

# BEAUREGARD



## S M A L L                      A R E A                      P L A N

WORKING DRAFT 1.23.12



# TABLE OF CONTENTS

ACKNOWLEDGEMENTS  
COMMUNITY PROCESS  
PLAN PREPARATION

V  
VI  
VII

## 1. REGIONAL AND LOCAL CONTEXT

1

- A. IMPLICATIONS OF LOCAL AND REGIONAL GROWTH
- B. THE EXISTING LAND USE APPROVALS – A STARTING POINT
- C. THE NEED FOR A PLAN

## 2. VISION AND GUIDING ELEMENTS

7

- A. INTEGRATE TRANSIT, LAND USE, AND URBAN DESIGN
- B. CREATION OF SEVEN DISTINCT ALEXANDRIA NEIGHBORHOODS
- C. ENCOURAGE A DIVERSITY OF USES AND HOUSING
- D. INTEGRATE URBAN ECOLOGY AND SUSTAINABILITY
- E. PROVIDE INTERCONNECTED OPEN SPACE NETWORK
- F. ENSURE COMPATIBILITY WITH EXISTING NEIGHBORHOODS
- G. ENCOURAGE ECONOMIC SUSTAINABILITY

## 3. URBAN DESIGN FRAMEWORK

15

- A. URBAN DESIGN FRAMEWORK
- B. CREATION OF SEVEN DISTINCT NEIGHBORHOODS
- C. FRAMEWORK STREETS
- D. STREET HIERARCHY
- E. BLOCKS
- F. PEDESTRIAN ENVIRONMENT – STREETScape
- G. MID-BLOCK PEDESTRIAN CONNECTIONS – PASEOS
- H. BUILDING FORM
- I. BUILDING DESIGN - CHARACTER
- J. VISTAS, SIGNATURE FACADES AND GATEWAYS
- K. PUBLIC ART AND HISTORY

URBAN DESIGN RECOMMENDATIONS

4. LAND USE

- A. DENSITY AT TRANSIT STOPS
- B. LAND USES
- C. CONCENTRATE RETAIL AT TRANSIT STOPS
- E. RETAIL MANAGEMENT
- F. BUILDING HEIGHT
- G. EXISTING NEIGHBORHOODS – HEIGHT TRANSITIONS
- H. PARKING STRATEGY
- I. OPEN SPACE
- J. LAND USE - FUTURE ZONING (COORDINATED DEVELOPMENT DISTRICT)

LAND USE STRATEGY RECOMMENDATIONS

5. HOUSING

- A. BEAUREGARD IS AN IMPORTANT SOURCE OF HOUSING
- B. LACK OF DEDICATED AFFORDABLE HOUSING UNITS
- C. FUNDING CHALLENGES
- D. ENSURING ECONOMIC STABILITY
- E. AFFORDABLE HOUSING STRATEGIES
  - I. Phased Implementation of the 10% Affordable Housing
  - II. Affordable Units Dispersed Throughout the Plan Area
  - III. Innovative Building Types and Parking Approaches
  - IV. Tenant Relocation Assistance
  - V. Green Technology, Enhanced Accessibility and Proximity to Transit
  - VI. Enhanced Regional Coordination
  - VII. Existing Vs. New Units
  - VIII. Tools and Resources Developed in the Housing Master Plan
  - IX. City Plays an Active Role – Facilitating Partnerships and Providing Technical Assistance
  - X. Submission of An Affordable Master Plan

HOUSING RECOMMENDATIONS

6. URBAN ECOLOGY SUSTAINABILITY

- A. PLANNING AREA GOALS
- B. POTENTIAL STRATEGIES
- C. ASPIRATIONAL GOALS

URBAN ECOLOGY SUSTAINABILITY RECOMMENDATIONS

89

7. COMMUNITY FACILITIES & INFRASTRUCTURE

- A. FIRE SERVICE
- B. CHILDCARE
- C. SCHOOLS
- D. POLICE
- E. CULTURAL FACILITIES
- F. SEWER

COMMUNITY FACILITIES RECOMMENDATIONS

99

8. TRANSPORTATION

- A. TRANSPORTATION NETWORK
- B. TRANSPORTATION ANALYSIS
- C. TRANSPORTATION INFRASTRUCTURE PHASING
- D. STREETS AND CONNECTIVITY
- E. PEDESTRIAN CIRCULATION
- F. BICYCLE CIRCULATION
- G. BIKESHARE
- H. CARSHARE
- I. HIGH CAPACITY TRANSITWAY
- J. LOCAL AND CIRCULATOR TRANSIT SERVICE
- K. TRUCK LOADING
- L. PARKING MANAGEMENT
- M. ELECTRIC VEHICLES / CHARGING STATIONS
- N. TRANSPORTATION MANAGEMENT PLANS

TRANSPORTATION RECOMMENDATIONS

109

9. IMPLEMENTATION

- A. OVERVIEW
- B. ZONING
- C. FUNDING

---

135

APPENDIX

- A. BEAUREGARD CORRIDOR STAKEHOLDER GROUP (BCSG) FORWARDED TO CITY
- B. HISTORICAL CONTEXT - REGION AND NEIGHBORHOOD
- C. DEMOGRAPHICS AND FORECASTS

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143

## BEAUREGARD CORRIDOR STAKEHOLDERS GROUP (BCSG)

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## COMMUNITY PROCESS

### BEAUREGARD CORRIDOR STAKEHOLDER GROUP

The citizens of the West End formed the Beaugard Corridor Stakeholder Group (BCSG) in the Fall of 2010. The BCSG was an independent citizens group created by the community to discuss the Beaugard Small Area Plan. The membership of BCSG was open to (a) residents and/or property owners of Alexandria's West End (i.e., the portion of the City west of Quaker Lane); (b) investment property owners/developers/businesses with interests in the Beaugard Corridor Area; and (c) representatives of other civic/homeowners associations from other jurisdictions and/or areas directly adjoining the Beaugard Corridor Area. In November 2010, the BCSG elected Donna Fossum as the Chair and Don Buch as the Vice Chair for the group.

The mission of the BCSG was to understand, identify, evaluate and provide constructive comments guiding the preparation of the Beaugard Corridor Small Area Plan. One of the main goals of the BCSG was to provide guidance to City staff to prepare a small area plan for the Beaugard Plan area.

This BCSG had eleven meetings and created a project webpage to help conduct and communicate its citizen-led planning activities. Over the course of a year, 120 residents participated in at least one Beaugard Corridor Stakeholder Group meeting.

The BCSG meetings included topics such as developer contributions, transportation, zoning, open space, proposed fire station, community-wide amenities, and individual recommendations .



## PLAN PREPARATION

The BCSG complied a series of individual recommendations (Appendix A) that forms the basis of the Plan. The BCSG did not vote on the individual recommendations, rather the group agreed that all of the individual recommendations would be forwarded to the City to prepare the Beaugard Small Area Plan.

Nearly all of the BCSG comments have been included within the recommendations and/or text of the Plan. The recommendations for each chapter contain the following labels:

- D Discussion:** BCSG comment that requires additional discussion.
- I Incorporated:** Incorporated BCSG comment as transmitted to the City.
- M Modified:** Incorporated BCSG comment with proposed staff refinement.
- N New:** Recommendation proposed by staff.

The Plan is intended as a working draft, and will be discussed as part of the upcoming community meetings.



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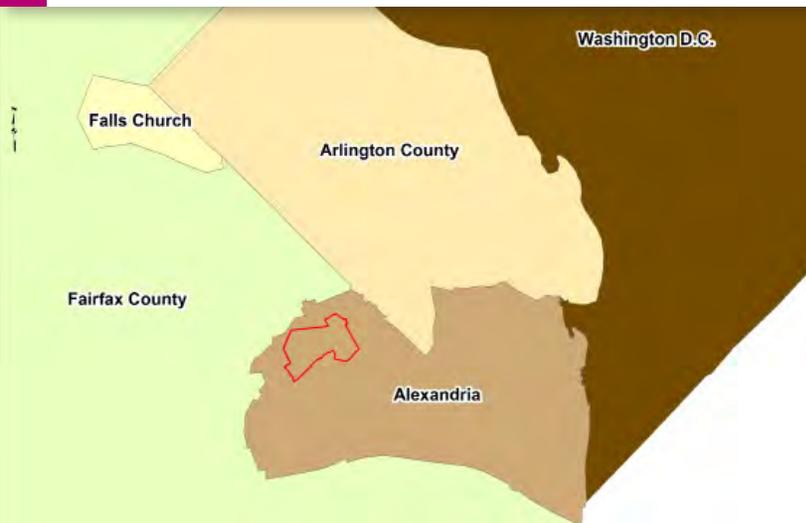
# REGIONAL AND LOCAL CONTEXT

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# 1



Figure 1: Regional Context



## A. IMPLICATIONS OF LOCAL AND REGIONAL GROWTH:

The future of Beauregard requires consideration of its place within the context of the City and the region. The West End was annexed as part of the City in 1952 (Figure 2). Since the initial large-scale development within Beauregard in the 1950's, the City's population has grown from approximately 62,000 to 140,000 in 2010. The majority of the development within Beauregard occurred primarily in the 1960s to 1980s when the area was transformed to the current development pattern.

The Washington metropolitan region is expected to gain approximately 1,270,000 new jobs and 1,500,000 new residents within the next 30 years<sup>1</sup>. The City's projected portion of this regional growth is expected to be approximately 52,000 new jobs, 43,000 new residents, and 24,000 new housing units.<sup>1</sup> While these projections may be high, it is clear that over the long-term this region and the City will continue to grow. A challenge and opportunity for the City will be to manage the growth in a sustainable manner consistent with the City's goals, policies and existing neighborhoods.

Because of the projected local and regional growth, existing and proposed transportation infrastructure and existing zoning, Beauregard will transform in the coming decades. The Plan proposes a framework to guide the expected growth in a manner that will be economically, socially, and environmentally sustainable for the City. Land use and transportation, are major components of sustainability, as much as the ways we generate our energy, grow and consume our food, and produce and consume the products that fill our lives.

The proposed Plan accommodates the existing and proposed zoning in a manner compatible with the adjacent neighborhoods while creating a transit oriented, mixed use series of neighborhoods that are reflective of the City's goal for a more sustainable approach to growth.

<sup>1</sup>Source: Metropolitan Washington Council of Government Growth Trends, to 2040: Round 8

Figure 2: City Annexations

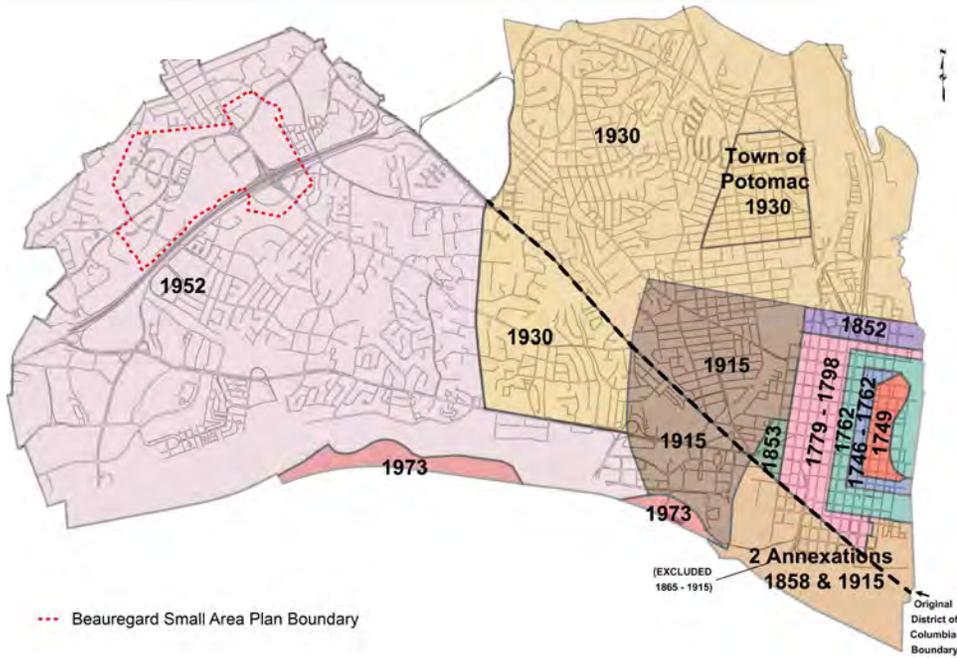


Figure 3: Adjacent Regional Growth

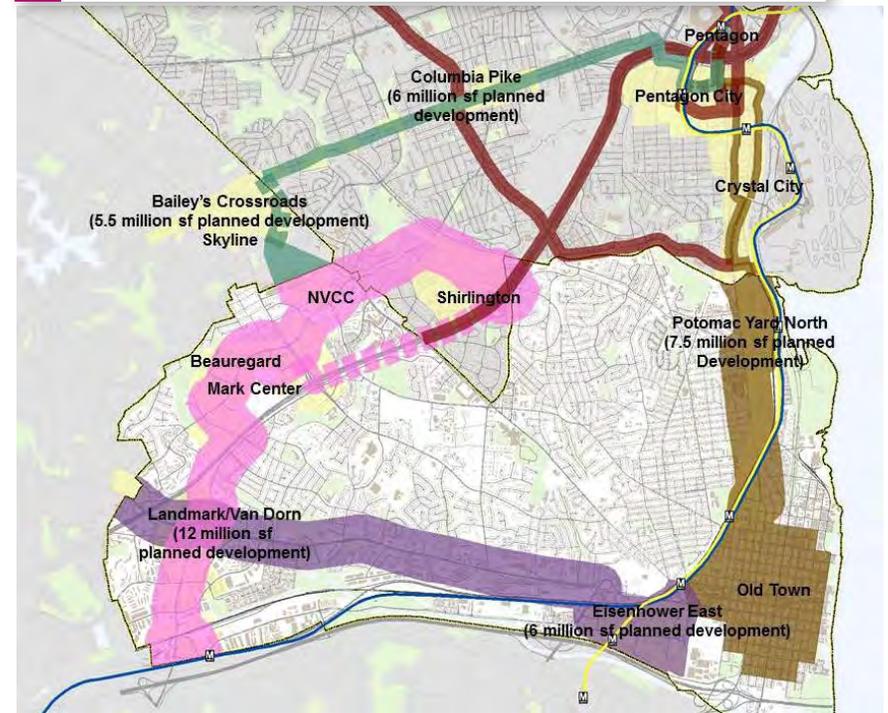
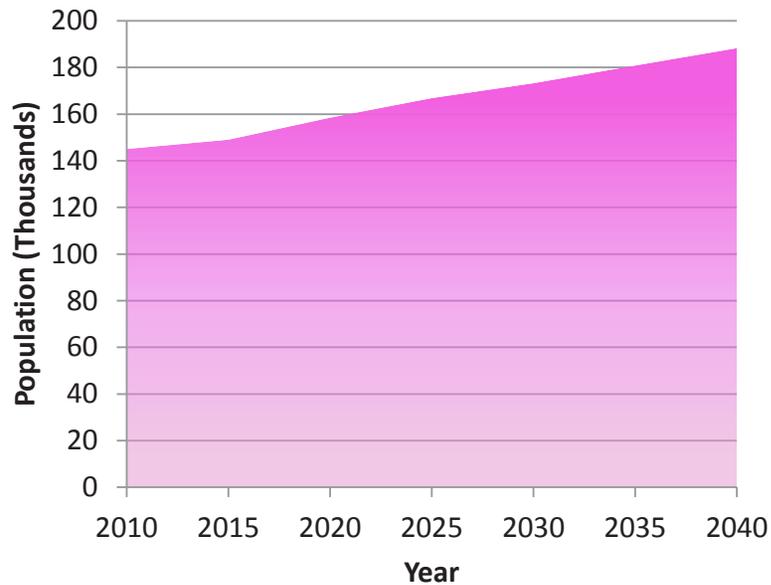


