

Welcome!

Eisenhower West/Landmark Van Dorn Implementation Advisory Group
05.09.24

Meeting and Webinar will begin at 7:00 p.m.

The meeting will be recorded and posted on the project webpage.

Meeting Considerations

- Treat speakers and each other with respect.
- Only one person speaks at a time.
- Give everyone a chance to participate equally.
- Listen as an ally, not an adversary; all should feel comfortable expressing opinions regardless of differences.



Tonight's Agenda

- 1. Welcome, Introductions & Overview (5 min.)**
*Mindy Lyle, Planning Commissioner & Advisory Group Chair
Planning & Zoning Staff*
- 2. ULI TAP – Clermont Exchange Overview (5 min.)**
*Mindy Lyle, Planning Commissioner & Advisory Group Chair
Planning & Zoning Staff*
- 3. Development Updates (20 min.)**
Applicants & Planning & Zoning Staff
 - Landmark Overlook Project
 - Stevenson Avenue Multifamily Project Update
- 4. South Pickett Street Corridor Improvements Update (20 min.)**
*Alex Carroll, Principal Planner, Dept. of Transportation &
Environmental Services*
- 5. Eisenhower West/Landmark Van Dorn Transportation Updates (5 min.)**
*Dan Scolese, Civil Engineer, Dept. of Transportation &
Environmental Services*
- 6. Additional Questions (5 min.)**

EWLVD Advisory Group Members

- Mindy Lyle, Chair (*Planning Commission*)
- Felicia Brewster (*Alexandria Housing Affordability Advisory Committee*)
- Barbara Marvin (*Park & Recreation Commission*)
- Casey Kane (*Transportation Commission*)
- Cynthia Elliott (*Environmental Policy Commission*)
- Manny Cohan (*Resident Representative*)
- Jim Durham (*Resident Representative*)
- Arthur “Sash” Impastato (*Resident Representative*)
- Claudette McBeth (*Resident Representative*)
- Allen Brooks (*Business Representative*)
- Emmanuel Obe (*Business Representative*)
- Ken Wire (*Business Representative*)
- Joel Bernstein (*West End Business Coalition*)
- Vacant (*Business Representative*)
- Vacant (*Resident Representative*)

ULI TAP – Clermont Exchange Overview

ULI TAP – Clermont Exchange

- **Presentation of Panel Findings with Q&A**

- 3:30 – 5:00 p.m. on 5/16 at Building Momentum
- All are welcome!
- A summary of findings will also be shared at the next EW/LVG IAG meeting.



The TAP's broad goal is to identify strategies to enable redevelopment, provide the open space envisioned by the Plan, and meet the City's housing and housing affordability goals for the Clermont Exchange Site.

The panel will:

- Provide strategies and conceptual approaches to redevelop Site A that are consistent with the intent of the Eisenhower West SAP.
- Identify challenges that the SAP poses to redevelopment given site and market conditions.

Development Updates

Landmark Overlook



MIXED-USE DEVELOPMENT PROGRAM

- STACKED CONDOMINIUM UNITS
- MULTI-FAMILY APARTMENT BUILDING
- FIRST FLOOR RETAIL
- MEDICAL OFFICE BUILDING
- HOTEL

DEVELOPMENT TEAM

DEVELOPER:
HEKEMIAN

LAND USE ATTORNEY:
WIRE GILL, LLP

CIVIL ENGINEER:
WALTER L. PHILLIPS, INC.

ARCHITECT:
BCT DESIGN GROUP

LANDSCAPE ARCHITECT:
MAHAN RYKIEL ASSOCIATES, INC.

LANDMARK OVERLOOK

CITY OF ALEXANDRIA, VIRGINIA







bct design group



Stevenson Avenue Multifamily Project





view from south on stevenson ave.



South Pickett Street Corridor Improvements Update



South Pickett Street Corridor Improvements



Project Objective

It is easy, safe, and comfortable to travel on South Pickett Street for people who:

- walk
- use wheelchairs, carts, or strollers
- drive
- use transit
- bike or scoot
- are young
- are old
- have a disability



Project Timeline



Alexandria Mobility Plan

October 2021



Prioritize safety: Focus on vulnerable street user crashes to help achieve Vision Zero

Improve the [bus] rider experience from trip planning, to accessing the stop, riding the bus, and arriving at the destination.

