

December 15 Landmark Van Dorn Advisory Group Meeting

AGENDA

- 1. Opening Remarks Faroll Hamer
- 2. Transit Feasibility Study.....Tom Culpepper
- 3. Review of New Materials* Karl Moritz
 - Transportation Technical Report
 - Projected Fiscal Impact
 - Potential for Developer Contribution
 - Changes in Plan
- 4. Round Table Discussion/CommentsAdvisory Group
- 5. Schedule/Next Steps

**notes attached*

Transportation Technical Report

- Profiles of transit network, highway and street system, pedestrian and bicycle facilities.
- Existing traffic conditions: 8 intersections tested for average control delay

| Average Control Delay, Existing Conditions | | | | | | |
|--|---|---|---|---|---|---|
| | A | B | C | D | E | F |
| Morning | 0 | 2 | 3 | 2 | 1 | 0 |
| Evening | 0 | 3 | 2 | 2 | 1 | 0 |

One movement operates a LOS F: westbound Esdall Road at Van Dorn Street, in the evening.

- Elements of transportation improvements:
 - *Pedestrian*: grid of walkable streets, improvements to Van Dorn Street bridge, new High street bridge, new Multimodal bridge to Metro
 - *Transit*: Van Dorn and Duke Street transit boulevards with dedicated transit lanes, transit transfer center, upgraded transit stops, local transit circulators.
 - *Roadways*: improved connections from Duke Street to mall site and bluffs, New High Street and bridge, grid network of streets, intersections.
- Travel demand management and parking
- Major infrastructure projects:
 - Costs: methodology and estimates
 - Phasing with development
- Future traffic conditions:
 - Growth in trips:
 - 16% higher than current zoning.
 - Through trips partially replaced with local trips
 - Greater use of transit
 - Intersection conditions (average control delay)

| Average Control Delay, Future Conditions | | | | | | |
|--|---|---|---|---|---|---|
| Morning | A | B | C | D | E | F |
| Current zoning, 2030 | 0 | 1 | 1 | 2 | 2 | 1 |
| Proposed zoning, 2030 | 0 | 0 | 2 | 1 | 3 | 1 |
| Evening | | | | | | |
| Current zoning, 2030 | 0 | 0 | 1 | 2 | 2 | 2 |
| Proposed zoning, 2030 | 0 | 0 | 1 | 1 | 2 | 3 |

- Worst delay at Edsall and Pickett, but traffic will clear in a single cycle.

Estimated Current and Projected Peak Period Travel Time on Through Routes

| | Travel time minutes:seconds | | |
|---------------------|-----------------------------|----------------------|--------------------|
| | Existing | 2030 Zoning Buildout | 2030 Plan Buildout |
| Duke Westbound | 2:14 | 2:16 | 3:16 |
| Duke Eastbound | 3:24 | 4:57 | 5:39 |
| Van Dorn Northbound | 3:26 | 4:21 | 4:23 |
| Van Dorn Southbound | 4:08 | 4:58 | 7:29 |

Duke Street: Between South Pickett Street and Walker Street (0.7 miles)

Van Dorn Street: Between South Pickett Street and Holmes Run Parkway (1.1 miles)

Plan Response to Transportation Analysis

- Not increasing capacity for through traffic, improving mobility for local travel.
- Increasing choices, including vastly increasing transit (BRT or light rail) capacity
- Increased density needed to encourage redevelopment and to help pay for improvements.

Transportation Costs

Major Transportation Project Costs

| | <u>Length</u> | <u>New Lanes or (Rebuilt) Lanes</u> | <u>Moderate Utilities</u> | <u>Many Utilities</u> |
|--|---------------|-------------------------------------|---------------------------|-----------------------|
| Duke Street at Grade* | 2,110 | (6) and 2 | 14,800,000 | 17,600,000 |
| Duke Street at Grade w Bridge* | 2,110 | (6), 4 and 2 | 22,500,000 | 28,100,000 |
| New High Street | 4,500 | 2 | 16,500,000 | 18,400,000 |
| Other New Grid Roadways | 4,000 | 2 | 15,400,000 | 17,100,000 |
| Long Term New Grid Roadways | 8,375 | 2 | 30,100,000 | 33,600,000 |
| Landmark Local Roadways | 5,000 | 2 | 16,800,000 | 18,900,000 |
| Van Dorn Boulevard, North* | 5,250 | (6) | 48,500,000 | 54,900,000 |
| Van Dorn Boulevard, South* | 1,750 | (6) | 18,600,000 | 23,000,000 |
| Van Dorn Bridge Widening* | 335 | 2 | not applicable | 2,900,000 |
| Multimodal Bridge* | 1,950 | 3 | not applicable | 22,000,000 |
| Total (combination of publicly and privately funded) | | | \$106,100,000 | \$149,300,000 |
| Total (only privately funded) | | | \$62,000,000 | \$69,100,000 |