Figure 4: Alexandria Population Forecast



Source: Metropolitan Washington Council of Government Growth Trends, to 2040: Round 8

Figure 5: Land Use and Transportation

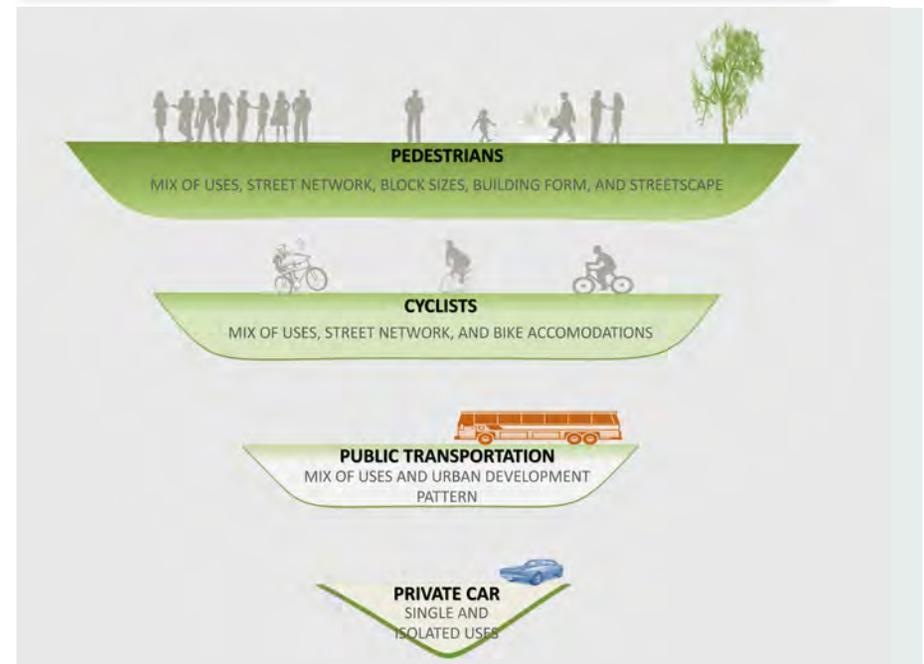


Figure 6: Existing Zoning

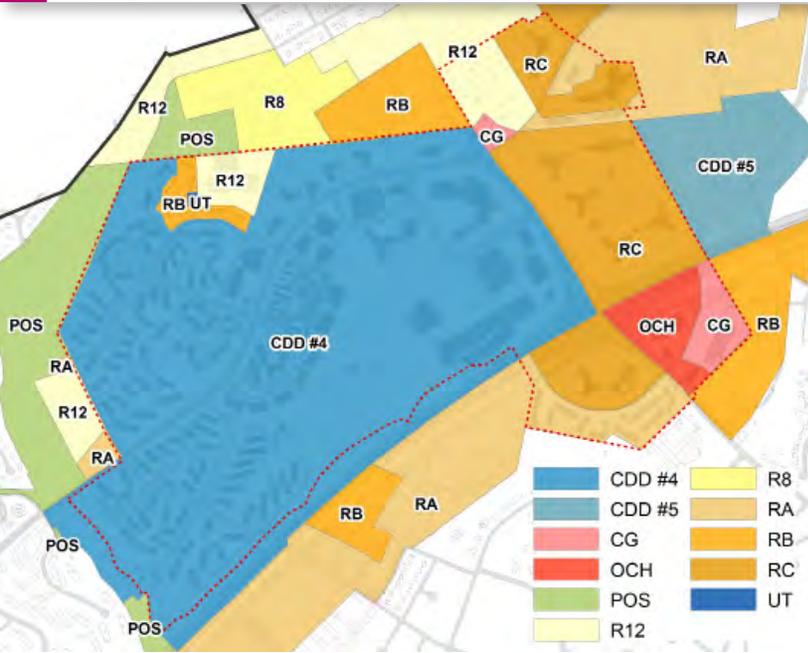


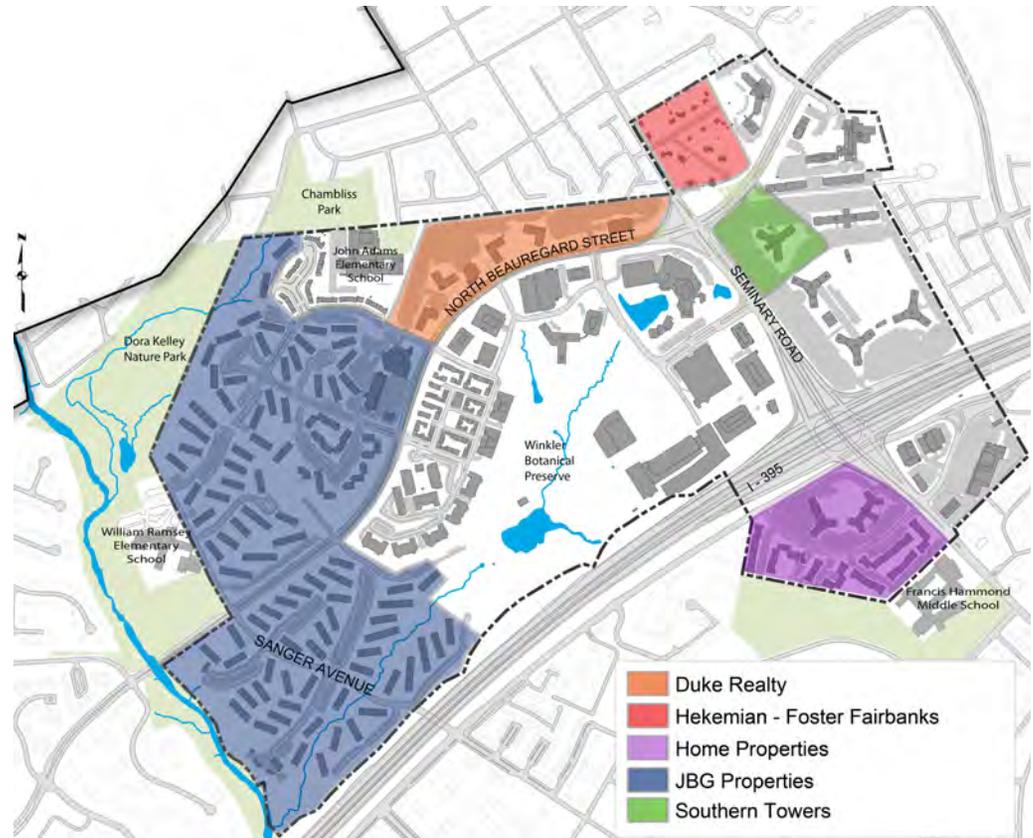
Figure 7: Plan Area Boundary



**B. THE EXISTING LAND USE APPROVALS –  
A STARTING POINT:**

In 1992, the City adopted the Small Area Plan(s) for the Plan area, with subsequent approval of the zoning (Figure 6). However, although the existing zoning permits approximately 4,500,000 sq. ft. of additional development, there are not standards or design requirements in place for elements such as streets, open space, phasing of infrastructure, etc.

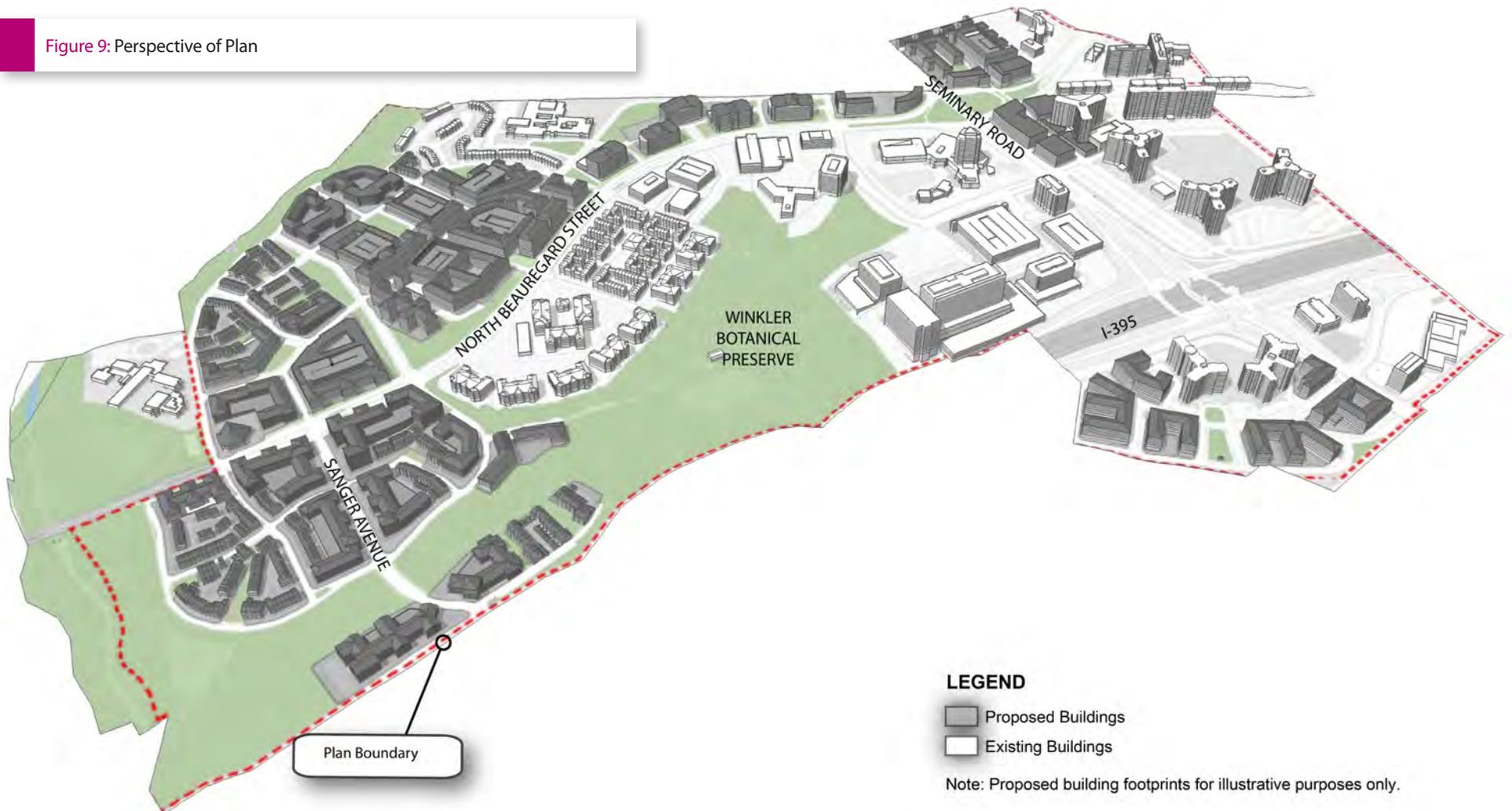
Figure 8: Redevelopment Sites



### C. THE NEED FOR A PLAN:

It has been approximately two decades since the adoption of the Small Area Plan(s) for the Plan area; the land use patterns, demographics and transportation have changed dramatically in the last two decades. In addition, pending or approved plans within the adjoining jurisdictions of Arlington and Fairfax Counties in areas such as Baileys Crossroads and Columbia Pike will result in a change in the development pattern and transportation adjoining Beauregard. (Figure 3).

Figure 9: Perspective of Plan



The need for a Plan is based on the following:

1. The existing Small Area Plans have not been updated in approximately 20 years;
2. Surrounding land use and transportation changes;
3. The need to create development standards and phasing; and
4. To provide dedicated affordable and workforce housing.

The existing zoning permits approximately 10,000,000 sq. ft. of development. While the Plan recommends approximately 2,400,000 sq. ft. of additional development, the Plan incorporates requirements that do not exist with the existing zoning for elements such as phasing, infrastructure, affordable and workforce housing, open space, mixed-use retail buildings, transit, and building design. The Plan also enables new amenities such as parks, grocery stores within mixed use buildings and a new town center not currently permitted or required by the existing zoning. The Plan also recommends the developers contribute \$147.5 million to fund public improvements to implement the Plan. It is anticipated that the planned redevelopment will occur over a period of 20 to 30 years. The separate approvals of a future rezoning(s) and the subsequent development review process, will require separate more detailed reviews to ensure that the redevelopment is consistent with the intent of the Plan while also being compatible with the adjacent neighborhoods.

# VISION AND GUIDING ELEMENTS

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# 2





## VISION STATEMENT

The Plan envisions a series of new urban neighborhoods containing a mix of uses; open space; a diversity of housing opportunities; and integrated transit, in a manner that will be compatible with the adjacent neighborhoods.

The Plan also seeks to ensure that the seven distinct neighborhoods are economically and environmentally sustainable for the City.



## VISION AND GUIDING ELEMENTS

Every community starts with a vision and a plan. This Plan establishes a long-term (20 to 30 year) vision and framework for future infrastructure, land uses, open space, affordable housing and is also intended as a guide for public and private investment.

The Plan enables connections – between people and their jobs, the urban and natural environment, and the rest of Alexandria’s neighborhoods. The Plan also addresses how we use our resources in a more sustainable manner.

