

City of Alexandria, Virginia

**OLD TOWN NORTH SMALL AREA
PLAN UPDATE**

**Infrastructure and Environmental
Sustainability & Transportation**

Subcommittee Meeting #2
Wednesday, April 13, 2016
5:00 – 7:00 PM

PHASE I - TRANSPORTATION WORK PLAN ITEMS



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- Phase 1 – February to April 2016
 - Plan wide Streetscape improvements
 - Art Corridor concept for Fairfax Street
 - Proposed Royal Street Neighborhood Bikeway
 - Considerations for one-way street conversion on Montgomery and Madison
 - Potential street extensions
 - Railbanking process
 - Transit Considerations



STREETSCAPE IMPROVEMENTS & BIKEWAY

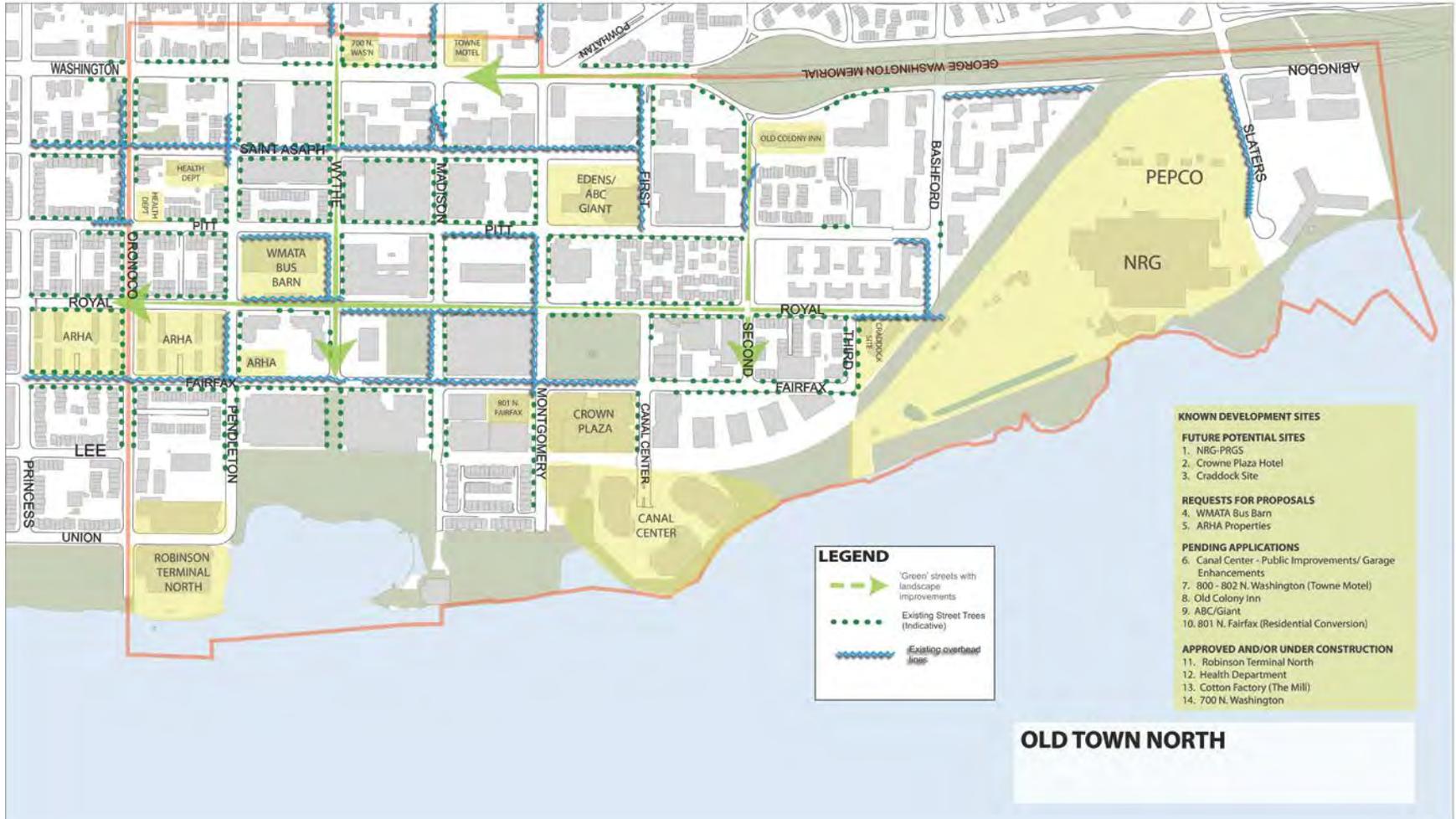


PLAN WIDE STREETScape IMPROVEMENTS



STREETSCAPE – STREET TREES & OVERHEAD UTILITY LINES

- CITY GOAL (TOTAL CANOPY) = 40%
- OTN CURRENTLY = 18%
- ADDING THE 'MISSING' STREET TREES = 23%



OLD TOWN NORTH

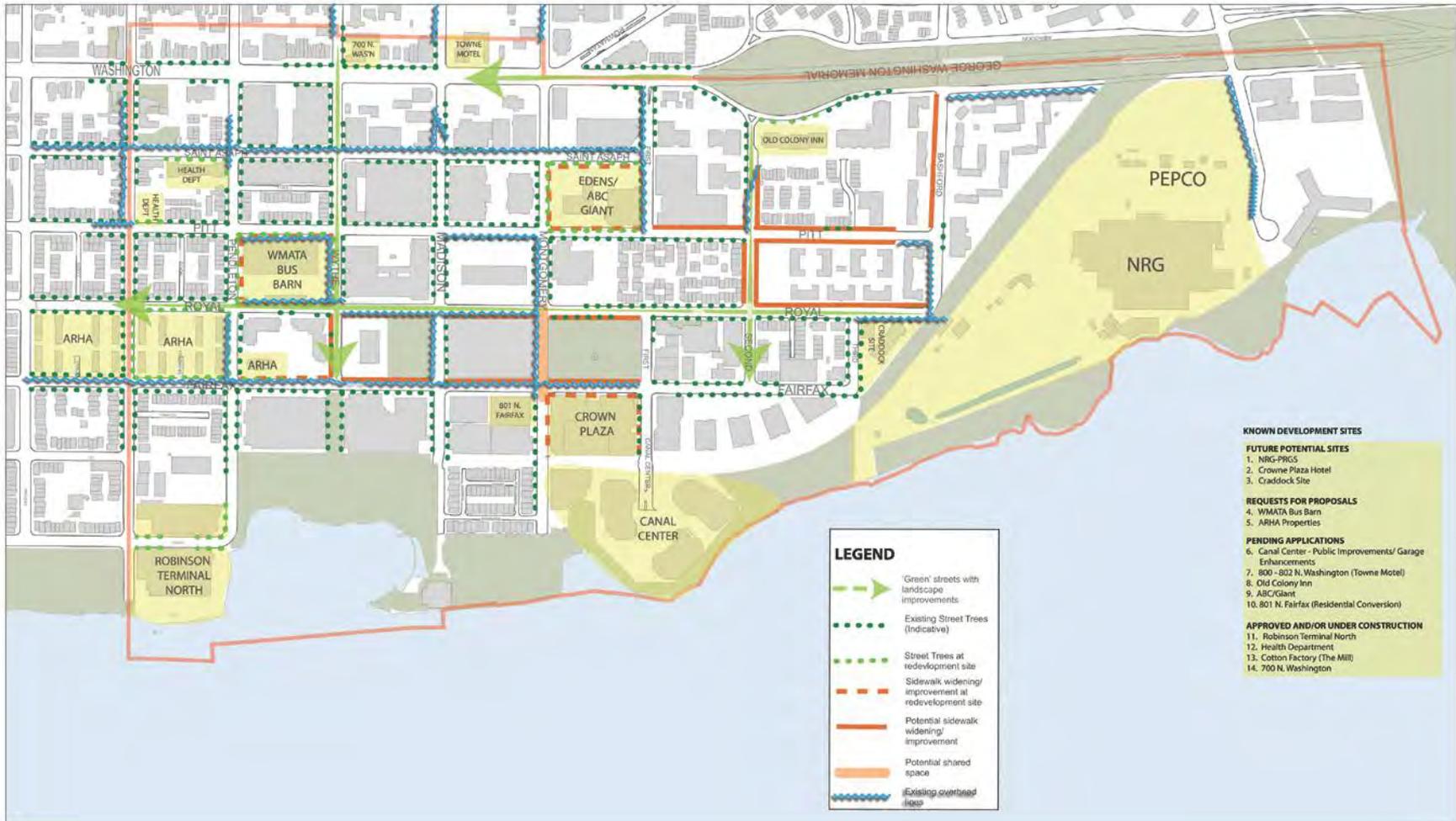


STREETScape – SIDEWALKS

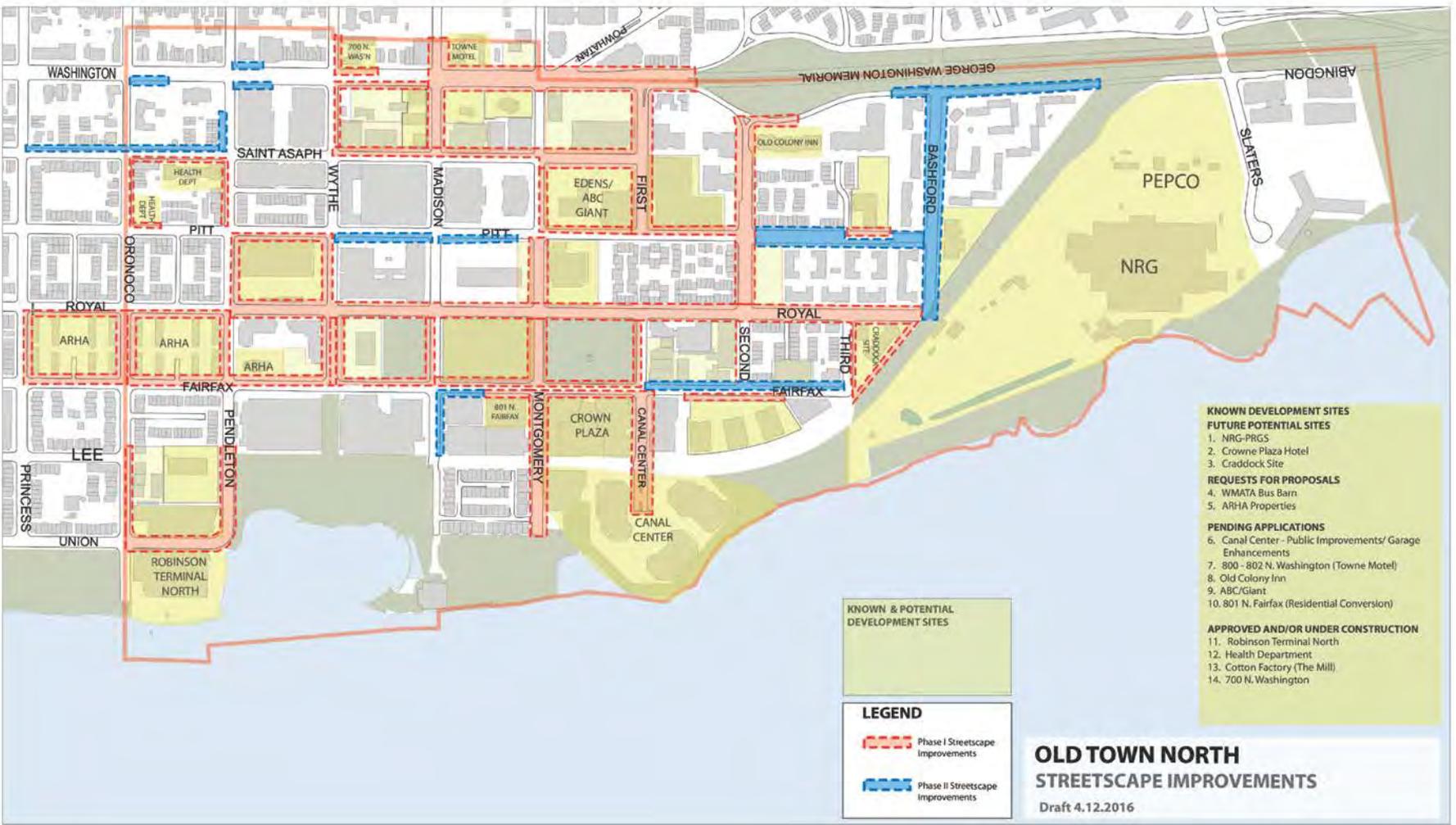
- IMPROVING PEDESTRIAN AND BIKE ENVIRONMENTS
- LINKING GREEN SPACES AND ACTIVITY CENTERS



