of Households make less than $50,000 per year
- Baseline improvements
- New Street Network in Power Plant site
- Trail Improvements in Linear Park and waterfront
- Green Streets
bicycle improvements

- **Trails**
  - Norfolk Southern Spur
  - Fairfax Street extension

- **Enhanced bicycle facilities**
  - Madison Street Corridor
  - Slaters into Power Plant site

- **Shared bicycle facilities**
  - Royal Street
  - Bashford Lane
  - Oronoco Street

- **Additional Capital Bikeshare stations**

**LEGEND**

- Existing Trail
- Existing Advisory Bicycle Lane; Bicycle Lane
- Proposed Trail
- Proposed Shared Roadway
- Proposed Enhanced Bicycle Corridor
transit improvements

- 6 DASH Routes
- 3 Metrobus Routes
- Metroway
- Realign Route AT2 to parallel AT8 as Old Town Circulator
- New North-South route to serve Power Plant and Potomac Yard Metro station
transportation study elements

EXISTING:
Existing Transportation Network

Future Baseline
Approved and Unbuilt Developments
Transportation Network Improvements
Regional Traffic Growth

Future Build
Development Potential
Under SAP /
Transportation Mitigation
transportation study area and methodology

- Microsimulation analysis for Washington Street
- Synchro analysis for other intersections
- Analyzed Weekday AM and PM peak hours
- Measure delays, queues, level of service, travel time
2040 baseline assumptions

- Roadway
  - No new roadways
  - Signal Timing Adjustments at various intersections
- Pedestrian / Bicycle
  - Sidewalk improvements (Wythe, Union St)
  - Royal Street Shared Bicycle Facility
  - Madison Corridor Bicycle facility
  - Capital Bikeshare expansion
  - E. Abingdon Trail improvement
- Transit
  - Potomac Yard Metrorail Station
  - Improved DASH frequencies
  - Old Town Circulator
  - Route 1 Transit Signal Priority
2040 build assumptions

- **Roadway**
  - New road extensions to Power Plant site (N. Fairfax, Royal, Pitt Streets)
  - New street grid within Power Plant site
  - Convert Montgomery Street to two-way operation

- **Pedestrian / Bicycle**
  - Redesign trail within rail spur Linear Park to improve connections to Mt. Vernon Trail
  - Capital Bikeshare expansion within Power Plant site

- **Transit**
  - New north-south transit route to connect Potomac Yard Metro Station to Old Town North / Old Town
roadways

- Good street grid and connectivity within most of Old Town North
- Future grid should be extended into Power Plant site as it develops
- Consistency with Complete Street Typologies
2040 build assumptions – traffic operations

- Washington at Montgomery Street
  - Powhatan Street converted to Right-in / Right-out at Washington Street
  - Left turn pockets added on Montgomery Street at Washington Street (both directions)

- Additional mitigation
  - NB and SB left turns provided at Washington Street and Montgomery Street
  - New east-west street from Power Plant to W. Abingdon Drive
  - Lane configuration improvements on W. Abingdon at Slaters Lane
  - Lane configuration improvements on Bashford Lane
2040 build traffic operations

**Overall AM Intersection Delay**
(Seconds/Vehicle)

- Slaters Lane: 50, 51, 88, 49, 61, 60, 75, 36, 21, 21, 29, 21
- Bashford Lane: 61, 60, 75, 36, 21, 21, 29, 21
- Montgomery Street: 50, 51, 88, 49, 61, 60, 75, 36, 21, 21, 29, 21

Legend:
- Existing Conditions
- 2040 Baseline
- 2040 Build
- 2040 Build with Mitigation

**Overall PM Intersection Delay**
(Seconds/Vehicle)

- Slaters Lane: 28, 32, 45, 32, 13, 18, 38, 20, 14, 20, 21, 24
- Bashford Lane: 28, 32, 45, 32, 13, 18, 38, 20, 14, 20, 21, 24
- Montgomery Street: 28, 32, 45, 32, 13, 18, 38, 20, 14, 20, 21, 24

Legend:
- Existing Conditions
- 2040 Baseline
- 2040 Build
- 2040 Build with Mitigation
2040 build traffic operations

Northbound AM Travel Time (Minutes)

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions</th>
<th>2040 Baseline</th>
<th>2040 Build</th>
<th>2040 Build with Mitigation</th>
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<tbody>
<tr>
<td>Northbound Washington Street From: Queen Street To: Slaters Lane</td>
<td>8.5</td>
<td>8.9</td>
<td>9.7</td>
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Southbound PM Travel Time (Minutes)

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<tr>
<th></th>
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<th>2040 Baseline</th>
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<tbody>
<tr>
<td>Southbound Washington Street From: Slaters Lane To: Princess Street</td>
<td>3.9</td>
<td>4.9</td>
<td>5.5</td>
<td>5.7</td>
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</tbody>
</table>
DISCUSSION
DRAFT PLANNING, LAND USE AND DESIGN CHAPTER
Planning, Land Use, and Design

- Land use strategies
- Mix of land uses
- Existing, planned office uses
- Retail focus areas
- Arts, cultural uses
- Potential (re)development sites
- Zoning
- Height
- Illustrative plan

COMMUNITY VITALITY

- Economic Sustainability
  - Streetscape Improvements
  - Art & Cultural Uses
  - Retail Concentration
  - Innovation Uses
  - Housing Affordability
  - Office Retention & Attraction
  - Regulatory Incentives
  - Design & Placemaking
Mix of Land Uses