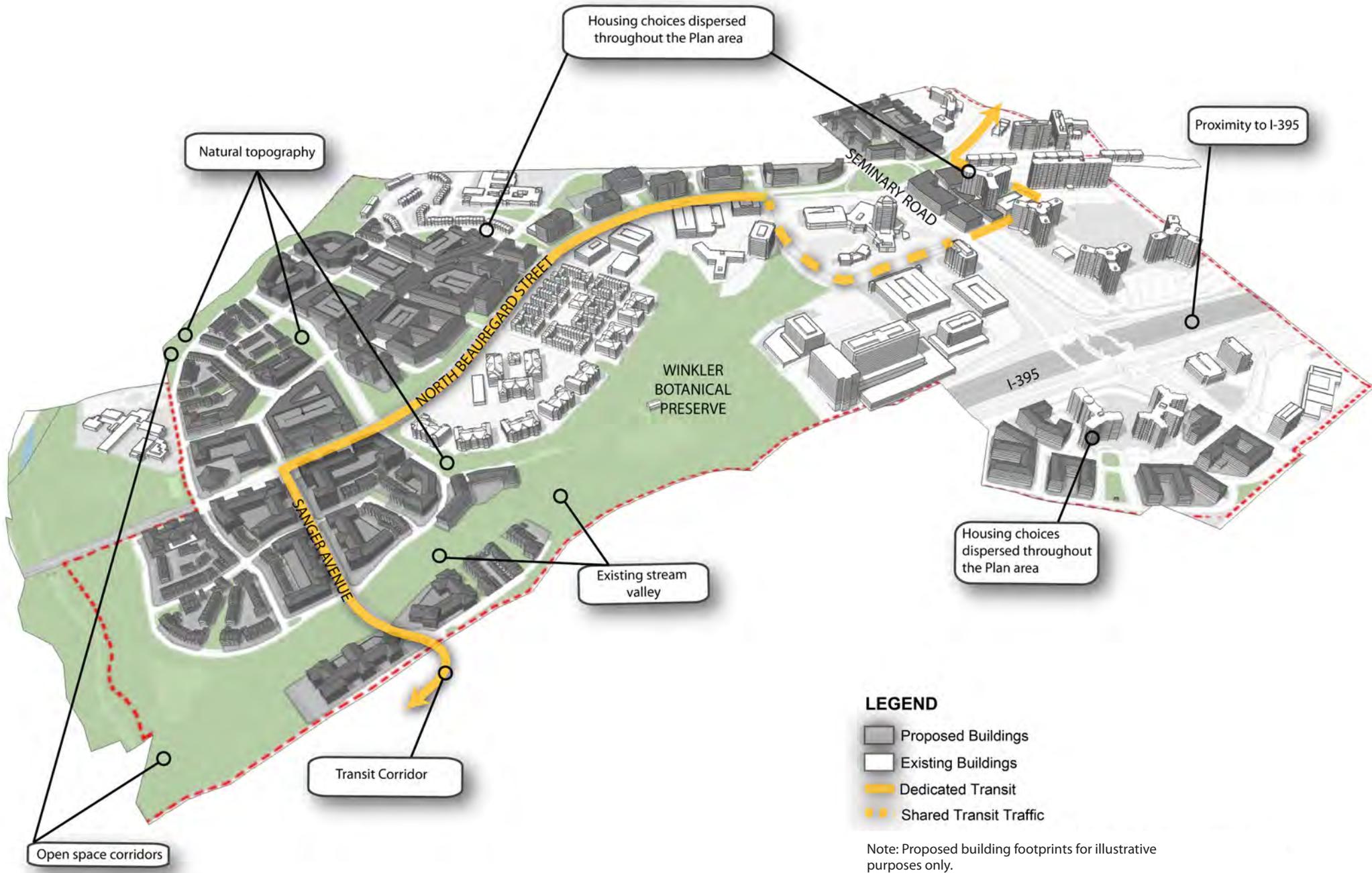
The Plan builds on the strengths of the Plan area (Figure 10):

- Natural topography;
- Open space corridors;
- Winkler Botanical Preserve;
- Stream valleys;
- Housing choices;
- Transit corridor; and
- Proximity to I-395.

In order to implement the Vision Statement, the Plan is based on the following elements:

- A. Integrate Transit, Land Use and Urban Design;
- B. Creation of Seven Distinct Neighborhoods;
- C. Encourage Diversity of Uses and Housing;
- D. Integrate Urban Ecology – Sustainability;
- E. Provide an Interconnected Open Space Network;
- F. Ensure Compatibility with the Existing Neighborhoods; and
- G. Encourage Economic Sustainability.

Figure 10: Integration of Existing Site Elements with the Plan



**LEGEND**

-  Proposed Buildings
-  Existing Buildings
-  Dedicated Transit
-  Shared Transit Traffic

Note: Proposed building footprints for illustrative purposes only.



Figure 11: Interconnected Open Spaces



#### A. INTEGRATE TRANSIT, LAND USE AND URBAN DESIGN:

The Plan is based on convenient access to transit for pedestrians, bikes and seeks to reduce single-occupancy vehicles by providing an urban mixed-use development pattern around the transit stops. The Plan is based on the density and land uses being within a 5-10 minute walk from the transit stops.

This approach enables:

- Minimize the number of car trips;
- A mixed-use and transit-oriented character;
- Concentrated and interconnected open spaces;
- Pedestrian-friendly streets;
- Services necessary to create a more self-sufficient community;
- Densities that allow more efficient transit; and
- Accessible transit for the housing and affordable/workforce housing.

#### B. CREATION OF SEVEN DISTINCT ALEXANDRIA NEIGHBORHOODS:

A strength of Alexandria is the unique character and individuality of its many great neighborhoods. The Plan reflects a commitment to this City tradition. The Plan reinforces distinct neighborhoods (Figure 12), a walkable scale, transportation options and open space connections. These are many of the same qualities that have allowed many of Alexandria's neighborhoods to thrive over decades of economic, social and technological change.

### C. ENCOURAGE DIVERSITY OF USES AND HOUSING:

A variety of neighborhood services and retail such as a new grocery store and amenities will be accessible within each neighborhood or accessible by transit, giving residents and employees the choice of meeting many of their daily needs without the need to use their cars.

The Plan recommends a significant level of replacement of affordable and workforce housing to be dispersed throughout the Plan area, which will enable Beauregard to support a range of ages, household types and incomes.

### D. INTEGRATE URBAN ECOLOGY – SUSTAINABILITY:

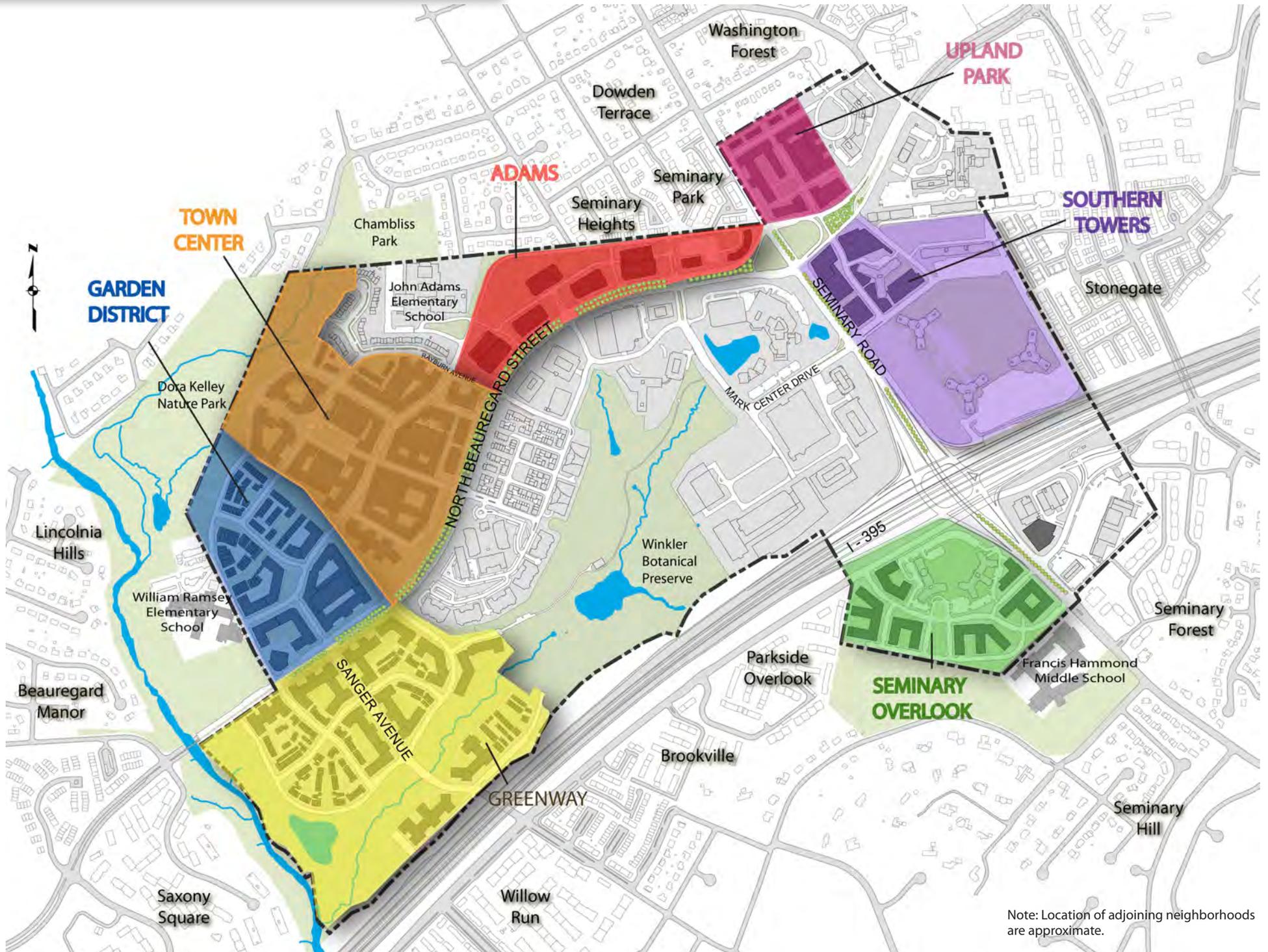
The Plan emphasizes sustainability at a neighborhood scale and for each building. The Plan also recommends green infrastructure and stream restoration/revitalization to Turkey Run and a portion of Holmes Run. The Plan also recommends aspirational environmental goals, given the expected 20-30 year build-out for the Plan.

### E. PROVIDE INTERCONNECTED OPEN SPACE NETWORK:

The Plan proposes that public open spaces be centrally located within each neighborhood. In addition, the Plan proposes a new greenway adjacent to the existing Winkler Botanical Preserve (Figure 11). The Plan also expands the Dora Kelley Nature Park (Figure 42). The proposed new open spaces, parks, and greenways will constitute approximately 45 acres. In addition to the parks and greenways, ground level open space and roof-top open space will be provided within each neighborhood.



Figure 12: Proposed and Existing Neighborhoods



Note: Location of adjoining neighborhoods are approximate.

## F. ENSURE COMPATIBILITY WITH EXISTING NEIGHBORHOODS:

The Plan is adjacent to many established residential neighborhoods (Figure 12) . It is the goal of the Plan to integrate redevelopment into the context of the existing neighborhoods, through height, height transitions, buildings shoulders, setbacks and open space buffers (Figure 31).

## G. ENCOURAGE ECONOMIC SUSTAINABILITY:

The Plan is based on a public – private partnership that does not negatively impact the City's General Fund. The proposed redevelopment will enable developer contributions and an increased tax base that will fund public benefits such as a new fire station, new athletic field, and high capacity transit lanes. The developer contributions will also enable a significant level of dedicated replacement affordable and workforce housing. The Plan will also enable an increase in the City's tax base for the benefit of all City residents.





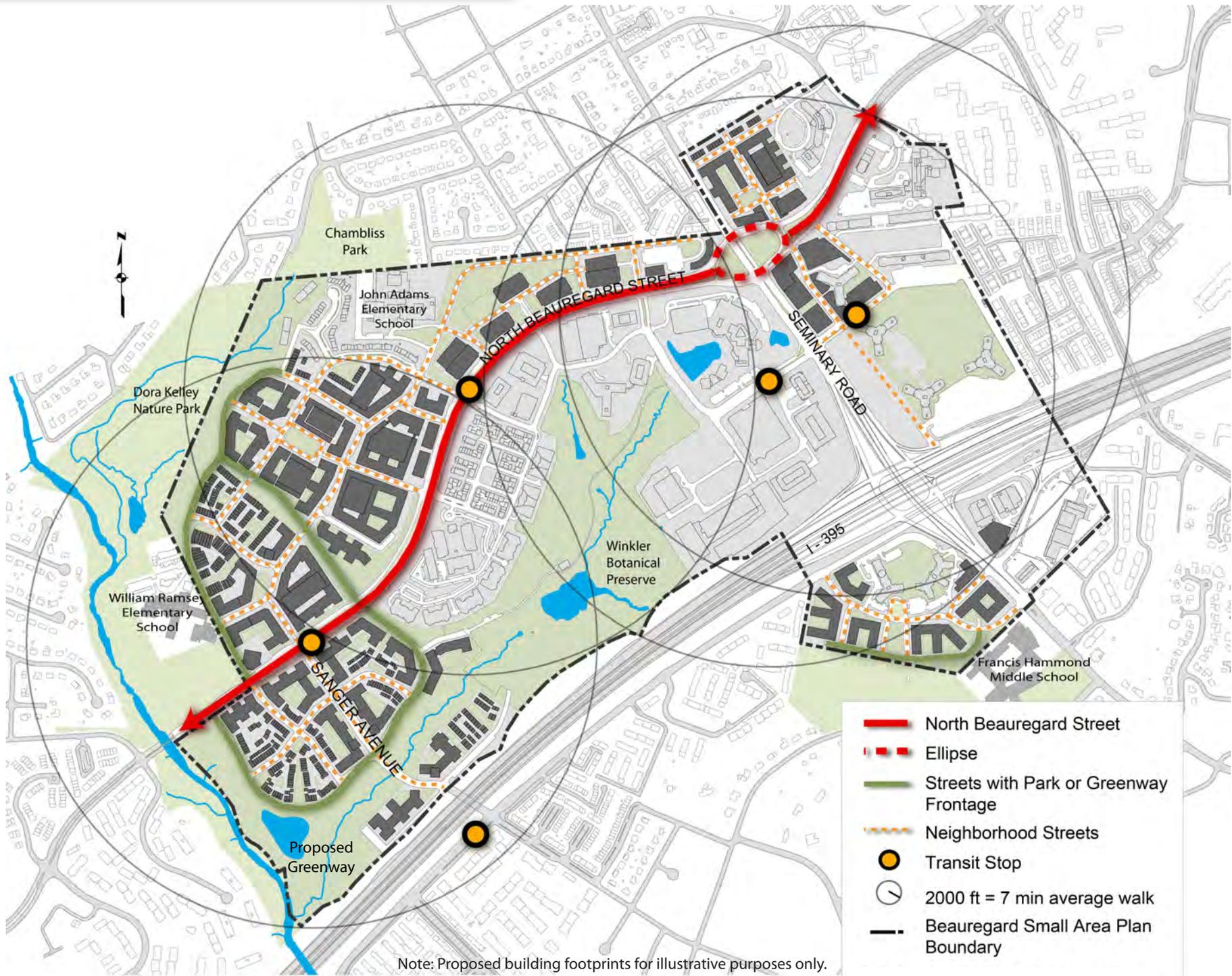
# URBAN DESIGN — PLAN FRAMEWORK

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# 3



Figure 13: Urban Design - Framework



## URBAN DESIGN — PLAN FRAMEWORK

Creating Beauregard as a series of great new neighborhoods will require housing choices, high quality urban transit, streets, architecture, public spaces, parks, and a mix of building types. An exclusive focus on density and land use will not result in quality cohesive neighborhoods or an enduring sustainable place that will bring lasting value to the City. It is essential that as redevelopment occurs, buildings, open spaces, the proposed transitway and the public realm be held to the highest standards. **Quality begets quality.**

### A. URBAN DESIGN FRAMEWORK:

The urban design framework (Figure 13) provides the structure for a series of interconnected streets, blocks, parks and open space-greenways. The street grid is not a rigid orthogonal grid, but rather more curvilinear streets based on traditional landscaped “garden cities” and neighborhoods such as Myers Park (Charlotte, NC) and Roland Park (Baltimore, MD).