Create a safe, well-maintained, and comfortable walking and bicycling environment



Eisenhower West Small Area Plan

Proposed Cross-Section for
South Pickett Street



“

South Pickett Street is an important existing connector from Duke Street through Eisenhower West to Fairfax County. The Plan requires enhancements to South Pickett Street to become a complete street that accommodates pedestrians, bicycles, and cars.

”

What We Heard

Here's what 214 residents said about their concerns on South Pickett Street:

- 58% people drive too fast
- 43% lack of crosswalks
- 43% no dedicated bicycle facilities
- 33% it is difficult to cross at signalized intersections
- 26% it is difficult to turn left at unsignalized intersections
- 25% too many traffic delays



Existing Conditions

Corridor Characteristics:

- Mix of high-density residential and commercial uses
- Many access points create risk for conflict
- Busy during peak periods; excess roadway capacity exists for most of the day
- Generally uncomfortable walking, biking, transit conditions



Traffic Data Under Average Conditions:

- Most drivers adhere close to the 35 MPH speed limit, but lawful speeds present high risk to people walking and biking
- Some extreme speeding, with top speeds over 60 MPH
- Over 85 crashes since 2018
 - 31% of crashes resulted in injury
 - 57% angle crashes
- Delays at both ends of corridor in AM and PM peak periods, though corridor operates under capacity for most of the day

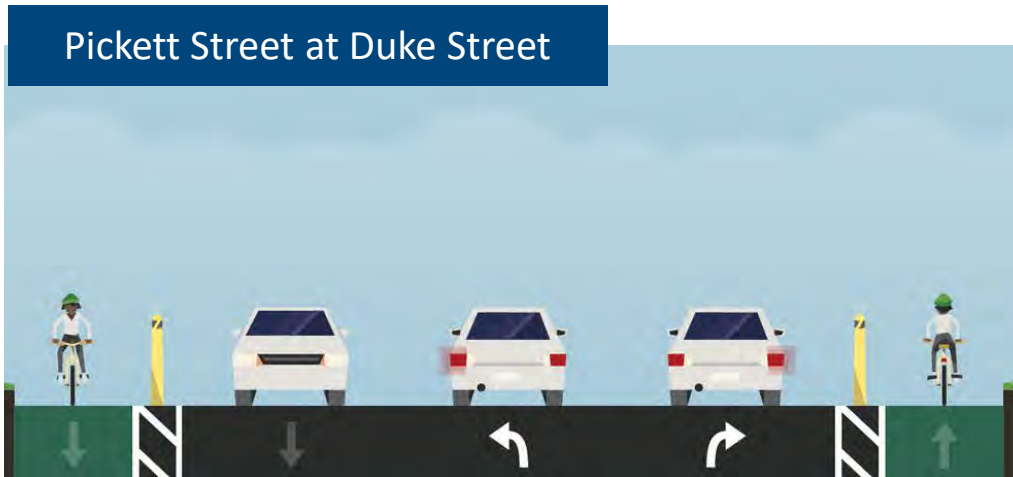
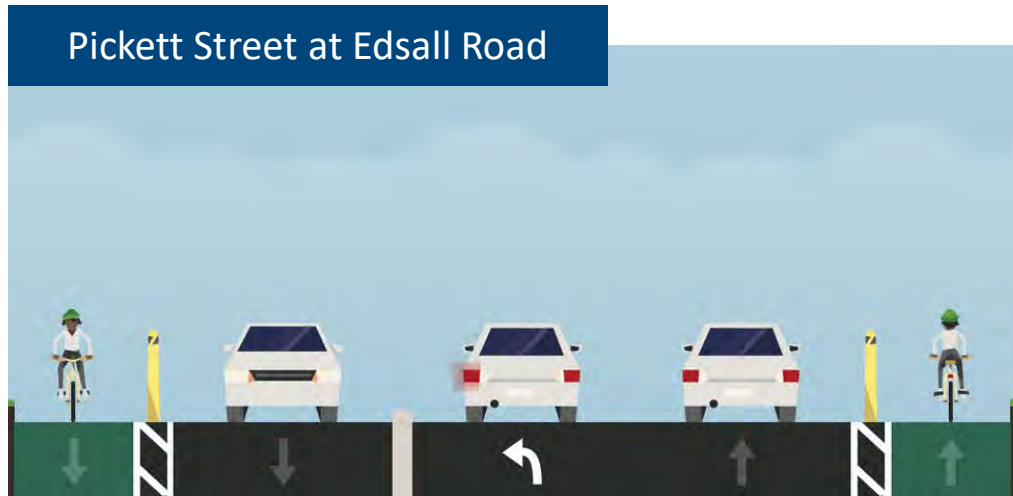
Existing Conditions/No Build Option