STREETSCAPE – ALL CONDITIONS



STREETSCAPE – PHASES 1 AND 2

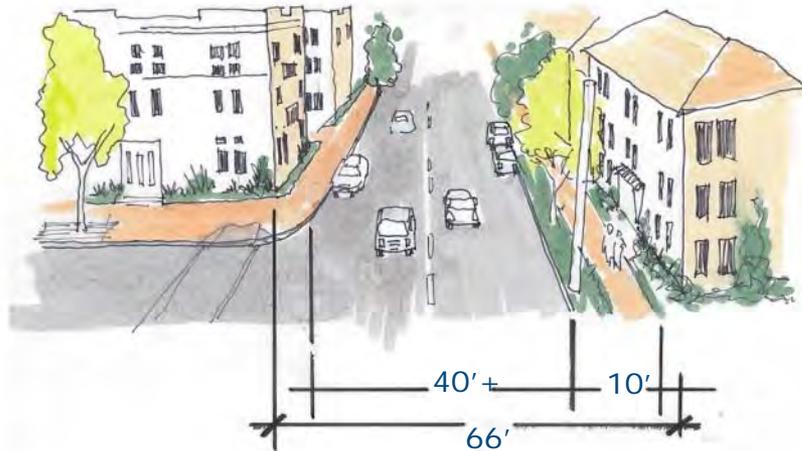


improvements

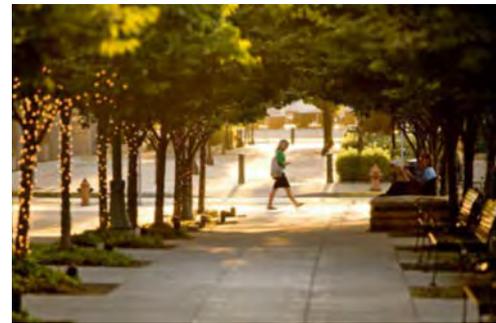
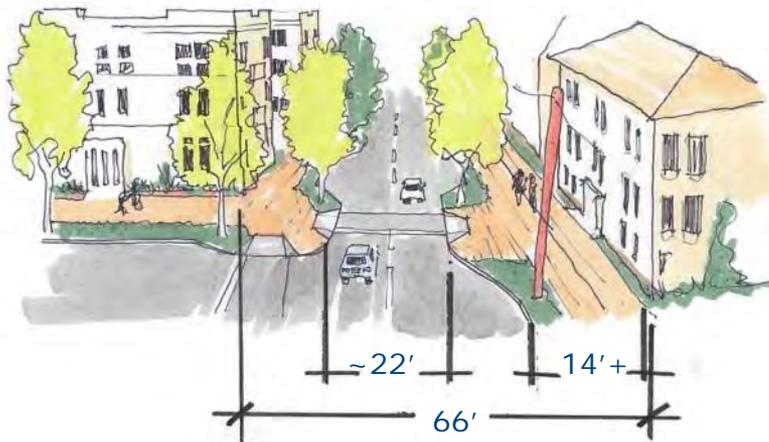
Draft 4.12.2016



TOOLS

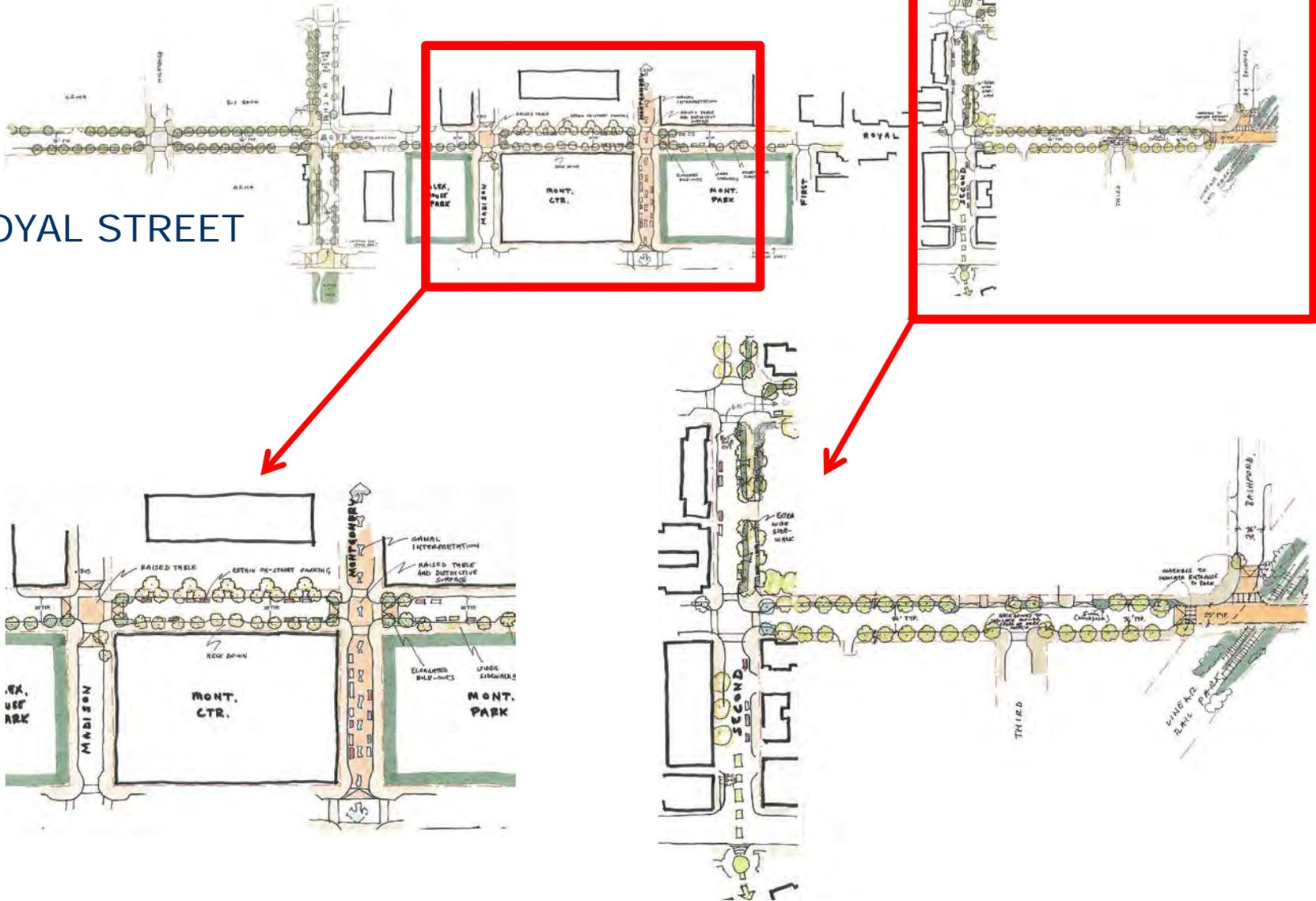


Street Enhancements



TOOLS – GREEN STREETS / RETAIL

ROYAL STREET



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ART CORRIDOR CONCEPT FOR FAIRFAX STREET