To reinforce the “garden city” nature of the Plan, elements such as courtyards, front yards, a central urban landscaped boulevard (North Beauregard Street) greenways and parks are recommended by the Plan. North Beauregard Street is recommended to be a landscaped street, with a double row of trees and increased setbacks for the buildings (Figure 16A), which will enable the street to function as a landscaped street that will visually connect the neighborhoods. Other defining streets within the Plan include the streets with park or greenway frontage. These streets will reinforce the public nature of the proposed greenway, the Francis Hammond open space, and Dora Kelley Park (Figure 13 and Figure 16C).

## THE GARDEN CITY

The garden city is an urban planning concept that began in the 1880's and has served as the basis for current contemporary planning. The basic concept is a community, with open space and a mix of uses, which enables the benefits of open space and landscaping with the benefit of urban amenities. Many of the garden cities are characterized by urban boulevards, landscaping public parks, urban building form, and a mix of uses.





A street is a spatial entity and not the residue between buildings.

– Anonymous



## B. CREATION OF SEVEN DISTINCT NEIGHBORHOODS:

A defining element of the City is its unique and identifiable neighborhoods. The differences in identity, character and scale of the various neighborhoods compliment each other and contribute to the richness of the City. The Plan recommends seven unique and identifiable neighborhoods, which will be accomplished through architecture, scale, uses and open space all of which are located within a 5 - 10 minute walk from the proposed transit stops (Figure 13).

A central open space - park is recommended within each neighborhood. (Figure 14). In addition, there are civic uses (schools and a recreation center) and parks adjacent to several of the neighborhoods, which will serve as civic gathering areas. The Plan is also based on the provision of an open space greenway in the southeastern portion of the Plan area, which will define the character of the adjoining neighborhoods (Figure 33A and 34).

## C. FRAMEWORK STREETS:

The Plan recommends a series of streets that will serve as a framework for circulation and a collection of outdoor spaces. The Plan will transform the character of the streets increasing the space given to pedestrians and cyclists. Creative and straightforward street designs will translate into a variety of simple and functional streetscapes (Figure 16B).

**GREENWAY**



**GARDEN DISTRICT**



**TOWN CENTER**



**ADAMS**



**UPLAND PARK**



**SEMINARY OVERLOOK**



Note: Proposed building footprints for illustrative purposes only. See Figure 39 for open space - park(s) within the Southern Towers Neighborhood.

Figure 15: Framework Streets

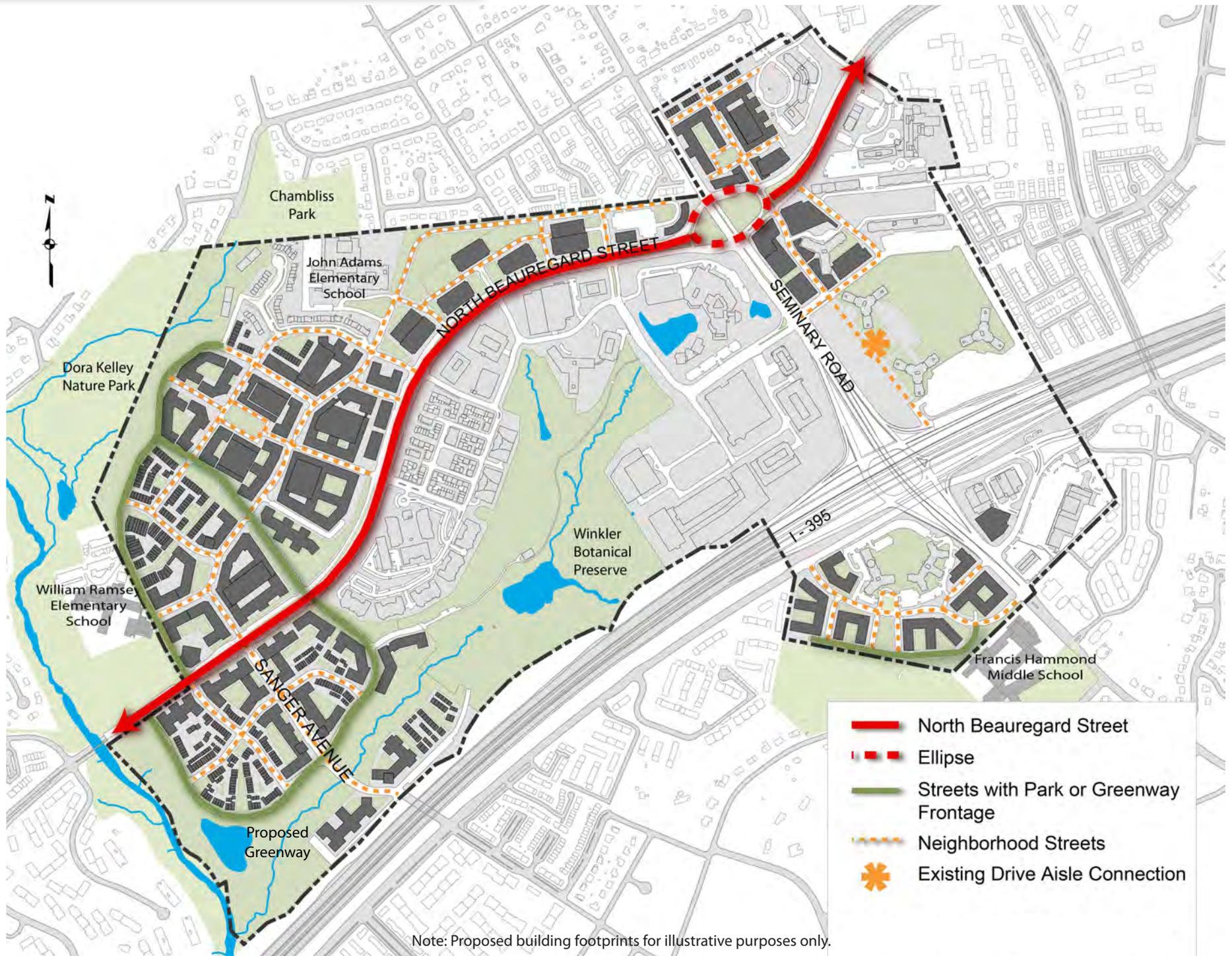


Figure 16A: Beauguard Streetscape (Partial Cross-Section)



Figure 16B: Neighborhood Street - Typical



Figure 16C: Perspective of Street with Greenway Frontage



The quality of a City or neighborhood's civic life is largely defined by what happens in its streets, which is a fundamental element to creating a sense of community. Streets can be made more social by offering places for people to gather, walk and bike in a safe and attractive environment. Ensuring the appropriate street character is a fundamental element in the design and width of the planned streets. The required width of the streets and sidewalks capture the characteristics of great urban streets (Figure 16B). The streets are designed to balance the need for pedestrians, bikes, transit, and cars. In addition, the streets are designed to collect and treat stormwater, be easy to maintain, and provide utility services that make them an integral part of the sustainable infrastructure.

There are five primary types of streets within the Plan area: (Figure 15)

1. Beauguard Street;
2. Ellipse;
3. Streets with park or greenway frontage;
4. Neighborhood Streets; and
5. Alleys.

**Beauguard Street:** The street is intended to be an urban landscaped boulevard, with a double landscaped median and street trees. The street will provide a 30 ft streetscape that will include a double row of street trees, landscaping (except at proposed retail) adjacent to the buildings. The existing buildings on the eastern portion of North Beauguard Street that are not proposed to redevelop will also be setback a minimum of 30 feet. The Plan recommends larger caliper street trees to reinforce the landscaped and parkway character of Beauguard (Figure 16A).

Figure 16D: Perspective of Proposed Ellipse



**Ellipse:** The Ellipse, which functions similar to a traffic circle, accommodates and improves the projected traffic. There is an opportunity to introduce trees and landscaping within the Ellipse for this visually prominent intersection. To facilitate pedestrian and bike circulation, a 10 ft. sidewalk/trail and a double row of trees is provided adjacent to the Ellipse (Figure 16D).

**Streets with Park or Greenway Frontage:** Curvilinear streets, with buildings on one side, are streets that will enable the proposed and adjoining parks or greenways to be visually and physically accessible to the public (Figure 13 and Figure 16C).

**Neighborhood Streets:** These streets will generally be have two travel lanes with parallel parking on each side, and 14 ft. or more for the sidewalk and streetscape (Figure 16B).

**Alleys:** The Plan recommends alleys for the proposed townhouses to accommodate garage and service access. Alleys are encouraged for provision of service access for multi-family and office buildings. The location of the alley will be determined as part of the development review process.

Decisions such as density, land use, the location of transit, vehicle circulation, the scale of the streets, the amount and location of parks and open space, and building placement and massing are all predicated on creating a public realm that prioritizes the pedestrian experience.

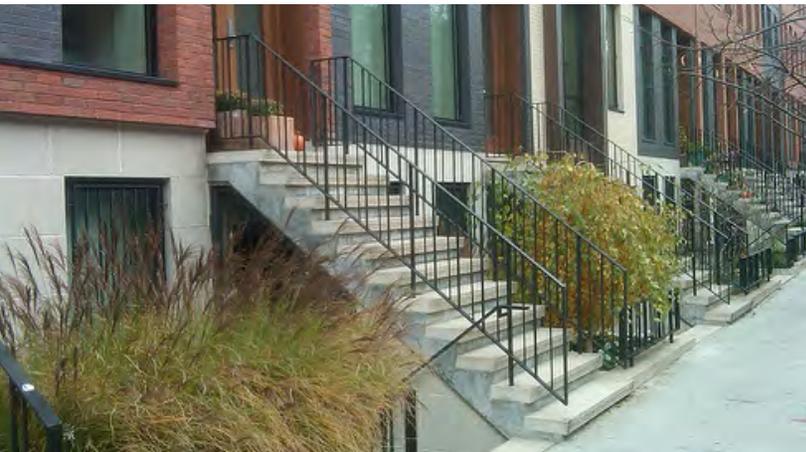
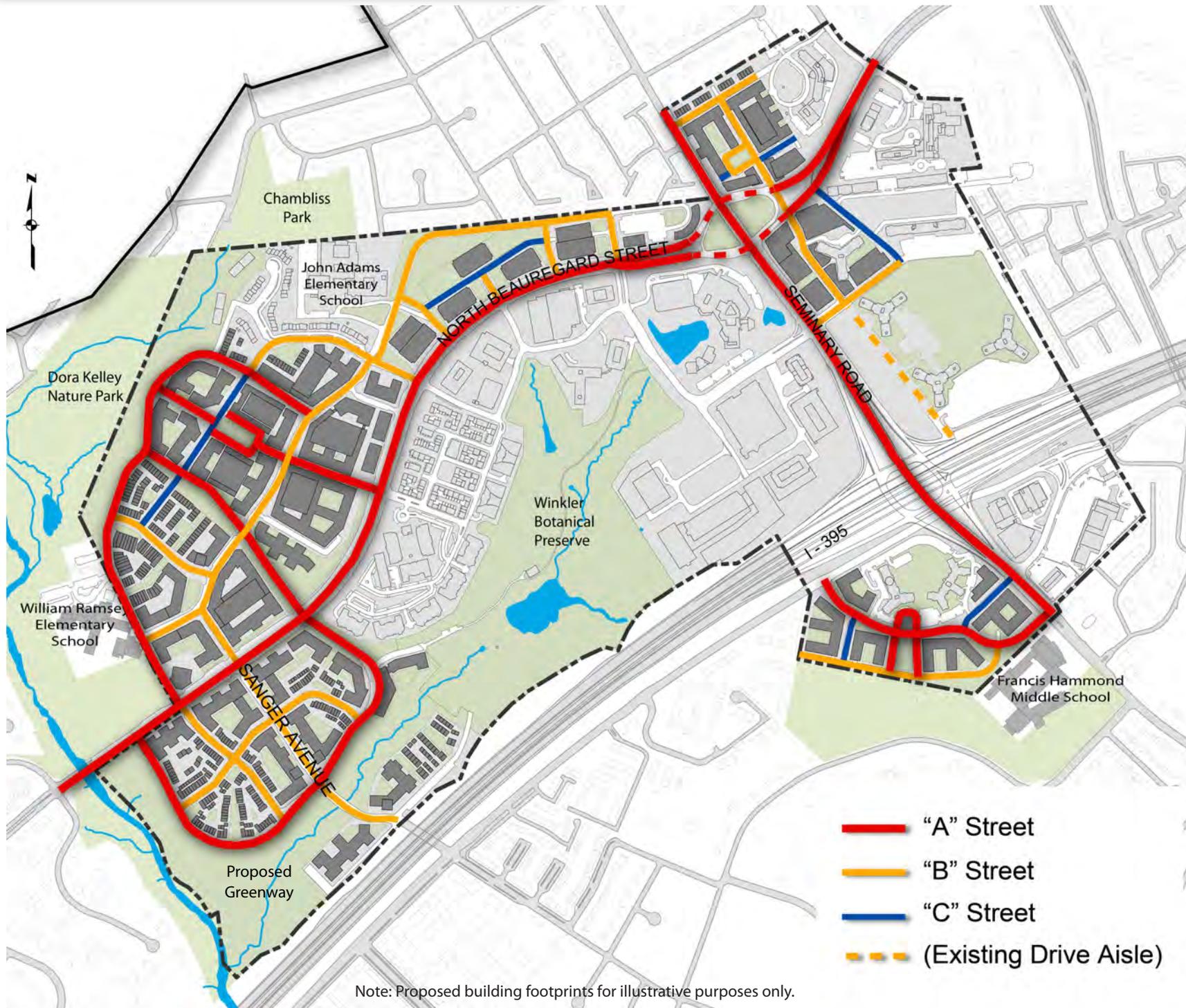


Figure 17: Street Hierarchy



Note: Proposed building footprints for illustrative purposes only.



“...frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the users of a city neighborhood.”

— Jane Jacobs



Figure 18: Block Comparison



#### D. STREET HIERARCHY:

The street hierarchy is based on prominent streets, neighborhood streets and streets for parking and service access (Figure 17). A clear hierarchy of streets will differentiate the role and character of each street.