- Wide roadway encourages higher vehicle speeds
- Limited pedestrian crossing opportunities
- High crash risk for people crossing the street
- Lack of turn lanes makes left-turns to/from Pickett difficult and risky
- No dedicated bicycle lanes discourages biking and forces those who do bike today to ride with high-speed traffic or ride on the narrow sidewalk
- Underutilized roadway capacity most of the day encourages higher speeds

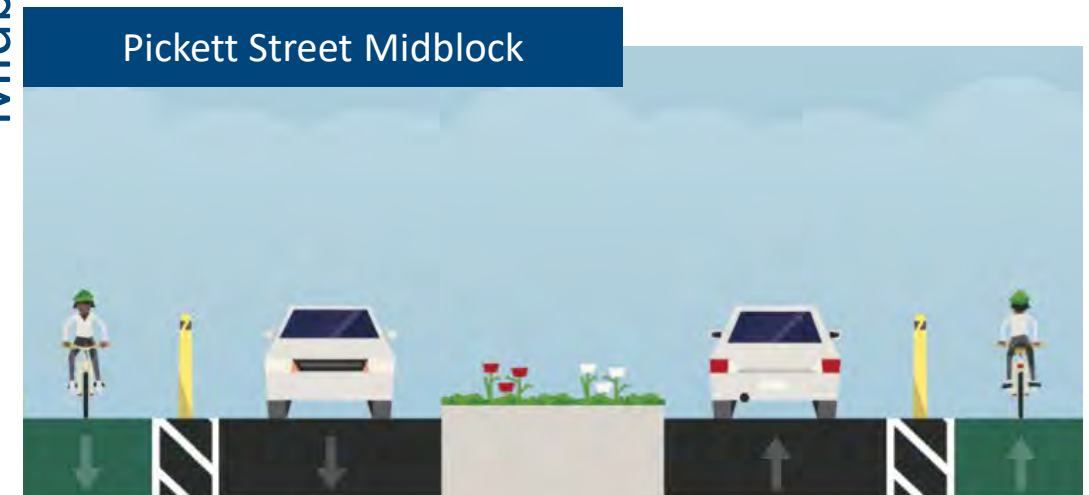
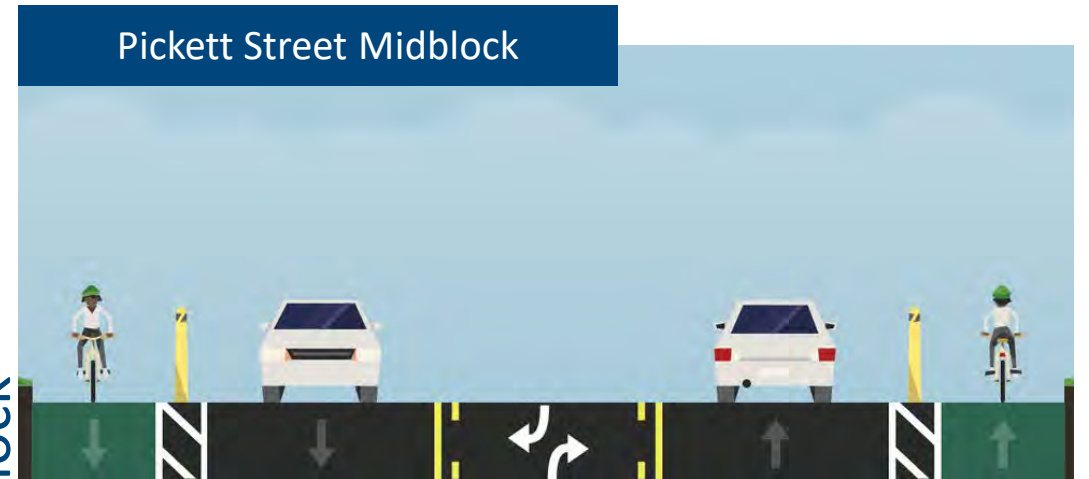


Conceptual Design

Major Intersections



Midblock



Conceptual Design



- Dedicated left-turn lane reduces angle crash risk for drivers
- Maintains roughly the same configuration at major intersections to preserve capacity



- One lane in each direction with periodic medians provide safe crossing opportunities for people walking