Figure 2.01: Residents and Employees in Old Town North

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
<th>Residents</th>
<th>Portion of employees on former power plant site</th>
<th>Portion of residents on former power plant site</th>
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</thead>
<tbody>
<tr>
<td>1990</td>
<td>11,578</td>
<td>2,097</td>
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<tr>
<td>2015</td>
<td>9,745</td>
<td>3,118</td>
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<tr>
<td>Plan 2040</td>
<td>12,486</td>
<td>7,720</td>
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</tbody>
</table>

LEGEND

- Employees
- Residents
- Portion of employees on former power plant site
- Portion of residents on former power plant site

Notes:
1. 1.5 person per household assumed for proposed new residential development based on 2015 average household in Old Town North.
2. 3.5 person per 1,000 square feet for office space and non-residential use. New office construction occupancy may be higher than the current occupancy rate in Old Town North.
Existing and Planned Office Uses

challenges
- Changing Occupancy Rates for New Office
- Age of building
- Building footprint,
- Ceiling heights
- Market rate affordable office

Strategies
- Provide framework for more retail, amenities
- Amend zoning for strategic areas
- Better connections to Metrorail, transit
- Enhance and Connect open space and cultural amenities
- Design buildings to be more flexible
Retail Focus Areas and Corridors

LEGEND
- Required Retail or Art and Cultural Uses
- Optional Retail or Art and Cultural Use
- Potential Area for Retail or Art and Cultural Uses
- Plan Boundary
Art & Cultural Uses

• Ground floor space dedicated to these uses is excluded from the maximum floor area.

• Required to commit to these uses in ground floor; may need to charge rents that accommodate them

• Space allocated for these uses will include a restriction of 10 years
Art and Cultural Uses (Anchors)

- Additional floor area not to exceed 30% above building maximum
- Provide min contiguous size of 10,000 sf to qualify
- Total additional floor area not to exceed 250,000 sf in the Plan area
- On site parking requirement may be fulfilled with shared parking
- Space will include a restrictive covenant requiring compliance with Plan. 30 years
### Potential Redevelopment Sites

**Legend**
- Potential Redevelopment Sites
- Redevlopment Site Number as shown in the Development Summary Tables.

**Notes:**
1. The public process for this Plan included review and discussion of the Hopkins-Tuncil blocks, even though a portion of the site is located within the Old Town Small Area Plan. Proposed zoning for the full site was analyzed. While a separate Master Plan amendment will need to be processed for the southern block, the analysis for the full site occurred as part of the Old Town North Small Area Plan process.
* Note: The potential buildings, open spaces, and roof-top open spaces depicted are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

**LEGEND**
- Existing Buildings
- Existing Parks and Open Space
- Potential Buildings
- Potential Parks and Open Space
- Potential Rooftop Open Space
OBJECTIVES

1. Potential Affordable Housing
2. Potential Ground Floor Art and Cultural Uses
3. Ground Floor Retail
4. Streetscape and Tree Canopy Improvements
5. Improved Urban Design
6. Connectivity
Recommended Zoning

Legend:
- Yellow: Townhouse Residential
- Brown: Multi-Family Residential
- Green: Commercial
- Blue: Commercial/Residential Mixed Use
- Pink: Office Commercial
- Coordinated Development District
- Waterfront Mixed Use
- Public Open Space
- Waterfront Mixed Use
- Existing Zoning
- Recommended New Zone
- Text Amendment
Components of Placemaking

1. Great Street
2. Defined Street
3. Building Massing
4. Great Place
Importance of Context – Scale - Massing
Recommended District Height Limits

Legend:
- 120’
- 100’
- 77’
- 70’
- 66’
- 50’
- 45’
- 30’/50’

Subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992

Existing Height Limit

Recommended New Height Limit

Notes:
1. The number and location of buildings with heights up to 140’ will be determined through the development review process.
2. The height ranges shown on the former power plant site are intended to provide a variety of heights for each building and within each block.
3. Any changes to building heights on Canal Center will require mutual agreement with the National Park Service (NPS).
Existing Power Plant

85-120 ft.
Building Height Precedents

30-50 ft.
Building Height Precedents

50-75 ft.
Building Height Precedents

75-90 ft.
Building Height Precedents

120-140 ft.
Perspective View

LEGEND

- Existing Buildings
- Potential New Buildings
DISCUSSION
NEXT STEPS
Next Steps

• April 13, 2017 – Community Open House

• April 27, 2017 - Advisory Group Meeting #15 (Time and Location TBC)
## NEXT STEPS - OTN SAP Schedule through June

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Topics</th>
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</thead>
<tbody>
<tr>
<td>March 30</td>
<td>Advisory Group Meeting #14</td>
<td>• Release of Draft Transportation &amp; Land Use Chapters</td>
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<tr>
<td></td>
<td></td>
<td>• Discuss Implementation Strategies</td>
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<tr>
<td>April 6</td>
<td>Planning Commission Work Session</td>
<td>• Update</td>
</tr>
<tr>
<td>April 13 - TBC</td>
<td>Community Meeting #8 – <em>Begin 5 Week Public Comment Period</em></td>
<td>• Anticipated Release combined draft OTN SAP Update Document</td>
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<tr>
<td>April 25</td>
<td>City Council Work Session</td>
<td>• Update</td>
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<tr>
<td>April 27 – TBC</td>
<td>Advisory Group Meeting #15</td>
<td>• Follow-up on Land Use, Transportation, other topics as needed</td>
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<td>May 16 - TBC</td>
<td>Advisory Group Meeting #16</td>
<td>• Update Comments received on Draft SAP</td>
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<td>• Advisory Group Letter of consensus</td>
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<tr>
<td>May 17</td>
<td>Transportation Commission</td>
<td>• Update on Transportation Chapter and Study</td>
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<tr>
<td>June 6</td>
<td>Planning Commission Public Hearing</td>
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<tr>
<td>June 24</td>
<td>City Council Public Hearing</td>
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