“A” streets are the most visually prominent streets; “B” streets connect “A” and “C” streets and provide general pedestrian and vehicular circulation for the neighborhoods; and “C” streets provide a means of access and service entries to parking. The Urban Design Standards and Guidelines may permit, as part of the development review process, service entries on “B” streets when buildings do not have alley or “C” street frontage.

#### E. BLOCKS:

One of the most important measures to ensure that Beauregard will develop as a pedestrian-oriented series of neighborhoods is to require urban, human scaled block sizes. Urban scale blocks with frequent intersections provide increased options for pedestrians, cyclists and motorists, while also reducing the perceived building scale. Existing blocks, within the Plan area are approximately 900 x 900 feet or larger (Figure 18).

Through the placement of the streets, the block sizes are recommended to generally be 400 by 400 ft. It is likely that Beauregard will take 20 to 30 years to fully implement the vision of the Plan. Over this period, while it may be more expeditious or less expensive to create larger blocks to accommodate redevelopment, the Plan recommends that redevelopment adhere to the recommended block sizes. While the Plan acknowledges the need for flexibility, the size of the blocks is not an area where flexibility should be permitted.

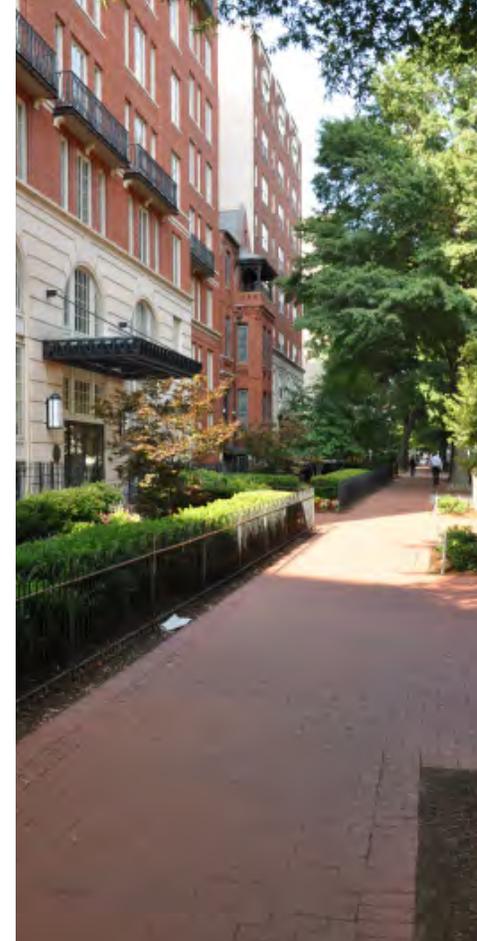
## F. PEDESTRIAN ENVIRONMENT – STREETScape:

The blocks, neighborhoods, parks and other public spaces is planned to be connected by a diverse, interconnected pedestrian network along the proposed streets and blocks. The pedestrian environment consists of pedestrian routes connecting the open spaces and neighborhoods. The pedestrian environment is generally located adjacent to the streets, greenways, and parks to encourage pedestrian activity, with active, tree-lined streetscapes with adjoining front yards, courtyards, and landscaping to reinforce the landscaped - "garden city" intent of the Plan.

## G. MID- BLOCK PEDESTRIAN CONNECTIONS:

The Plan recommends mid-block, pedestrian connections, as part of the public realm. These connections are envisioned to provide green "landscaped streets" that connect the neighborhoods, parks and greenways (Figure 19). The Plan has also been designed to provide a continual mid-block pedestrian connection to the adjoining William Ramsey Elementary School within the Garden District neighborhood.

Buildings will define the mid-block pedestrian connections. The scale of the buildings adjacent to the connections will reinforce the pedestrian scale and will be limited to a height of 45 ft. The width and lower building heights are intended to create intimate green landscaped streets for the community. Residential building entries, yards, stoops and terraces will provide a transition between the private realm of the house and the public realm of the mid-block connections.





VIEW OF MID-BLOCK CONNECTION WITHIN THE  
GARDEN DISTRICT NEIGHBORHOOD

GARDEN DISTRICT NEIGHBORHOOD



GREENWAY NEIGHBORHOOD



Note: Proposed building footprints for illustrative purposes only.

## H. BUILDING FORM:

Alexandria is known for its high quality urban form, architecture and unique sense of place where buildings define the adjoining streets and parks.

The existing buildings within many of the neighborhoods are organized in a random pattern, with few internal pedestrian or vehicular connections (Figure 20). In addition, almost all of the existing buildings are oriented toward internal private courtyards and extensive areas of surface parking areas which “turn their backs” on the adjoining streets, depriving the public realm of “eyes on the street.”

To establish relationships between the private and public areas, the Plan recommends buildings front the adjoining streets, open spaces and mid-block connections to ensure that the buildings engage the streets and open spaces. In addition, the building form will ensure that a significant portion of the open space will be visually and physically accessible to the public, rather than the predominantly private open space and courtyards that exist today.

## I. BUILDING DESIGN – CHARACTER:

The Plan recommends using contemporary building design elements to implement the “garden city” vision of the Plan. The Plan does not recommend a particular architectural style beyond the goal of using high quality materials that reflect the time and place they are built. The Plan also recommends future Urban Design Standards and Guidelines to ensure high quality buildings.

“We shape our buildings:  
Thereafter they shape us”

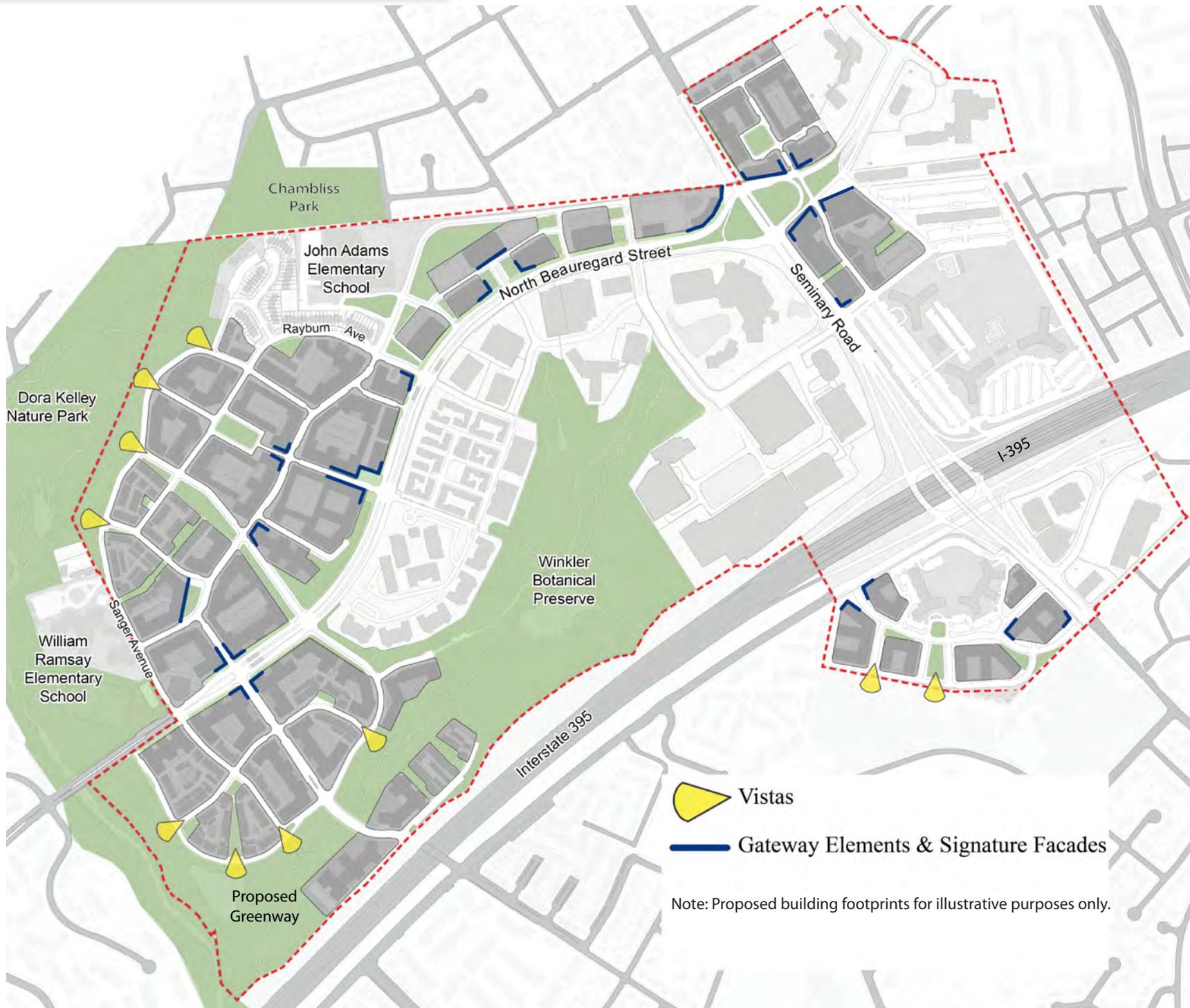
— Winston Churchill



Figure 20: Existing Buildings, Streets, and Parking



Figure 21: Signature Facades, Vistas, & Gateways



## J. VISTAS, SIGNATURE FACADES AND GATEWAYS:

The Plan recommends that certain streets terminate into the adjoining parks and greenways affording terminating open space vistas (Figure 21). Similar to streets in Old Town that terminate into the water to reinforce the water-maritime heritage of the City, the streets that terminate into the parks and greenways will reinforce the open space - park and “garden city” character of Beauregard.

There are also opportunities for buildings to visually reinforce prominent locations at the Town Center, the Ellipse and other prominent frontages. (See Figure 21) The Plan identifies signature facades and gateways that, because of their prominent location and/or orientation are recommended to incorporate distinctive architectural elements and building forms. These elements will draw attention to points of interest and mark the location of “entries” and “places” for each of the neighborhoods. Architecturally significant facades require the highest level of design excellence, materials and the innovative use of materials.





#### K. PUBLIC ART AND HISTORY:

Public art could help define each neighborhood, create a sense of place and express the site's unique history. Public art is also an important part of Alexandria's character and cultural expression. The Plan recommends that public art be integrated into the design of the open spaces through historical references, interpretation and possible educational opportunities. In addition, the public art element of the Plan will need to be consistent with any City-wide public art funding policy and/or as required through the development review process.



## URBAN DESIGN RECOMMENDATIONS:

### GENERAL:

- M** 3.1 Urban Design Guidelines and Standards are required as part of any future rezoning(s) to ensure implementation of the Plan.

### URBAN DESIGN FRAMEWORK:

- M** 3.2 Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment. The final location of the non-framework streets will be determined through the CDD zoning, design standards and development review process.
- M** 3.3 The building setback for new buildings will be 30 feet on Beauregard Street, excluding the Required Retail areas, to enable a double row of street trees and 10ft. sidewalk-trail.
- M** 3.4 The trees within the median and street trees on Beauregard Street will be a minimum of 4" caliper at installation.
- N** 3.5 The building setback for new buildings on Seminary Road will be a minimum of 20 feet.
- N** 3.6 Development blocks will be sufficiently sized for market acceptable building floor plates.
- M** 3.7 The blocks as part of the redevelopment are recommended to generally be 400 ft. x 400 ft. Block sizes of 300 ft. x 300 ft. are encouraged. Ensure permeability of the blocks and streets to encourage walking and appropriate block sizes with mid-block connections and alleys.

- N** 3.8 The non-retail frontages and buildings will have setbacks, front yards and/or courtyards. The final requirements will be approved as part of the Urban Design Standards and Guidelines.

### CREATION OF SEVEN DISTINCT NEIGHBORHOODS:

- M** 3.9 Create seven unique and identifiable neighborhoods, which will be compatible with the existing neighborhoods. The identity of each neighborhood will be reinforced through the use of scale, height, architecture and open space.
- N** 3.10 Encourage the use of history as inspiration for the design of open space, public realm and buildings. Encourage the use of public art to reinforce the distinct neighborhood identities and create unifying themes for the neighborhoods.
- N** 3.11 Incorporate the parks –open spaces depicted in the Framework Plan within each neighborhood as a defining element of each neighborhood. (Figure 14).
- I** 3.12 Encourage a mix of building types and innovative building types within each neighborhood.
- M** 3.13 The neighborhoods should be connected to one another as much as possible.
- M** 3.14 Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.

-  3.15 While each neighborhood will have unique design and character, elements such as streets and streetscapes will unify the neighborhoods.

FRAMEWORK STREETS:

-  3.16 Improve and enhance the North Beauregard Street frontage with streetscape improvements, buildings, and landscaping. (Figure 16A)
-  3.17 Bulb-outs are encouraged for all streets where parallel parking is provided.
-  3.18 The Urban Design Standards will include streetscape standards for plantings, materials, and street trees.
-  3.19 North Beauregard Street will be configured to accommodate the dedicated transit lanes and transit stations.
-  3.20 North Beauregard Street is central to the visual perception/image of the community and will be for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.
-  3.21 All townhouses are required to be rear-loaded townhouses with garage access from a rear alley. All other building types are encouraged to provide access from a rear and/or internal alley.
-  3.22 Alleys are encouraged for each block to enable the loading, servicing and other vehicular functions to be located away from the pedestrian realm. Internal alleys are strongly encouraged to be designed and constructed in a manner to ensure that they will provide shared access for adjacent properties and buildings within each block.

STREET HIERARCHY:

-  3.23 A hierarchy of streets (Figure 17) is required to maintain a high-quality street environment and address a variety of needs. The street designations will be subject to the following:

“A” Streets

Curb cuts, entrances to parking garages and service bays are prohibited. “A” streets are subject to the highest design standards:

- Buildings will front the street;
- Active uses will be located on all street frontages for each level of the building; and
- The highest quality of architectural façade and streetscape treatment will be used.

“B” Streets

- Buildings will front the street;
- Active uses will be located on all street frontages for each level of the building;
- Minimize the number of curbs cuts per block on each side of the street. Curb cuts for each building will be permitted if the curbs cut cannot be located on a “C” street and/or alley.
- Main building and pedestrian entrances will be located along “B” street frontages unless adjacent to an “A” street; and
- A high quality of architectural façade treatment is required.

### “C” Streets

- Curb cuts for internal alleys and service will be located on these streets, unless it can be determined that it is infeasible to do so.
- Active uses will be located on street frontages.

### PEDESTRIAN ENVIRONMENT:

**M** 3.24 Require streets to emphasize the pedestrian and bicycles.

**N** 3.25 The mid-block pedestrian connections will generally be 40 to 60 ft. wide. Require the mid-block pedestrian connections depicted in the Plan. In addition, allow for internal pedestrian connections and alleys within the blocks. The Urban Design Standards and Guidelines will address more specific requirements such as individual entries, stoops and terraces adjacent to the mid-block connections.