- Protected bike lanes create dedicated space for people biking or scooting



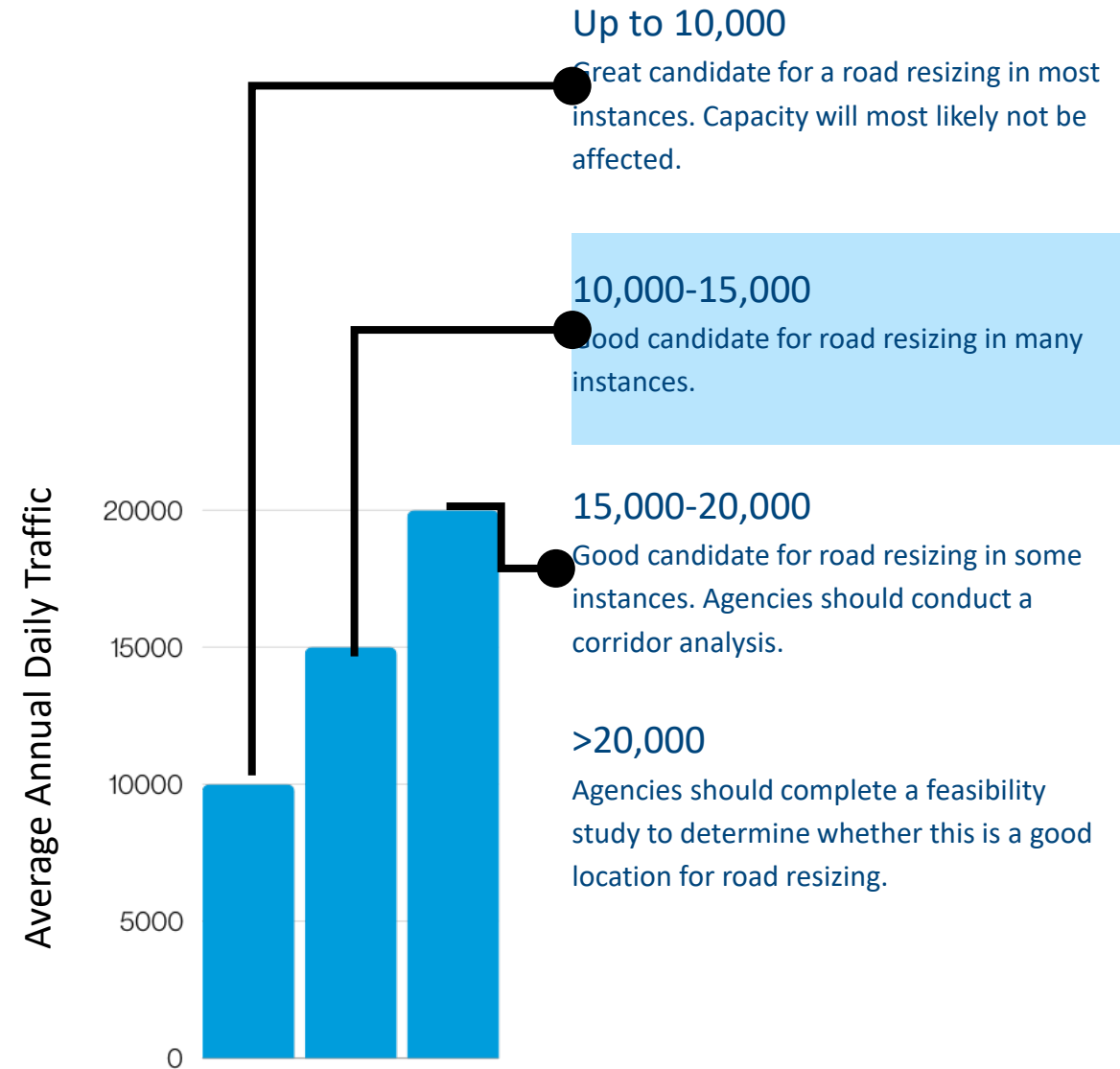
- Additional crossings provide safer access to bus stops



- Safer vehicle speeds
- Medians encourage slower speeds and provide corridor beautification opportunity
- Speed limit reduction to 25 MPH encourages safer travel speeds