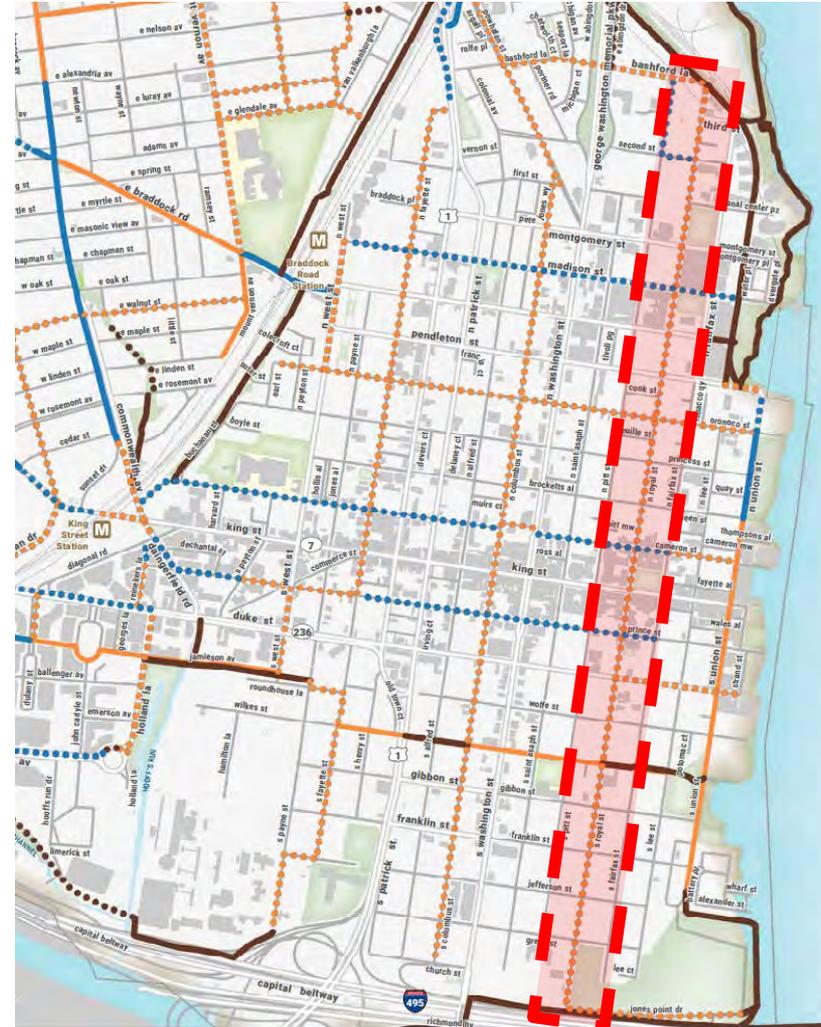


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PROPOSED ROYAL STREET NEIGHBORHOOD BIKEWAY (FROM JONES POINT TO BASHFORD LANE)

- Provides **north-south connectivity** through Old Town to the Mt. Vernon Trail
- Creates a more **direct and comfortable route** for bicyclists, leading to less pedestrian, vehicle and bicycle conflicts on Union Street
- Identified in **Pedestrian & Bicycle Master Plan Update**, and previous plans
- Additional analysis, design and community input needed



Old Town North



WHAT IS A NEIGHBORHOOD BIKEWAY?

LOW TRAFFIC NEIGHBORHOOD STREETS that have been optimized for walking and bicycling. They provide safe and attractive routes for pedestrians and bicyclists.

EXTREMELY SAFE streets with low or zero crashes, and calmer traffic

Streets that are **WELCOMING** to kids and families and attractive for all levels of cyclists

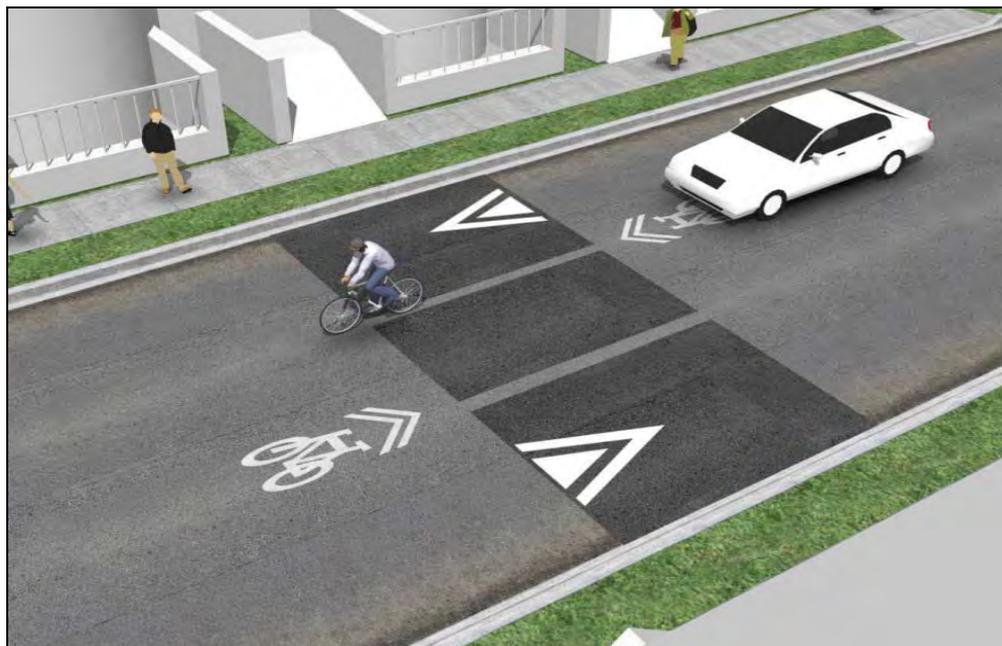


CHARACTERISTICS OF A NEIGHBORHOOD BIKEWAY

- **Route Planning:** Direct access to destinations
- **Signs and Pavement Markings:** Easy to find and to follow
- **Speed Management:** Slow motor vehicle speeds
- **Volume Management:** Low or reduced motor vehicle volumes
- **Minor Street Crossings:** Minimal bicyclist delay, where possible
- **Major Street Crossings:** Safe and convenient crossings
- **Offset Crossings:** Clear and safe navigation
- **Green Infrastructure:** Enhancing environments



NEIGHBORHOOD BIKEWAY TOOLKIT



TIMING/DESIGN PROCESS

- **Late Spring/Early Summer 2016** - Present initial concept to community through workshops and Old Town Small Area Plan meetings
- **Fall 2016 – Spring 2017** – Refine design concept with further community input
- **Late 2017/Early 2018** – Initial Improvements to be implemented concurrently with resurfacing of Royal Street
- Long term Improvements will be coordinated with development in Old Town North



SUBCOMMITTEE DISCUSSION

Streetscape Improvements and Art Corridor

- Are the streetscape improvements tools comprehensive enough?
- Is there concurrence on the phasing plan for the streetscape improvements?
- Is the Art Corridor idea a viable alternative to a competitive Art District designation by the Commonwealth?

Royal Street Bikeway Improvements

- Do the traffic calming tools achieve the desired results for a multi-modal friendly street? Are there other tools/design ideas that should be studied?