** Expected to be a combination of publicly and privately funded. Moderate Utilities: Overhead and some underground utilities will need to be relocated. Many Utilities: Expensive relocation of gas, cable, telephone, or fiber optic. May be utility related issue. Van Dorn North: Moderate Utilities assumes project will stay within existing roadway limits between Edsall and just north of Stevenson.*

Transportation Phasing

| Table 10: New Infrastructure and Service Elements by Phase | |
|--|--|
| <p>Phase 1: With development along Pickett east of Van Dorn and Phase I of Mall redevelopment.</p> | <p><u>Duke Street</u></p> <ul style="list-style-type: none"> ▪ Upgrade Walker Street Intersection ▪ Remove flyover ▪ New intersection between Van Dorn and Walker Van Dorn ▪ Transit lanes and improve Pickett to Edsall <p><u>Grid Roadway System</u></p> <ul style="list-style-type: none"> ▪ East-west main street ▪ Other grid roadways <p><u>Transit Service</u></p> <ul style="list-style-type: none"> ▪ Expanded Bus Transfer facility at west end ▪ Circulator service, with stop at Metro ▪ Express bus service (predecessor to BRT/LRT) <p><u>Multimodal Bridge</u></p> <ul style="list-style-type: none"> ▪ Realign Pickett /Edsall |
| <p>Phase 2: Development of either BJ site and adjacent sites or sites south of Stevenson, and Phase II of Mall redevelopment.</p> | <p><u>Duke Street</u></p> <ul style="list-style-type: none"> ▪ Transit lanes ▪ New intersection east of Van Dorn ▪ New High Street Bridge <p><u>Van Dorn Street</u></p> <ul style="list-style-type: none"> ▪ Transit lanes Edsall to north of Duke Street ▪ Transit lanes south of Pickett Street <p><u>Grid Roadway System</u></p> <ul style="list-style-type: none"> ▪ Other grid roadways <p><u>Transit Service</u></p> <ul style="list-style-type: none"> ▪ Upgrade express and local service <p><u>Multimodal Bridge</u></p> <ul style="list-style-type: none"> ▪ New intersection on Pickett |
| <p>Phase 3: 90% Full redevelopment.</p> | <p><u>Duke Street</u></p> <ul style="list-style-type: none"> ▪ BRT/LRT stations and features <p><u>Van Dorn Street</u></p> <ul style="list-style-type: none"> ▪ BRT/LRT stations and features <p><u>Grid Roadway System</u></p> <ul style="list-style-type: none"> ▪ Complete Grid Roadways <p><u>Transit Service</u></p> <ul style="list-style-type: none"> ▪ Full Van Dorn LRT / BRT ▪ Full Duke Street LRT / BRT <p><u>Multimodal Bridge</u></p> <ul style="list-style-type: none"> ▪ New Bridge |

Projected Fiscal Impact

- At full buildout, 13.5 million square feet of development will produce \$34.6 million annually (11.1 million square feet will produce \$28.3 million). If one-third to City services and schools, net increase is \$23.2 million at full buildout.
- Revenue increases occur gradually.
 - If one assumes an even 20-year buildout (1/20 of total per year), tax revenues increase by \$1.73 million annually (\$17.3 million annually in 10 years; \$34.6 million annually in 20 years).
 - Net new revenues after deducting City services and school costs would be \$1.1 million annually, or \$11.0 million annually in 10 years, and \$23.2 million annually in 20 years.
- If 20% of the \$23.2 million in net new tax revenues were devoted to capital financing such as infrastructure, there would be approximately \$93 million available on a pay-as-you-go basis over 20 years. If used to issue and repay bonds, the amount that could be bonded would be \$81.6 million.

| Net Increase in Tax Revenues | Over 20 Year Period |
|--|---------------------|
| Total Tax Revenue Increase over 20 years | \$692 million |
| 1/3: Cost for City Services and Schools | \$228 million |
| If 1/5 Spent on Streetscape and Infrastructure | \$93 million |
| Remainder of Tax Revenues | \$371 million |