**M** 3.26 The height of units adjacent to the mid-block connections will be limited to a height of 45ft.

**N** 3.27 The Urban Design Standards and Guidelines will provide the design details for each sidewalk, including street lights and street furniture and associated elements.

**M** 3.28 All existing above grade utilities and new utilities will be located below grade as part of the redevelopment.

### URBAN AND BUILDING FORM:

**M** 3.29 Create an urban building scale and relationship between buildings, streets and open spaces to encourage walkability, and the use of transit.

**M** 3.30 Buildings will have a variety of shapes and forms to avoid monolithic development.

**I** 3.31 Balance the aesthetic and functional criteria of sustainable design.

**N** 3.32 Active uses will be required adjacent to all street (excluding I-395) and park frontages. The requirements for the active uses will be part of the Urban Design Standards and Guidelines.

**N** 3.33 All buildings are required to be oriented to the adjoining streets, parks or mid-block connections.

**M** 3.34 Select appropriate building materials, textures, façades, and treatments that work together to establish a high quality urban environment, that is durable and sustainable.

**M** 3.35 Buildings should be designed to avoid uniformity.

**N** 3.36 Buildings will provide architectural scaling and material elements to reduce the appearance of the height and length of building façades through the use of changes in wall plane, height, and materials.

### BUILDING DESIGN:

**N** 3.37 The Plan does not require a particular architectural style beyond the goal of using high quality materials and creating contemporary buildings that reflect the time and place in which they are built and using architectural styles to reinforce the character of each neighborhood.

#### VISTAS, SIGNATURE FACADES, & GATEWAYS:

-  38. Require variety in building massing, design, and height to denote the required gateway locations (Figure 21). The gateway elements will be proportioned to the size and scale of the building.
-  39. Use variety in height, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.
-  40. Provide distinctive building forms and architecture for the signature facades (Figure 21).
-  41. Signature façades will provide the highest level of design, materials, and the innovative use of materials.

#### PUBLIC ART & HISTORY:

-  42. Integrate public art, which considers the history of the site, as well as thematic, artistic and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings (bike racks, benches, trash receptacles, etc.), lighting, gateways, wayfinding, sidewalks and fountains. If artwork is incorporated, consideration should be given to local artists.
-  43. The public art will be determined as part of the development review process. If a City-wide public art policy is approved, new development will be subject to any future city policy requirements for public art.

# LAND USE

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# 4

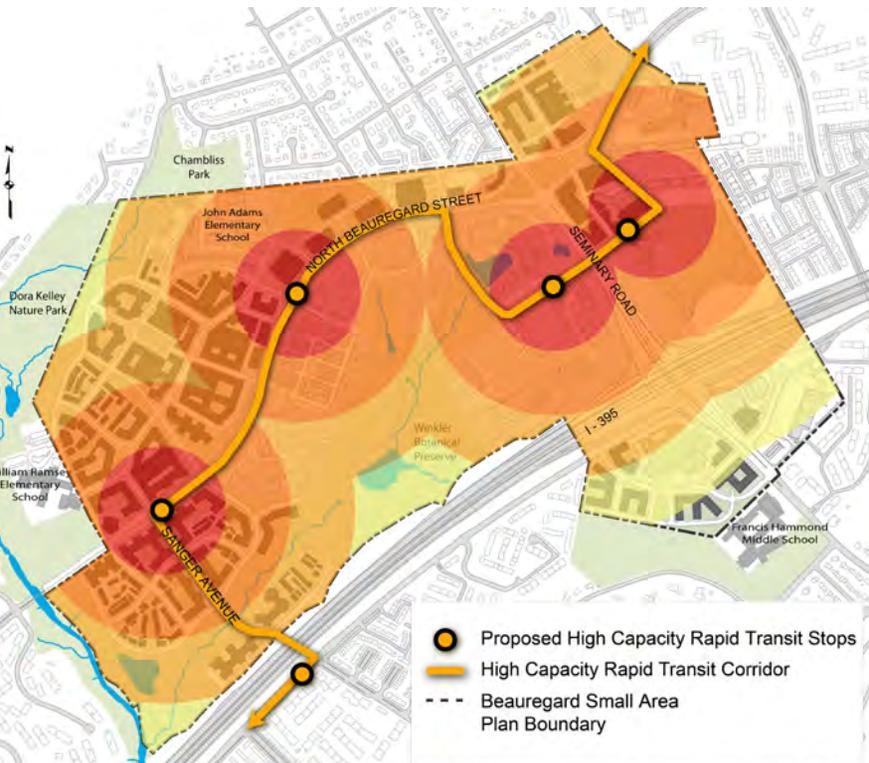


“We must not build housing -  
we must build communities.”

— Mike Burton



Figure 22: Density at Transit Stops



## LAND USE

The land use strategy is based on:

- Concentration of Density at Transit Stops;
- Building Height at Transit Stops;
- A Balance of Commercial and Residential Uses;
- Mix Land of Uses Within Each Neighborhood;
- Concentrate Retail At Transit Stops;
- Appropriate Scale Transitions to Existing Neighborhoods;
- Manage Parking to Support Transit;
- Locate open space-parks centrally within each neighborhood;
- Create an a Greenway that will be a visual extension of the Winkler Botanical Preserve; and
- Provide a variety of open spaces such as community gardens, athletic fields, passive open space, urban squares and neighborhood parks.

The Plan area contains redevelopment sites and existing developed areas. The recommended land use and zoning changes are for the designated redevelopment sites (Figure 8). The zoning for the remainder of the sites within the Plan area is not recommended to change.

### A. DENSITY AT TRANSIT STOPS:

The land use strategy capitalizes on the planned investment in the dedicated high capacity rapid transit corridor for Beauregard. The greatest level of development is generally located adjacent to planned transit stops, with lesser intensity, farther from the stops. (Figure 22).

Figure 23: Proposed Land Use Strategy

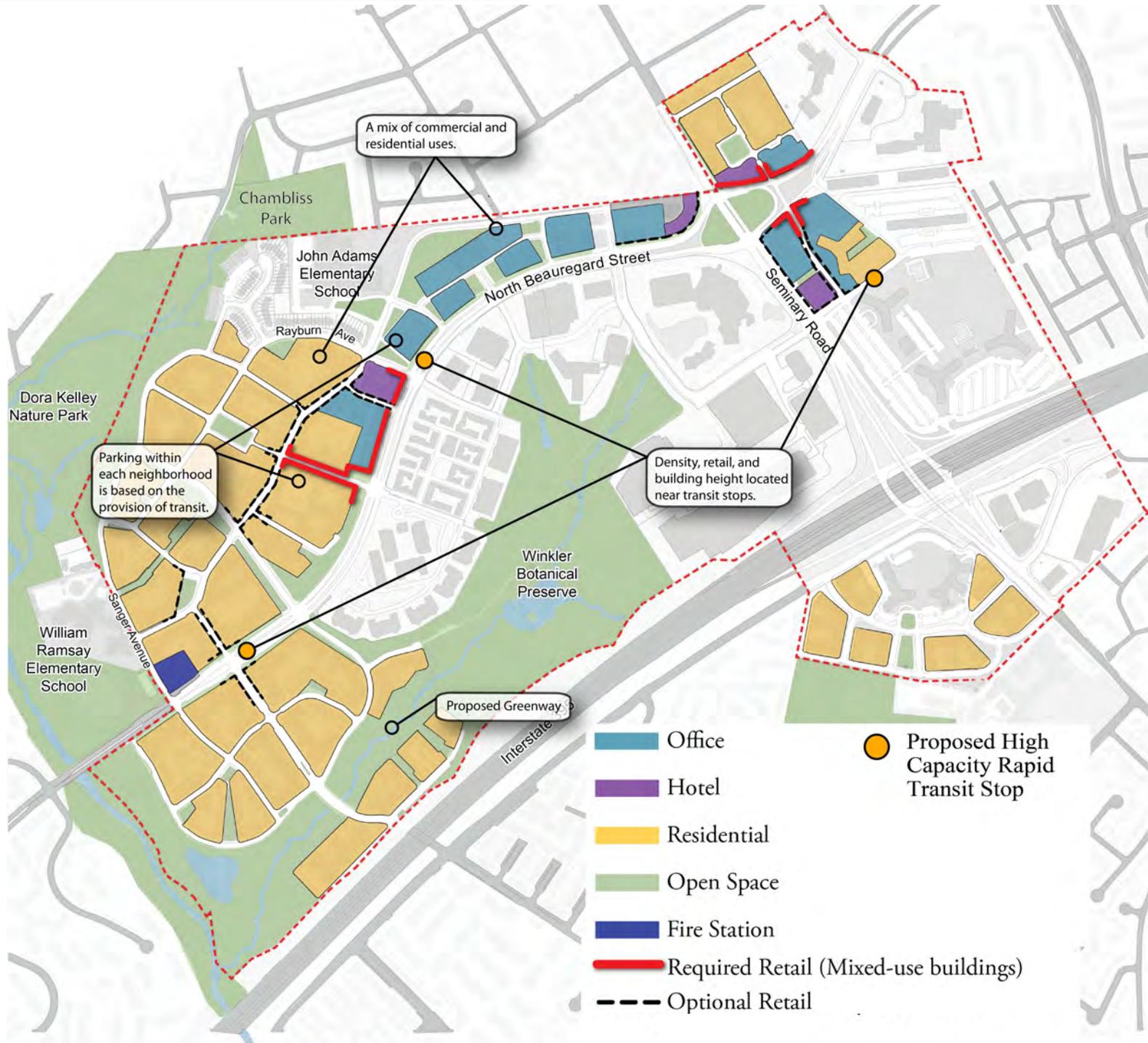


Figure 24: Existing Land Uses

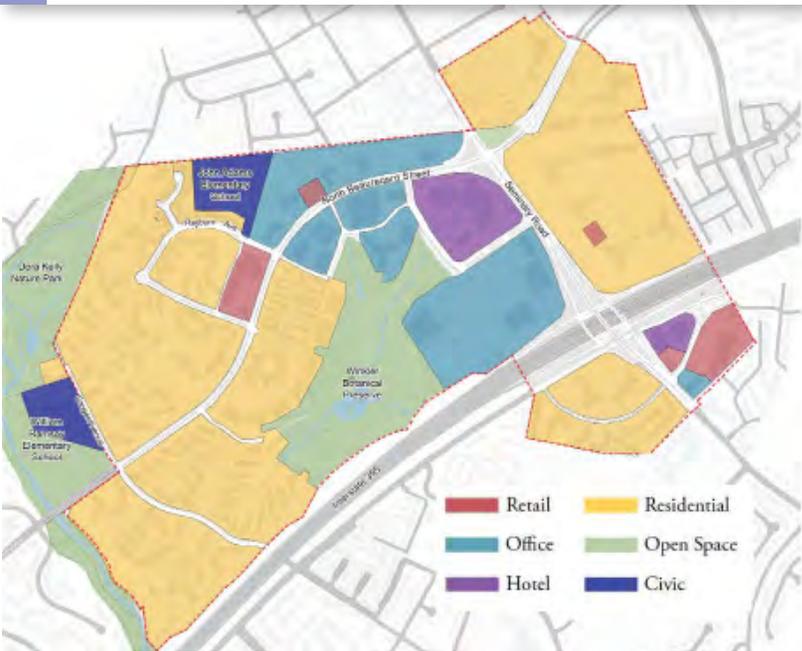
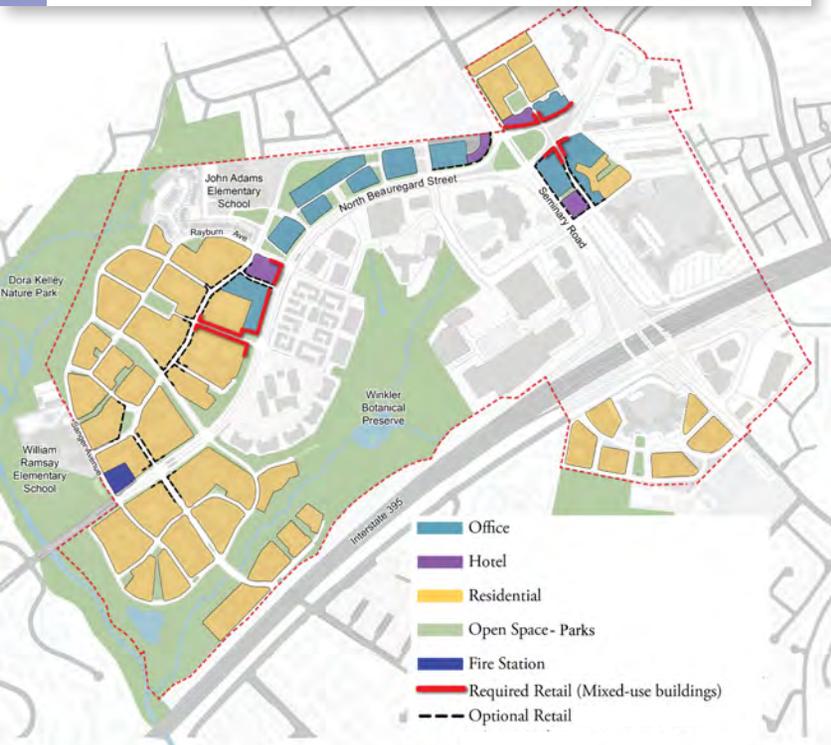


Figure 25: Proposed Land Uses



## B. LAND USES:

### *Nurturing a vibrant and inclusive community*

A fundamental element for any successful community is the provision of an appropriate mix of land uses. The Plan requires specific uses for certain blocks. The blocks adjacent to the transit stops are generally a mix of retail, residential, hotel and office, with other blocks being predominantly residential. The Adams, Southern Towers, Upland Park and the Town Center Neighborhoods contain office uses (Figure 25). An opportunity and a challenge for the Plan area is that it is surrounded by one of the largest concentrations of office use within the City (Figure 24, Table 1).

While the existing Mark Center office buildings provide an employment center for the City, the uses and buildings are segregated in a suburban office park, rather than integrated into each of the neighborhoods. In addition, the existing office limits the market demand for new office within the redevelopment sites. It is essential that the Plan integrate the existing office uses within the Mark Center as part of the Plan.

Table 1: Existing and Planned Office Development

	CARLYLE	EISENHOWER EAST	NORTH POTOMAC YARD	LANDMARK/VAN DORN	SOUTH POTOMAC YARD	MARK CENTER
Acres	± 77	± 64	± 70	± 138	± 166	± 102
Office (sq ft.)	4,000,000	6,300,000	1,930,000	4,000,000	1,932,000*	3,956,307
Hotel (sq ft.)	230,000	780,000	170,000	350,000	320,000**	448,100
Total (sq ft.)	4,230,000	7,080,000	2,100,000	4,350,000	2,252,000	4,404,407

Note:

\* Given additional flexibility permitted in the CDD conditions, office, retail and residential uses can be converted; number subject to change.