ONE-WAY STREET CONVERSION



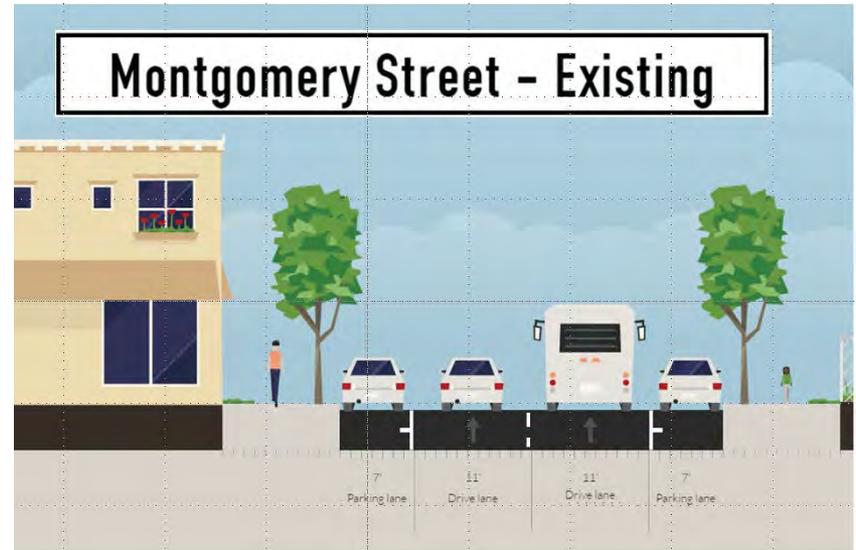
ONE-WAY STREET CONVERSION

Existing Conditions



ONE-WAY STREET CONVERSION

Existing Conditions



ONE-WAY STREET CONVERSION (MADISON ST)

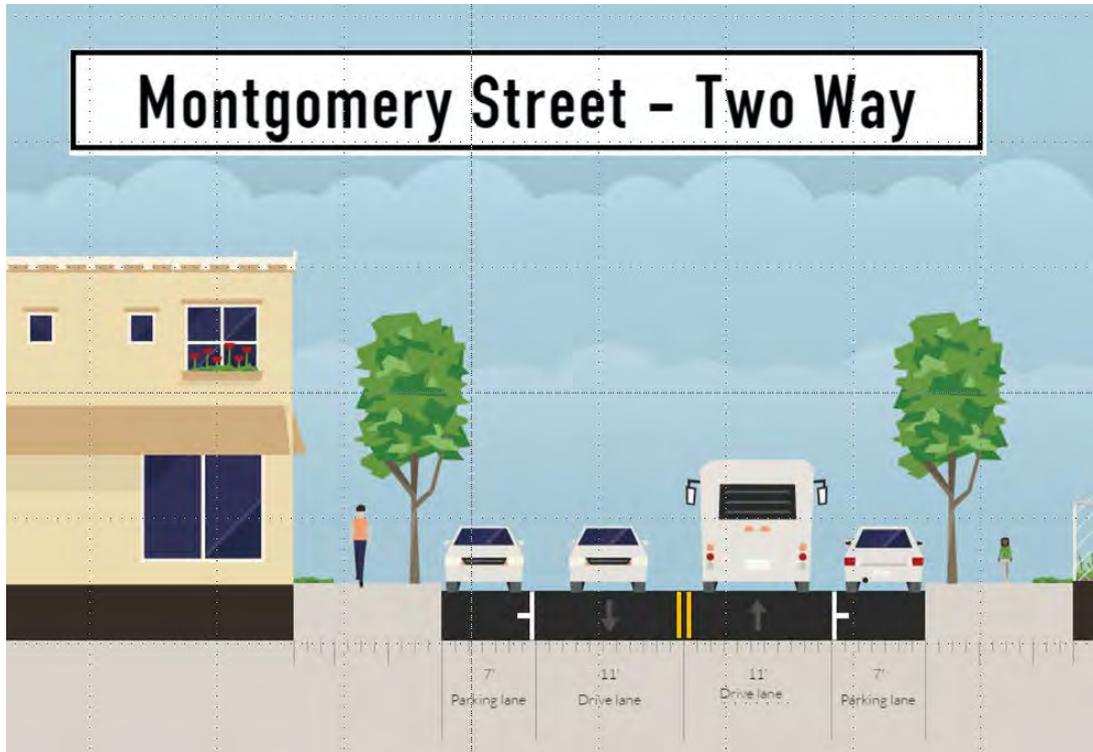
- Madison Street
 - Designated as an Enhanced Bikeway in the Bike/Ped Plan
 - Protected bike lanes from Braddock Metro to Waterfront
 - Additional analysis, design and community input needed
 - Will review operational impacts with OTN Transportation Study



ONE-WAY STREET CONVERSION (MONTGOMERY ST)

Montgomery Street Recommendation

Montgomery Street - Two Way



- Reverse direction of south parking lane (7' includes gutter)
- Reverse direction of south travel lane from westbound to eastbound (11')
- Keep north travel lane as westbound (11')
- Keep north parking lane as is (7' includes gutter)

ONE-WAY STREET CONVERSION (MONTGOMERY ST)

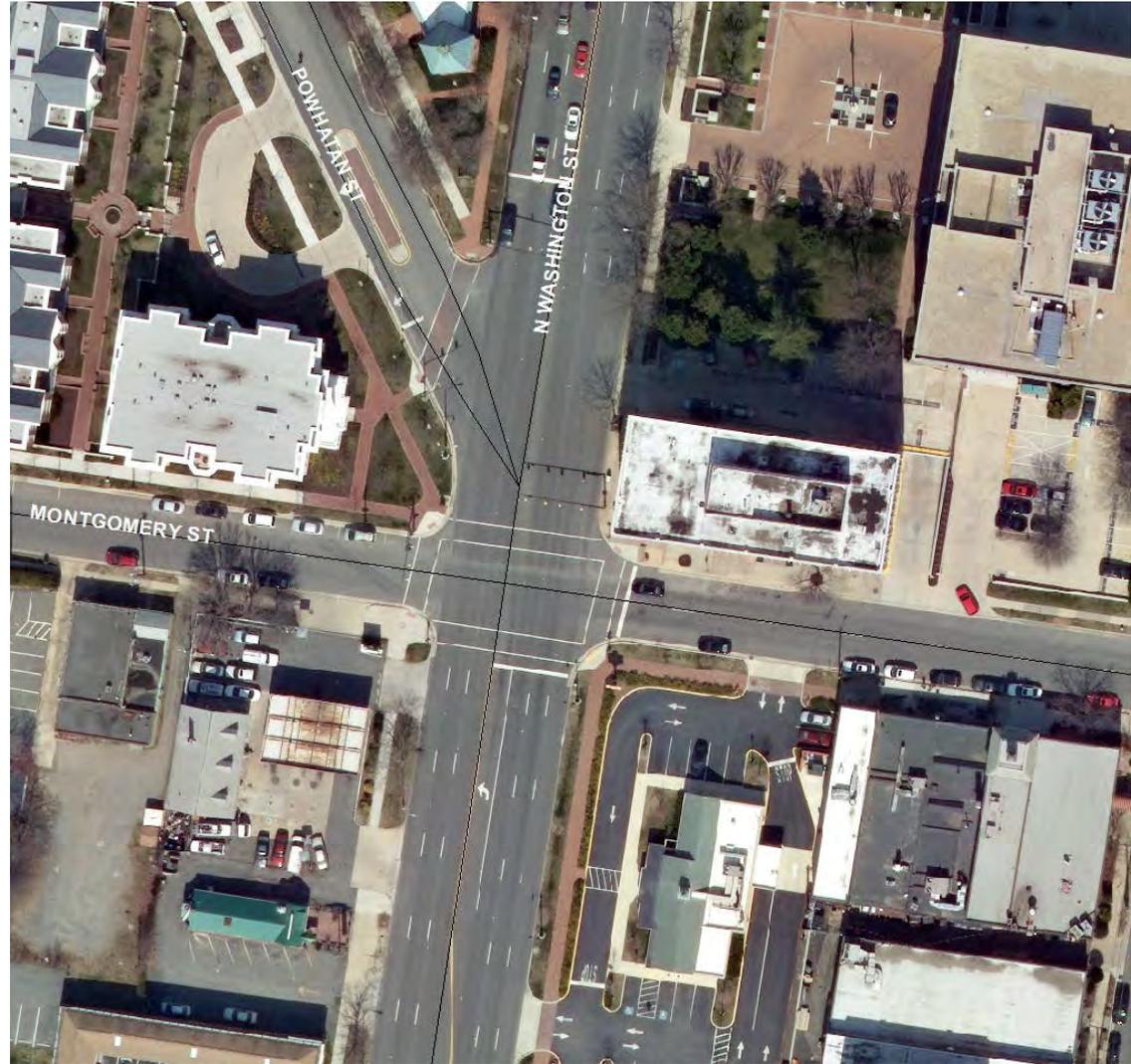
- Considerations for two-way traffic
 - 5 intersections will require new or modified traffic signals and conduit to allow eastbound traffic
 - May need to do signal warrant for Pitt and Montgomery
 - 4 intersections will require new four-way stop configuration
 - Potential utility impacts (stormwater, sewer, electric poles, etc.)
 - Impacts to level of service