Traffic Summary

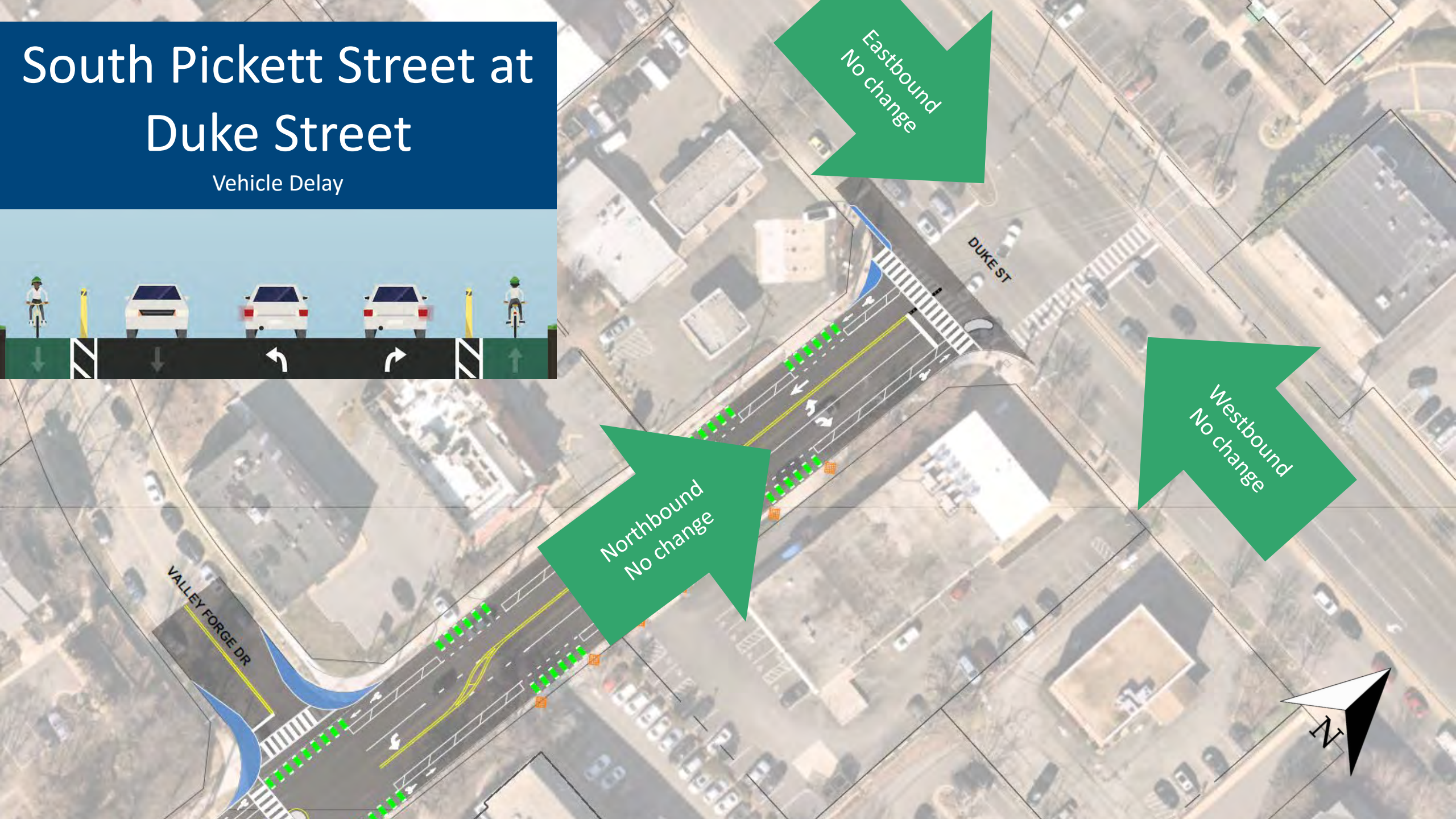
- South Pickett Street has 12-15k vehicles per day
- Traffic was modeled based on actual vehicle volumes
- The design generally maintains travel times and was found to operate acceptably, even during peak hours, due to the intersection configurations remaining largely unchanged