Potential Developer Contribution

- Confirms and defines phased implementation: catalyst, choice location, choice location and transit.
- Estimates potential for developer contributions as:

| Potential for Developer Contributions <i>per square foot of development</i> | | | |
|---|-----------|--------------------|-------------------|
| | Mixed Use | | |
| | Office | Rental Residential | Condo Residential |
| Near Term | \$0.00 | \$0.00 | \$0.00 |
| “Choice Location” | \$10.60 | \$2.87 | \$5.49 |
| “Choice Location + Transit” | \$17.28 | \$13.71 | \$20.38 |

- If one assumes a 20-year buildout with 1/20th of the proposed development constructed in each of the 20 years of that time frame, with “choice location” beginning in 2014, sufficient transit improvements to begin reducing parking by 2019, and reaching the “choice location plus transit” phase by 2024, the estimated potential for developer contributions would be:

| Potential Contributions by Land Use | |
|-------------------------------------|---------------|
| Residential: | \$53,900,000 |
| Retail: | \$11,600,000 |
| Office and other: | \$56,000,000 |
| Total: | \$121,500,000 |

Changes to Plan

- **Chapter 2: Vision and Guiding Principles**
 - Added “environmentally and fiscally sustainable development” planning principles (page 5).
- **Chapter 3: Plan Recommendations Summary**
 - Added some text regarding historical significance of certain names; to better explain Plan area boundary; and to clarify that the Plan does not propose changes to the zoning in the vicinity of the Van Dorn Metro Station.
 - Changes summary of recommendations to reflect those made elsewhere in Plan (described below).
- **Chapter 4: Land Use**
 - Added population estimate per Advisory Group request (page 5).
 - Added references to Mark Center and WHS (page 7).
 - Added clarifying language about existing housing (page 16).
 - Added AEDP/SBDC language to “Retention of Local Businesses” section (page 18).
 - Added sewer capacity discussion (page 20).
- **Chapter 5: Transportation**
 - Added language related to option for direct access from I-395 ramp, as requested by Advisory Group (page 6).
 - Added language describing the main street through the Landmark Mall site (page 9).
 - Added clarifying language about the transit feasibility that will be conducted – including the Van Dorn Street and Duke Street corridors (page 11 and 12).
 - Added language describing the transit center at the Landmark Mall site (page 14).
 - Added discussion of the negative effect of adding additional automobile through lanes on Duke and Van Dorn streets (page 16).

- Parking requirements discussion largely moved to Chapter 7 (Some duplicate text remains on page 19 and 20 which will be removed, and the reference to Chapter 7 strengthened).
- **Chapter 6: Urban Design**
 - No changes.
- **Chapter 7: Development Guidelines**
 - Clarify developers' responsibility to construct streets within and adjacent to their projects (page 2).
 - Additional discussion of pedestrian-scale lighting added on pages 4, 6 and 8.
 - Clarify that there is more than one potential location for the open space on/adjacent to Landmark Plaza site (page 10).
 - Added guidelines for considering the creation of coordinated development districts in the Plan area (page 17).
 - Parking: As requested by Advisory Group, permit increased parking for residential by right; permit increased parking, especially for retail, with an SUP; permit structured parking during catalyst phase (page 22-23).
 - Added information about the proposed Edsall West Park (page 25).
 - Added text related to "placemaking," including public art and names for places, streets, parks and plazas (page 26) and signature buildings (page 28).
- **Chapter 8: Environmental Sustainability**
 - Added language requiring development to demonstrate that adequate stormwater conveyance exists (page 7).
- **Chapter 9: Implementation**
 - Added information from the tax revenue analysis and the potential developer contribution analysis (pages 2, 5-7).
 - Added information about costs of transportation improvements (pages 4-5).
 - Phasing of transportation improvements (page 8-10): As requested by Advisory Group, move some improvements to earlier in schedule; recommend continually improving transit service throughout buildout of Plan; clarify that improvements should be scheduled *as soon as possible* and *no later than* phasing schedule.
 - Added sanitary sewer language (page 11).
 - Schools: Clarify that student generation rates for multi-family development may change; involve ACPS in development review for purposes of determining developer contributions for school expansions or sites (page 10).
 - Revised text related to community facilities to reflect Advisory Group's suggestions: greater number of options, not necessarily located in Town Center, add civic uses in Pickett Place, include places of worship and healthcare facilities (page 11).