ONE-WAY STREET CONVERSION (MONTGOMERY ST)

Intersection of Montgomery and Washington considerations:

- Left turn on southbound Washington
- Left turn lane on westbound Montgomery
- Powhatan access



POTENTIAL STREET EXTENSIONS



POTENTIAL STREET EXTENSIONS



POTENTIAL STREET EXTENSIONS

Ideas for Future Study



Old Town North



RAILBANKING



RAILBANKING

- Staff has confirmed ownership with Norfolk Southern
- Short-term – NS wants to keep line active until NRG is decommissioned. NRG may use line for demo and construction
- Long-term – NS has not indicated a need for the line – potential for City use through railbanking or other acquisition
- Next Steps: Confirm a process with NS to ensure the area is ultimately available for public/City use and discuss potential for interim uses and street crossings while still in NS ownership.



PHASE II & III - TRANSPORTATION WORK PLAN ITEMS

- Phase 2 – April 2016 to September 2016
 - Compile results and recommendations from developer transportation studies
 - Conduct parking analysis
- Phase 3 – September 2016 to January 2017
 - Transportation Study
 - Traffic analysis
 - Recommended mitigation
 - Pedestrian / bicycle needs
 - Transit recommendations
 - Parking recommendations



TRANSIT CONSIDERATIONS

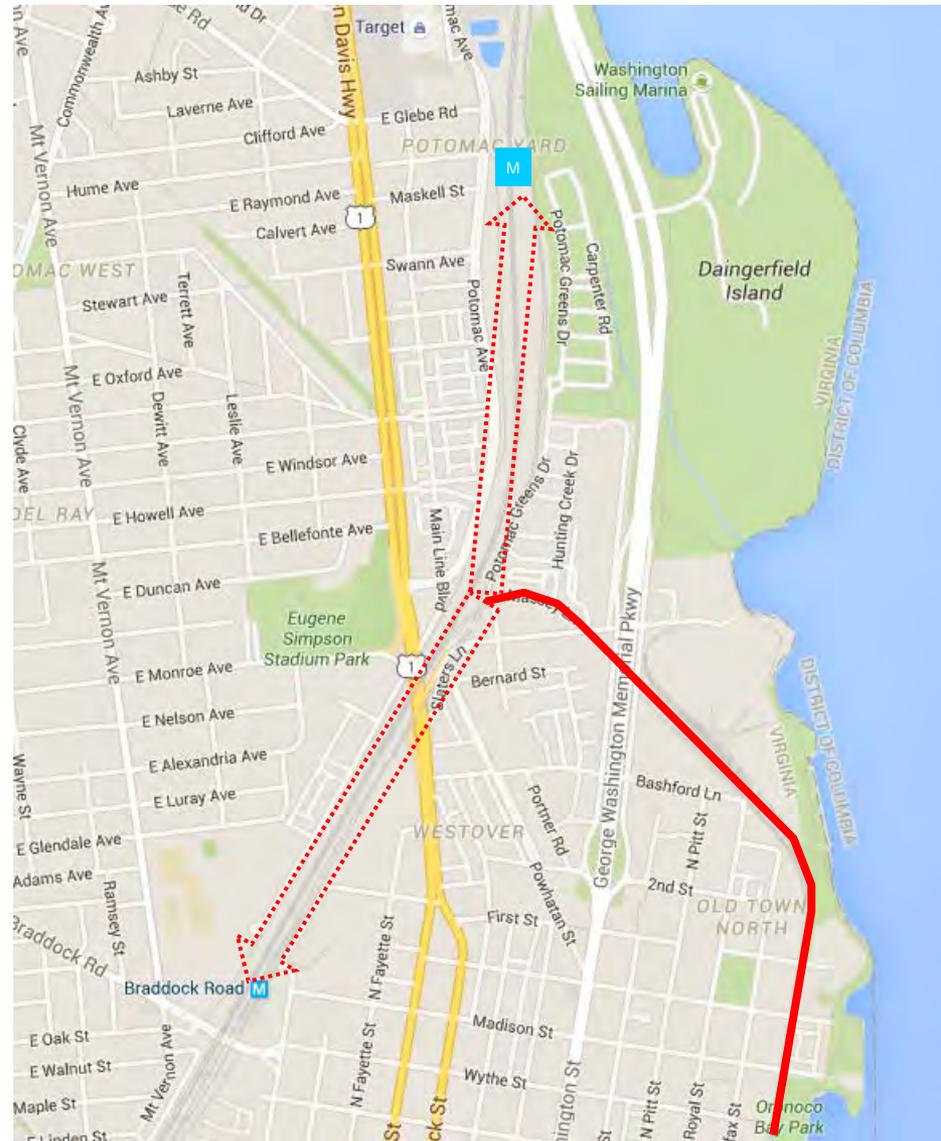


EXISTING TRANSIT



TRANSIT CONSIDERATIONS

- What is the Origin and Destination?
 - Braddock Road Metro
 - Potomac Yard Metro
 - Robinson Terminal North
- Does it connect to the main rail line?
- Who/how many people will it serve?
- Does transit on the rail spur accomplish something transit on local streets can't?