\*\* Based on 500 sq. ft./room

**Table 2: Comparison of Office and Proposed Residential Uses**

NEIGHBORHOOD	OFFICE	RESIDENTIAL
Town Center	405,165	2,408,145
Garden District	0	1,102,260
Greenway	0	2,030,745
Adams	1,020,765	0
Upland Park	75,470	590,000
Southern Towers	195,000	(Existing)
Seminary Overlook	0	979,745
Mark Center <sup>1</sup>	3,135,806 <sup>1</sup>	0
<b>Total</b>	<b>4,832,206</b>	<b>7,110,895</b>

**Notes:**

<sup>1</sup> Does not include existing office within the Adams neighborhood.

The Plan recommends a balance of residential and office uses to enable:

- A mixed-use community;
- 24/7 activity; and
- A jobs/housing balance.

A jobs/housing balance does not mean an equal distribution of square footage for each use. The City's average occupancy for office is approximately 3.5 employees/1,000 square feet, while multi-family residential use is approximately 2.0 residents/ unit. Therefore, to provide a balance of residents and employees, approximately two to three times more residential than office square footage is necessary. Within the Plan area the proposed and existing uses will equate to approximately 1.19 employees for each household creating a general balance of jobs and housing (Table 2).

However, while there is generally a jobs-housing balance, a significant portion of the office use is concentrated within the existing Mark Center office buildings. It will be essential to connect these uses and employees with the remainder of the Plan area. The Plan proposes to connect the

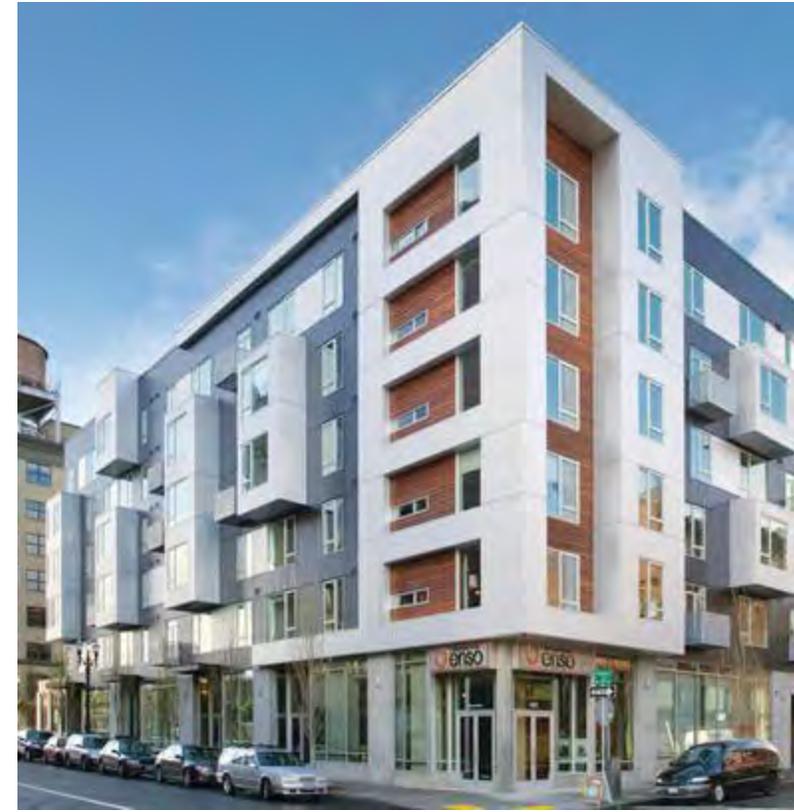
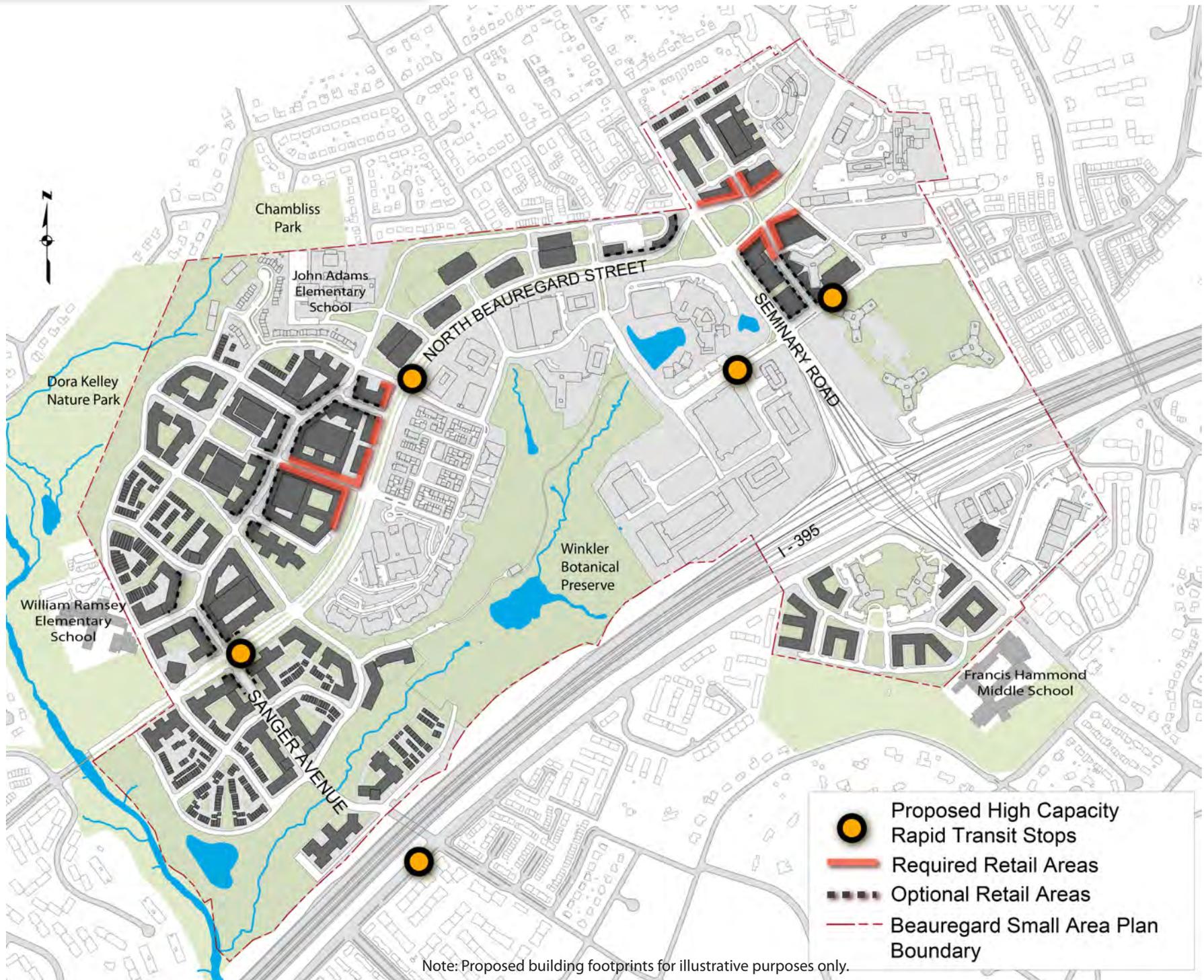


Figure 26: Required and Optional Retail Areas



existing office uses through convenient and frequent transit service. The transit will be an important component to ensure that the existing employees are able to access services, retail and potentially live near their work, minimizing the need for a car.

The land uses reinforce the neighborhoods and provide a mix of uses which enable the following:

- Improving safety and walkability by sustaining street life through day and evening hours;
- Distributing peak hour traffic over longer periods, maximizing internal trips, and maximizing transit use;
- Decreasing parking demand, and creating opportunities for shared parking; and
- Supporting retail by establishing a more diverse customer base.

### C. CONCENTRATE RETAIL AT TRANSIT STOPS:

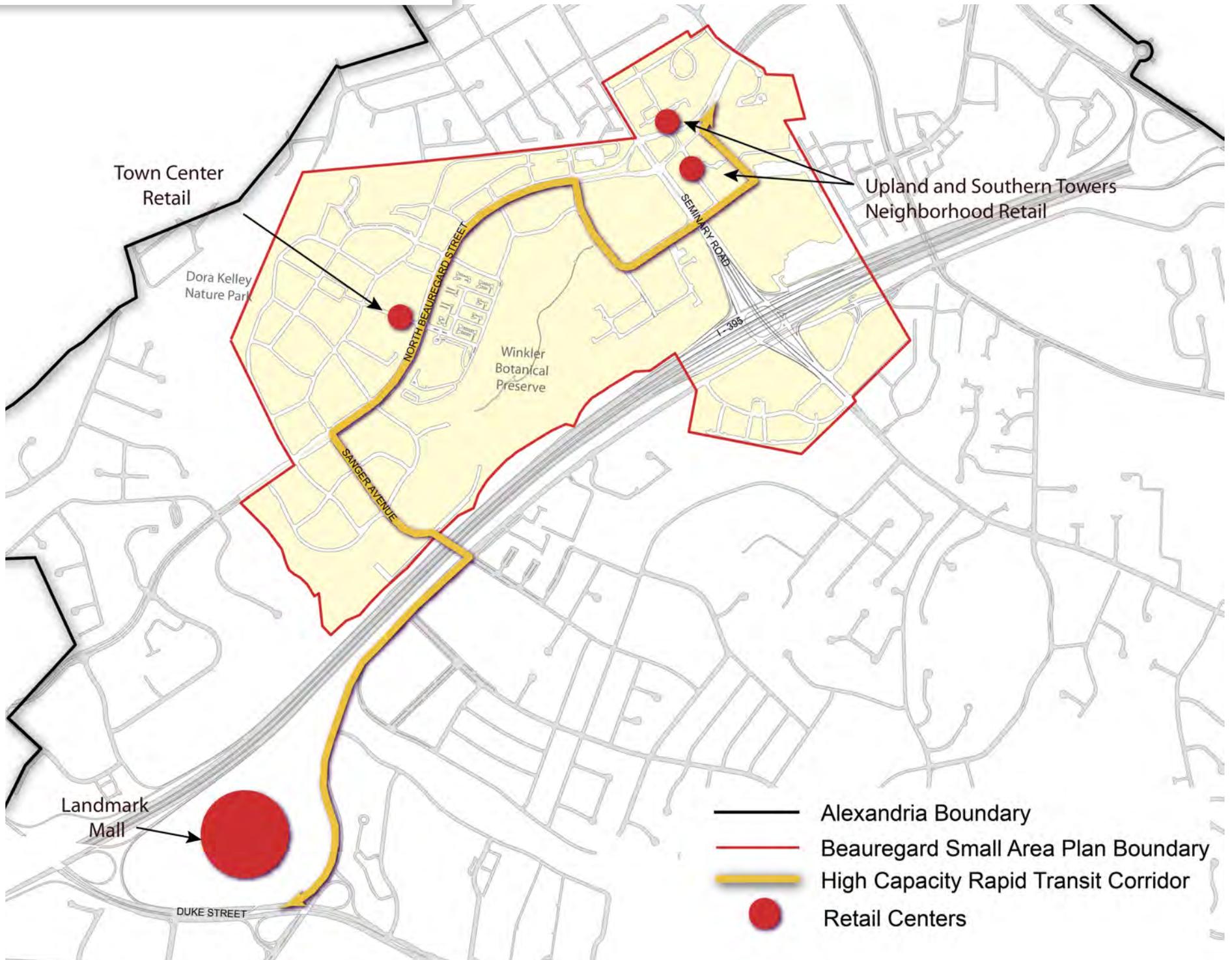
#### Retail Context

The Required Retail areas are an integral part of the Plan. (Figure 26). The Plan anticipates replacement of the existing retail (83,000 sq. ft.) within the Plan area with a minimum of 250,000 sq. ft. The planned retail would enable the City to capture lost retail spending while also providing goods and services closer to residents, employees, and minimizing the trips to access retail. It is envisioned that at least one new grocery store would be constructed within the Plan area. It is also the intent of the Plan that the retail uses provide many of the needs of residents and employees within the Plan area.

In addition to the neighborhood serving retail proposed within the Plan area, Landmark Mall is planned to be a retail center, with approximately 1,000,000 sq. ft. of regional and destination retail. In comparison, the Town Center is planned to include a minimum of 200,000 sq. ft. neighborhood-



Figure 27A: Retail and Transit



serving retail. The transit corridor will enable the proposed neighborhoods to access the regional retail uses at Landmark Mall, but also the planned neighborhood serving retail within the Plan area (Figure 27A).

The retail within the Town Center and Upland Park/ Southern Towers neighborhoods are intended to serve different roles within the Plan area. (Figure 27B and 27C). In addition to the Required Retail, the Plan recommends flexibility to provide additional retail within the optional retail areas (Figure 26) as part of the redevelopment review process.

#### Town Center - Retail

The Town Center is envisioned as a 200,000 sq. ft. retail area, which will be located on a new east - west street, which will be accessed from a traffic signal and located adjacent to a transit stop (Figure 27B). It is anticipated that the Town Center will include a variety of uses such as a grocery store, coffee shops, hardware store, restaurants, banks, and other similar uses to meet many of the needs of residents and employees.

#### Upland Park and Southern Towers Neighborhoods - Neighborhood Serving Retail

The second retail area is located adjacent to the transit stop within Southern Towers and the Upland Park neighborhoods. A minimum of 50,000 sq. ft. of retail is envisioned to be primarily neighborhood serving retail uses that will serve the existing residents of Southern Towers, but also the planned development area. The Plan contemplates a new grocery store which will provide services for the residents and employees within walking distance of the transit stop. The Plan recommends that this retail area also be permitted to include professional services such as medical, dental, and professional services for the community.