Source: Federal Highway Administration

South Pickett Street at Duke Street

Vehicle Delay



Eastbound
No change

Northbound
No change

Westbound
No change



South Pickett Street at Home Depot

Vehicle Delay



Eastbound
+1-2 seconds

Northbound
+8-9 seconds

Westbound
+1-2 seconds

WEST END VILLAGE
SHOPPING MALL



South Pickett Street at Edsall Road

Vehicle Delay

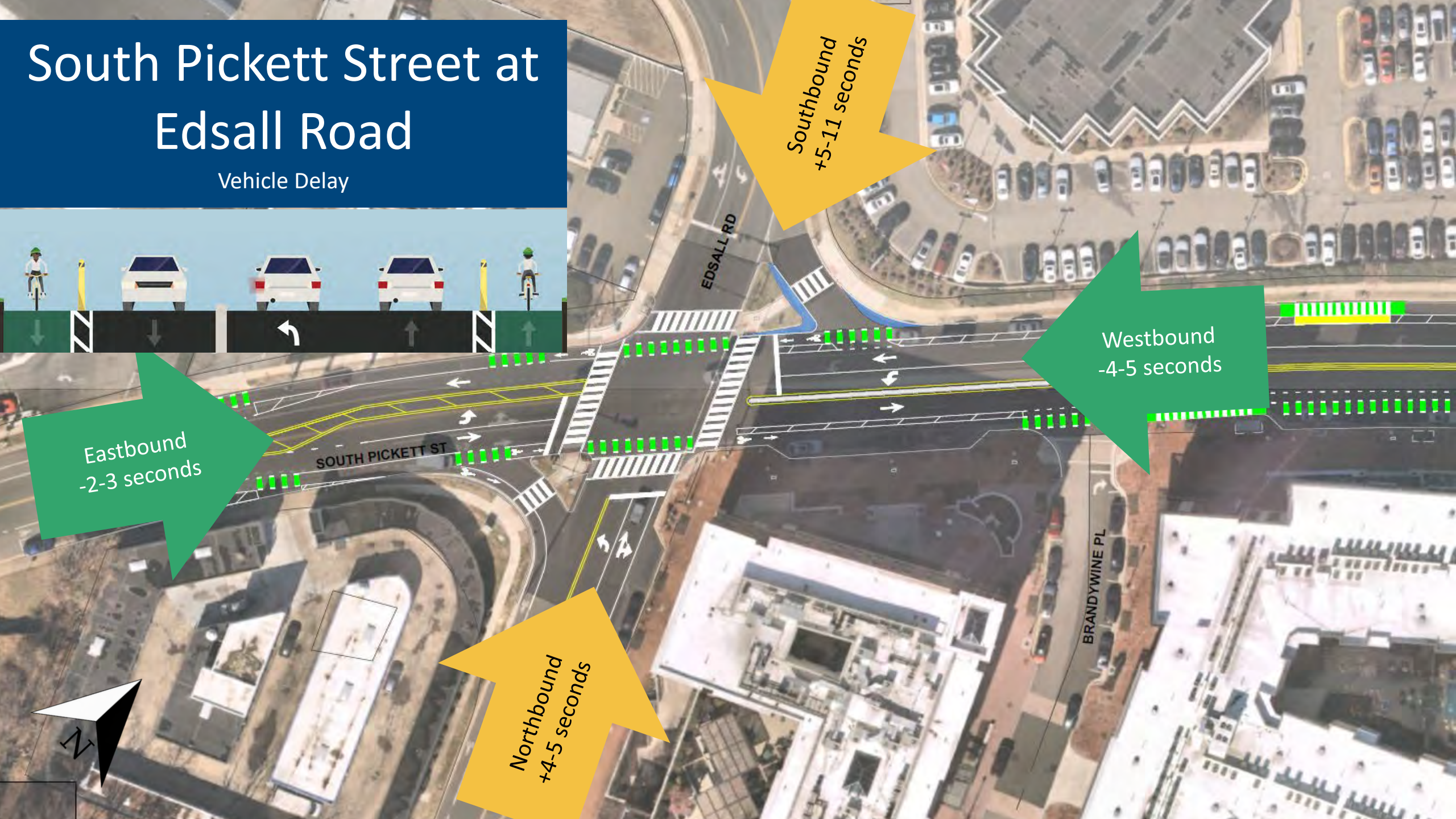


Southbound
+5-11 seconds

Westbound
-4-5 seconds

Eastbound
-2-3 seconds

Northbound
+4-5 seconds



Next Steps



Community
Engagement
April- May 2024



Project Team
Recommendation
Spring/Summer 2024



Complete
Design
2024-2025



Implement Project
2025-2026

Thank you!
Questions?

Eisenhower West/Landmark Van Dorn Transportation Updates

Questions?
Thank you!

Next Steps



Visit alexandriava.gov

Recording of the meeting
PDF Presentations
Previous meeting materials



Questions?

Melissa.Symmes@alexandriava.gov



Next Meeting – TBD

(quarterly meetings)