TRANSIT CONSIDERATIONS

- City has established 3 high capacity transit corridors through extensive analysis and public input
- High capacity transit service using the rail corridor in OTN would not meet minimum Federal funding criteria (BRT or rail transit)
- Local bus / trolley service is feasible, more easily funded, and would best serve new development areas



CORRIDOR A – US 1 METROWAY



Alexandria Local Transit



Old Town North



TRANSIT CONSIDERATIONS

- City resources are limited, so cost of any higher capacity transit modes would fall on the City
- Any significant transit investment within the ROW likely to require ownership of ROW
- Planning effort does not preclude future transit improvements



PROPOSED NEAR TERM TRANSIT IMPROVEMENTS

Being considered by the ATC Board



Old Town North



SUBCOMMITTEE DISCUSSION

Montgomery Street Conversion

- Are there any other considerations that should be taken into account as part of the study?

Street Extensions

- Are there any additional connections that should be analyzed?
- Should any of these connections be limited or give preference to a certain mode (e.g. bike, transit)?

Trail – Railbanking Analysis/Transit Considerations

- Based on the analysis (rail or local transit options) is there concurrence on the local transit option for the present?
- Should we continue to study using the rail spur area for transit given the local transit options on the street (both existing and future streets within NRG)?
- If transit is not to be continued for further near term analysis of the spur, is there any preference regarding a wider trail, or linear park?



PUBLIC COMMENT



ENVIRONMENTAL SUSTAINABILITY



OTN ECO-DISTRICT OVERARCHING STRATEGY

Overarching strategy emphasizes application of sustainable techniques that are above and beyond existing requirements and building codes, such as the following:

- City's stormwater requirements, CSO policy
- City's current Green Building Policy
- Energy efficiency under 2010 Virginia Building Code

Incorporates focus areas identified by the community as well as goals from the Environmental Action Plan

WORK PLAN

Phase I – Define the OTN Eco-District and establish draft performance criteria for commercial and residential development/ re-development

- Research on Eco-District concept
- Identify focus areas for OTN and strategies for advancing Eco-City Alexandria
- Review Environmental Action Plan and establish draft performance criteria and measures



WORK PLAN

Phase I (continued)

- Review LEED green building standard and City's Green Building policy and determine their suitability for OTN
- Obtain OTN sub-committee input
- Staff is in the process of hiring a qualified consultant to assist with completion of Phase I objectives
 - Emphasis on energy efficiency and renewable energy, green building and infrastructure

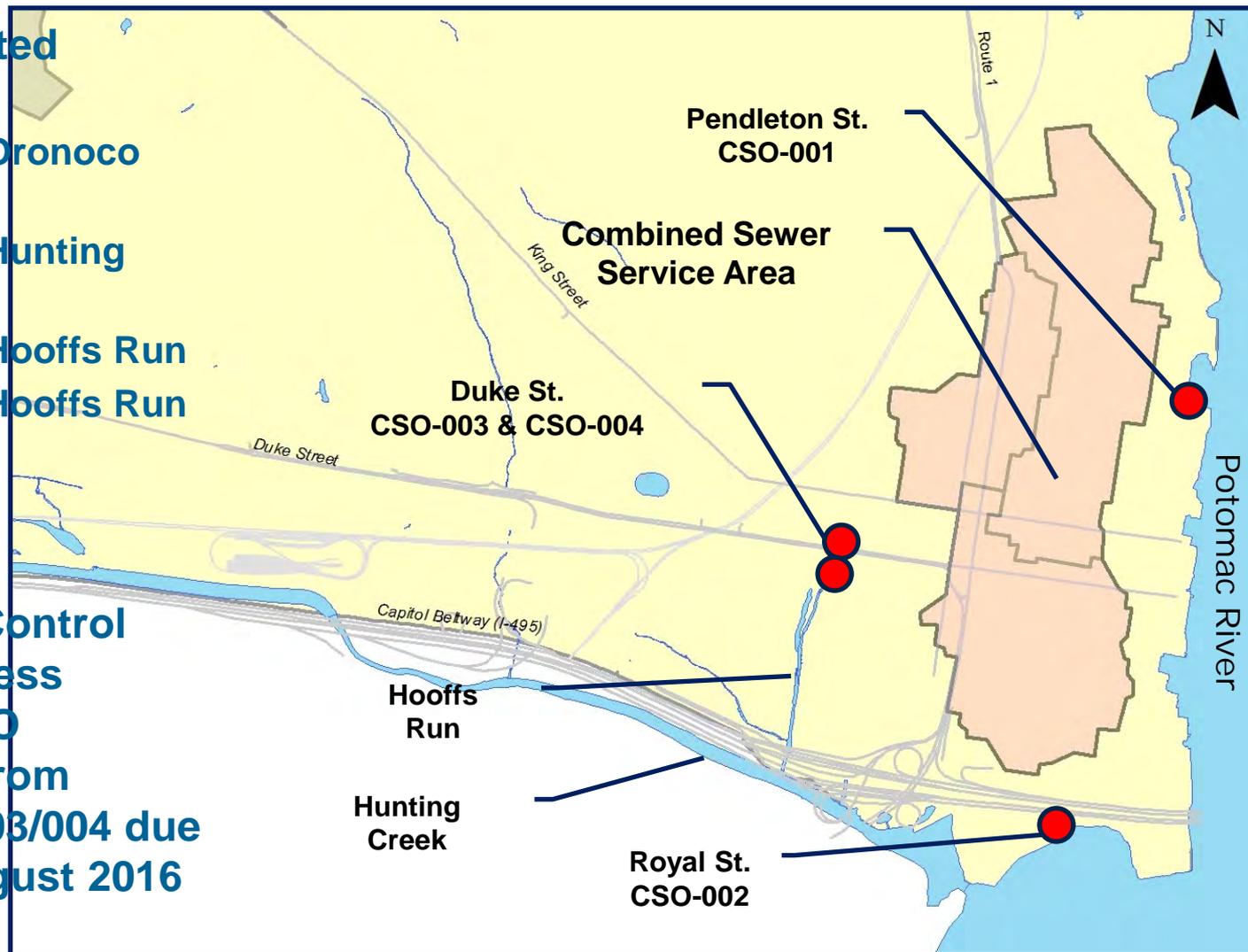


COMBINED SEWER SYSTEM

Four permitted outfalls:

- CSO-001 to Oronoco Bay
- CSO-002 to Hunting Creek
- CSO-003 to Hooffs Run
- CSO-004 to Hooffs Run

Long Term Control Plan to address required CSO reductions from CSOs-002/003/004 due to VDEQ August 2016



Long Term Control Plan Update Overall Strategy



Long Term Control Plan Update Framework

- Reduce number of overflows from 60-70 per year to 4-6 per year
 - Overflow volume reduction of over 90%
- Substantial CSO bacteria reduction and associated water quality improvements
- Phased approach – facilitates sequential implementation while managing rate increases
- Consistent with Eco-City goals



Green Infrastructure

Complementary Strategy Recommendation

- Implement the program Citywide, not just combined sewer area
- **\$1-2 million** for implementation of project in next permit cycle (2018-2023) in Capital Improvement Program
- Evaluate increasing number of street trees (tree canopy) in combined sewer system
- Assess effectiveness and based on assessment, consider establishing program and target goals for future permit cycles



GREEN INFRASTRUCTURE



Bioswales



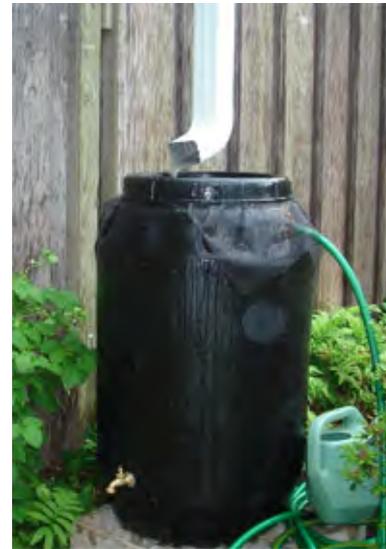
Rain Gardens



Planter Boxes



Permeable Pavement



Rainwater Harvesting



Green Roofs

Old Town North

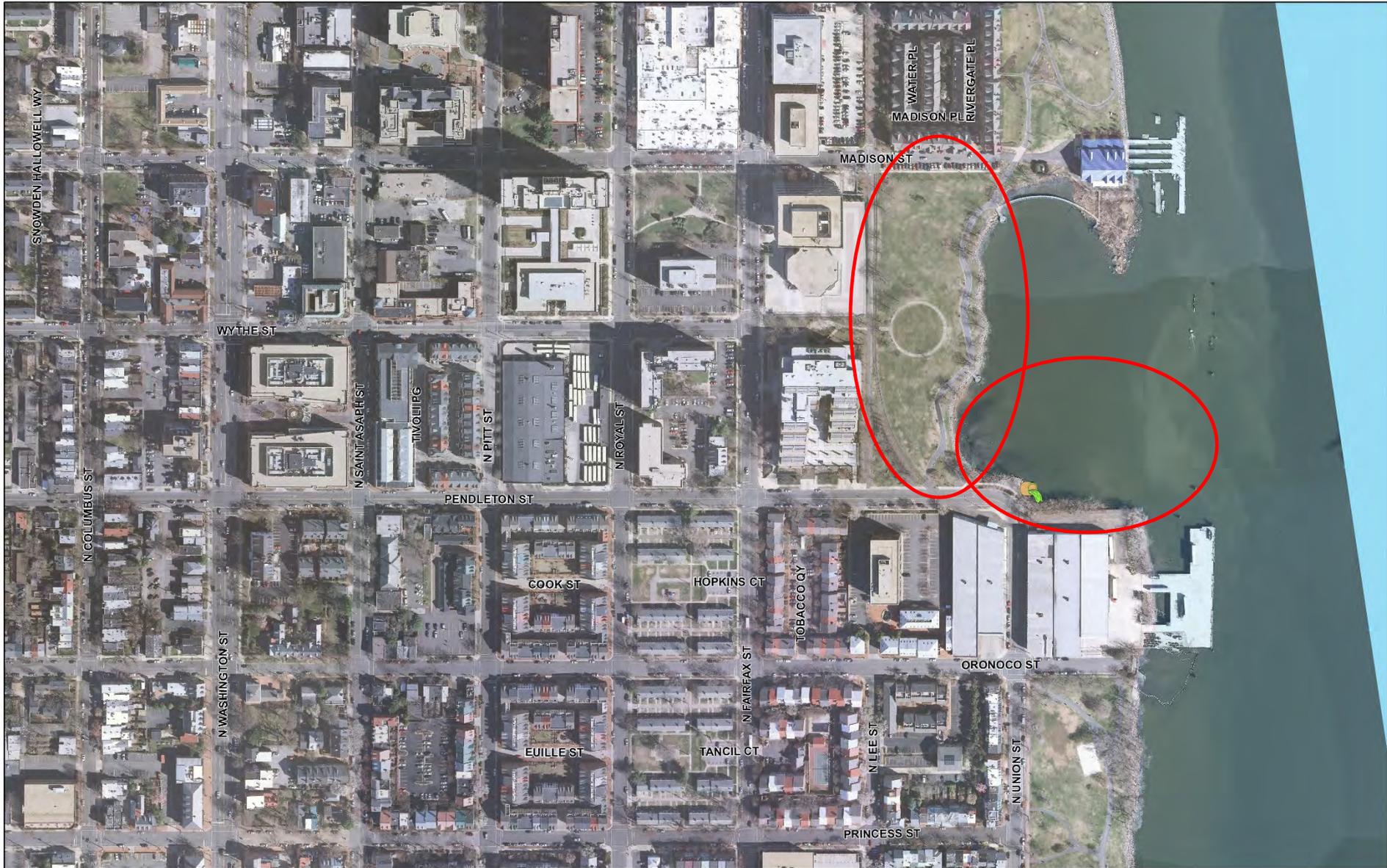


PROPOSED CONCEPTUAL PLAN FOR CSO-001

- **CSO-001 Phase I (2016-2035)**
 - **Targeted Sewer Separation**
 - Sewer separation as part of redevelopment and Old Town North SAP
 - **Stormwater Controls with Redevelopment**
 - **Green Infrastructure**
 - Demonstration projects under consideration for Old Town North SAP
 - Implement where cost effective
- **CSO-001 Phase II (2035)**
 - Reassess based on CSO-001 Phase I and CSO-002/003/004 Projects
 - Implement a plan consistent with future regulatory requirements (likely store and treat strategy)



Potential Tank Areas



CSO-001 Tanks



CSO-001 Tanks



wn North



Feedback on LTCPU

- Public Meeting – Thursday April 21, 2016 7:00PM, City Hall, 301 King Street, Conference Room 1101
- Planned City Council Public Hearing – Saturday May 14, 2016 9:30AM
- AlexEngage Webpage – Link to survey at: www.alexandriava.gov/sewers

The screenshot displays the AlexEngage website interface. At the top, the City of Alexandria logo is visible alongside the 'ALEX ENGAGE' branding and the tagline 'Listen, Learn, Join the Conversation'. A navigation bar includes links for HOME, INFO, SIGN IN, and HELP. The main content area features a survey titled 'Provide your feedback on the framework of the Long Term Control Plan Update for the City's Combined Sewer System'. Below the title, there are tabs for 'Introduction', 'Feedback', 'Your Response', and 'Outcome'. The 'Introduction' section contains text explaining the need for the update, the regulatory requirements, and the estimated capital cost of \$125-190 million. A map of the city's sewer system is shown to the right. The 'Responses' section indicates that 6 responses have been received. At the bottom, there is a 'Your Response' section with a 'Provide Your Feedback' button and a deadline of 11:59 PM on May 31, 2016. The footer includes copyright information for Peak Democracy, Inc. and a language selection dropdown.

SUBCOMMITTEE DISCUSSION & PUBLIC COMMENT



NEXT STEPS

Advisory Group Meeting– April 28th 7:00-9:00 PM, Crowne Plaza Hotel)

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