Figure 27B: Town Center Retail

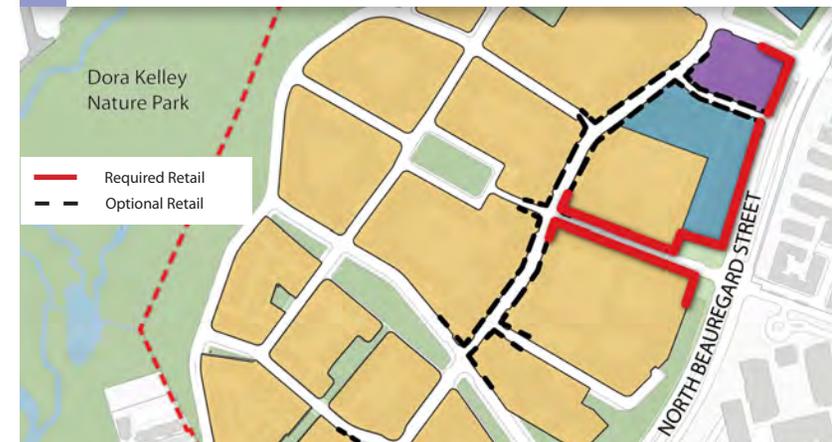


Figure 27C: Upland Park & Southern Towers Neighborhood Servicing Retail

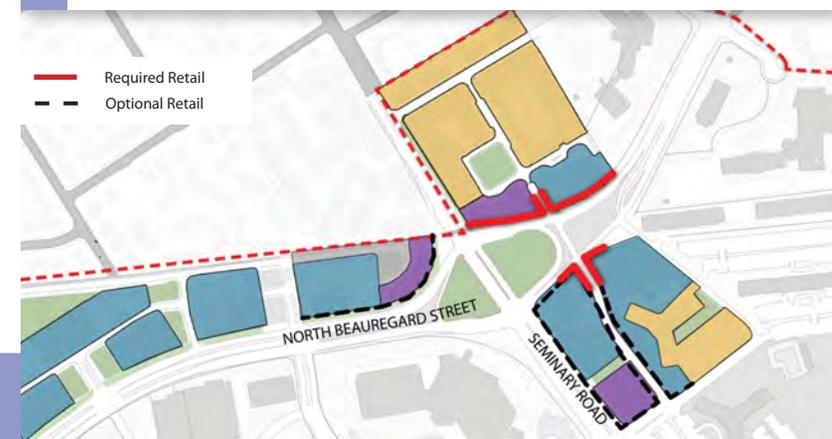


Figure 28: Existing Office & Retail



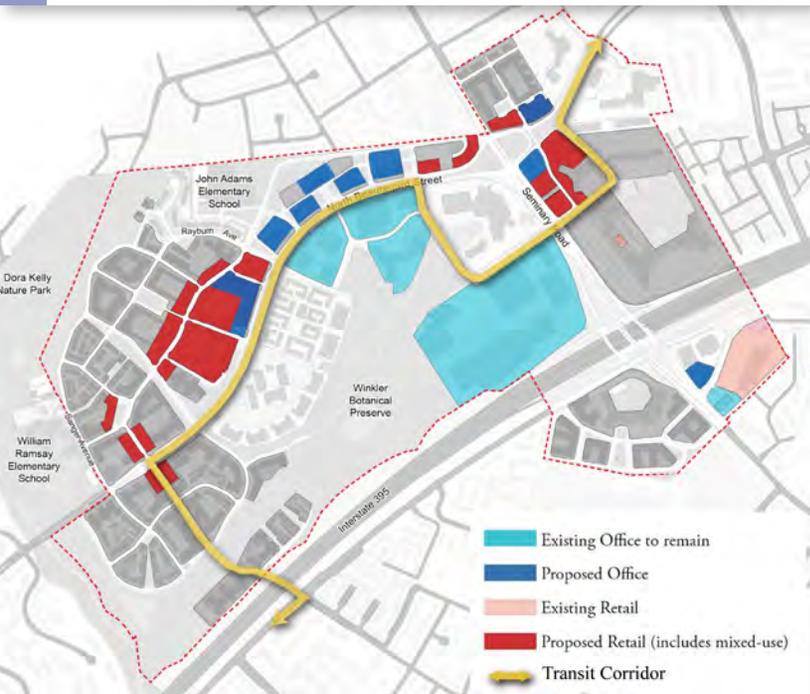
### Existing Office and Retail

It is essential that the existing office employees have access to the planned retail to provide patrons for the proposed retail, restaurants and shops especially during the day. The Plan recommends that the existing office uses access the retail and restaurants through the planned transit. The transit is projected to provide frequent headways of approximately 10 to 15 minutes, which will enable the employees to access the retail conveniently by transit.

### Proposed Office and Retail

The Plan considered the relationship of the planned office to support the planned retail. The 1,020,765 sq. ft. of office within the Adams neighborhood, and the 405,165 sq. ft. of office within the Town Center neighborhood are within convenient walking distance of the planned retail. The planned retail within the Upland Park and Southern Towers Neighborhoods are also in close proximity to the existing and proposed office uses. (Figure 29)

Figure 29: Proposed Office & Retail (Required and Optional)



### Concentration of Retail—Required Retail Areas

For retail to succeed it is essential that the retail areas be concentrated and contiguous. In each of the Required Retail areas (Figure 26), a critical mass is provided to enable the retail to be successful. The locations depicted as Required Retail (Figure 26) are required to provide ground floor retail as part of the development of each of the block(s). The primary concentration of retail (200,000 sq. ft.) occurs with the Town Center neighborhood. The remainder of the retail (50,000 sq. ft.) occurs in close proximity to the other transit stop—which will function more as neighborhood serving retail and professional services. See Table 4 for the amount of required and optional retail for each neighborhood.

## E. RETAIL MANAGEMENT:

The Plan emphasizes the importance of marketing, maintenance, tenant mix, and leasing to ensure the success of the retail. In order to address all of these issues comprehensively, the Plan recommends the submission of a comprehensive retail strategy that addresses coordinated management and maintenance issues for each of the Required Retail areas. The retail strategy will be required concurrently with the submission of a development special use permit for the first building and/or block within each Required Retail area to ensure that the retail properties are managed in a comprehensive manner. In addition, future Urban Design Standards and Guidelines will have requirements for the design of the retail uses, storefronts and signage.





## F. BUILDING HEIGHTS:

The height for each neighborhood is based on the following:

- Define the open spaces, streets and the streetscapes;
- Concentrate height adjacent to transit stops;
- Transitions adjacent to the lower scale existing neighborhoods;
- Taller signature building at the Town Center of the site to denote the symbolic center; and
- Using taller and shorter heights for the gateways.

The Plan recommends heights that range from 45 feet to 130 feet for several taller signature buildings. While the Plan does propose taller buildings, the buildings will be predominantly mid-rise 45 - 70 ft. tall buildings punctuated by taller buildings at strategic locations. (Figure 30). In addition to maximum heights, the Plan recommends minimum building heights to ensure an appropriate urban scale, density and varied mix of building types and heights near the planned transit stops.

### Building Types—Heights

<b>Townhouses:</b>	At 35 to 45 ft. in height, townhouses will be dispersed throughout many of the neighborhoods.
<b>Mid-Rise Multi-Family:</b>	The predominant building type, these buildings will range in height from approximately 50 to 70 ft.
<b>Office:</b>	The office buildings will range in heights from approximately 90 to 110 ft.
<b>Hotel:</b>	The hotels will range in height from approximately 70 to 110 ft.
<b>Signature Buildings:</b>	Buildings up to 130 ft. will occur in two locations to define signature locations within the Town Center Neighborhood.
<b>Existing Buildings:</b>	The existing high-rise residential buildings range from 120 ft. to 170 ft.

Figure 30: Proposed Building Heights

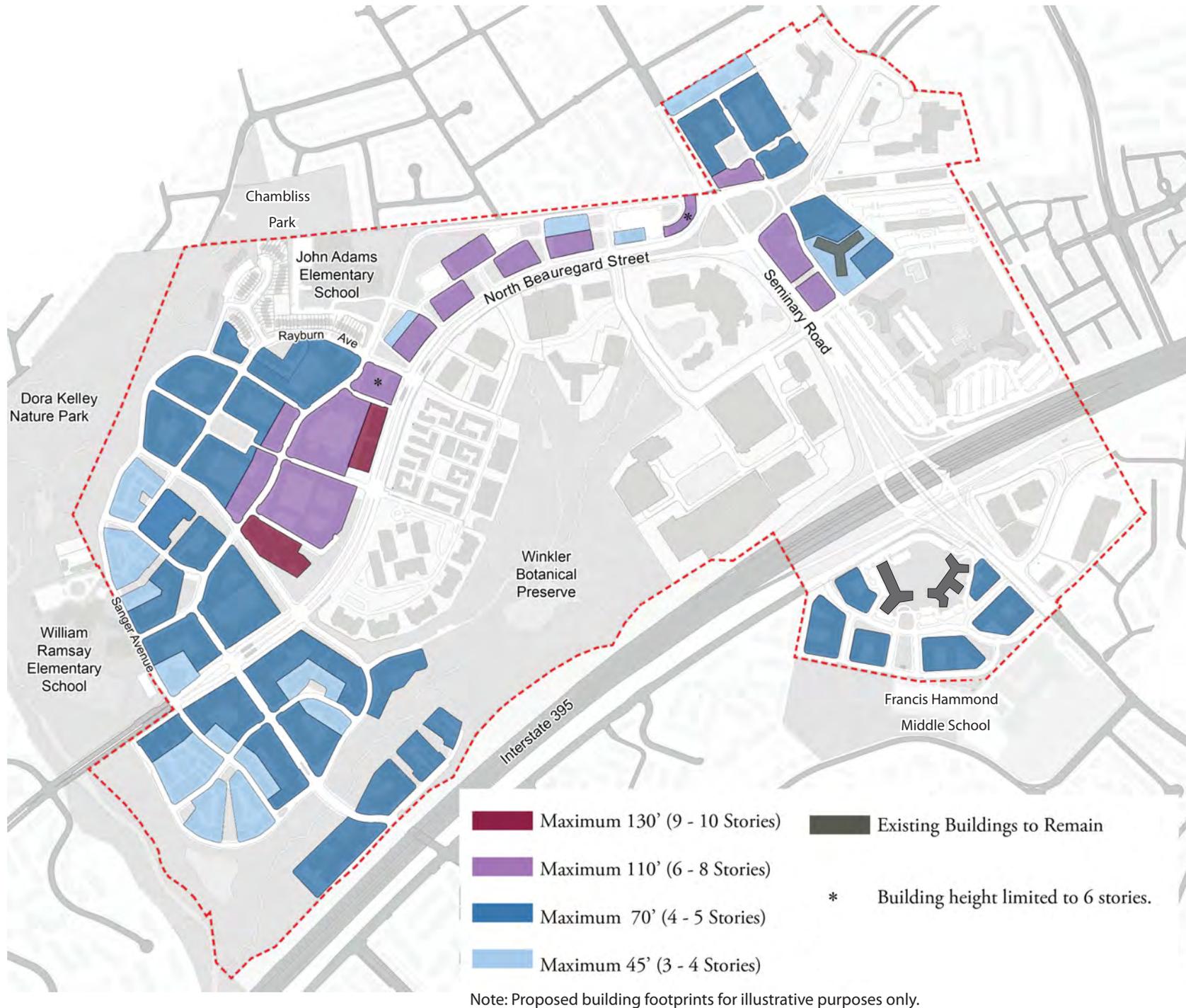
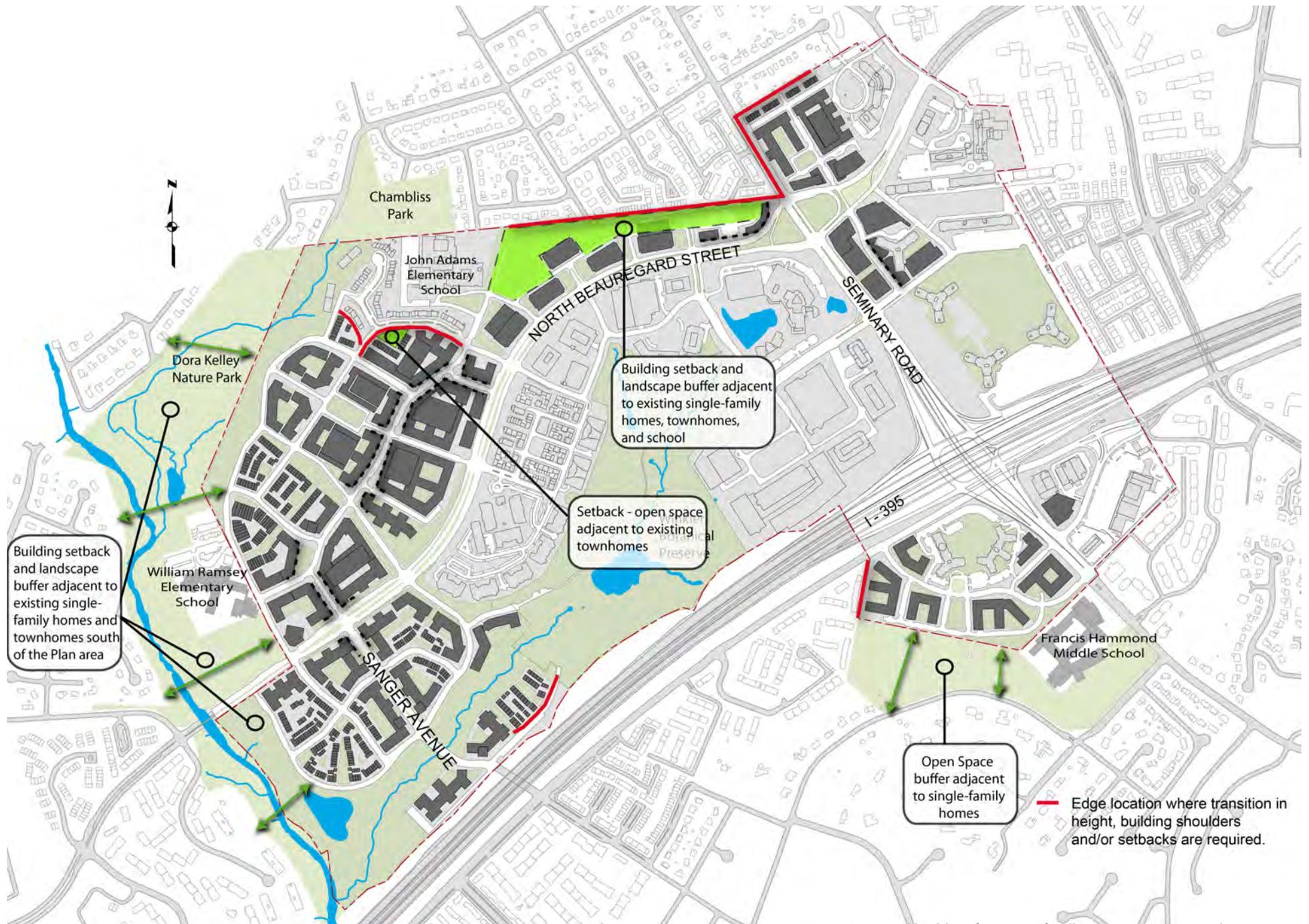


Figure 31: Existing Neighborhoods - Height Transitions



Note: Proposed building footprints for illustrative purposes only.

### G. EXISTING NEIGHBORHOODS - HEIGHT TRANSITIONS:

The Plan is surrounded by established neighborhoods such as Seminary West, Seminary Heights, Seminary Hill, and Dowden Terrace (Figure 12). Proposed redevelopment at the boundary of the Plan area must be implemented in a way that enables the planned redevelopment to be compatible with the scale and character of the existing neighborhoods. The Plan recommends elements such as setbacks, open space, transitions in height, building step backs, building shoulders, architectural treatment and landscaping to ensure that the scale of new development is compatible with the existing neighborhoods. The Plan recommends that at locations adjacent to existing neighborhoods, the buildings are either a lower scale, provide a building shoulder, provide a setback or an open space transition (Figure 31).

### H. PARKING STRATEGY:

By managing parking supply, location, and encouraging shared parking, the parking requirements will assist in promoting a more walkable, transit-oriented series of neighborhoods.

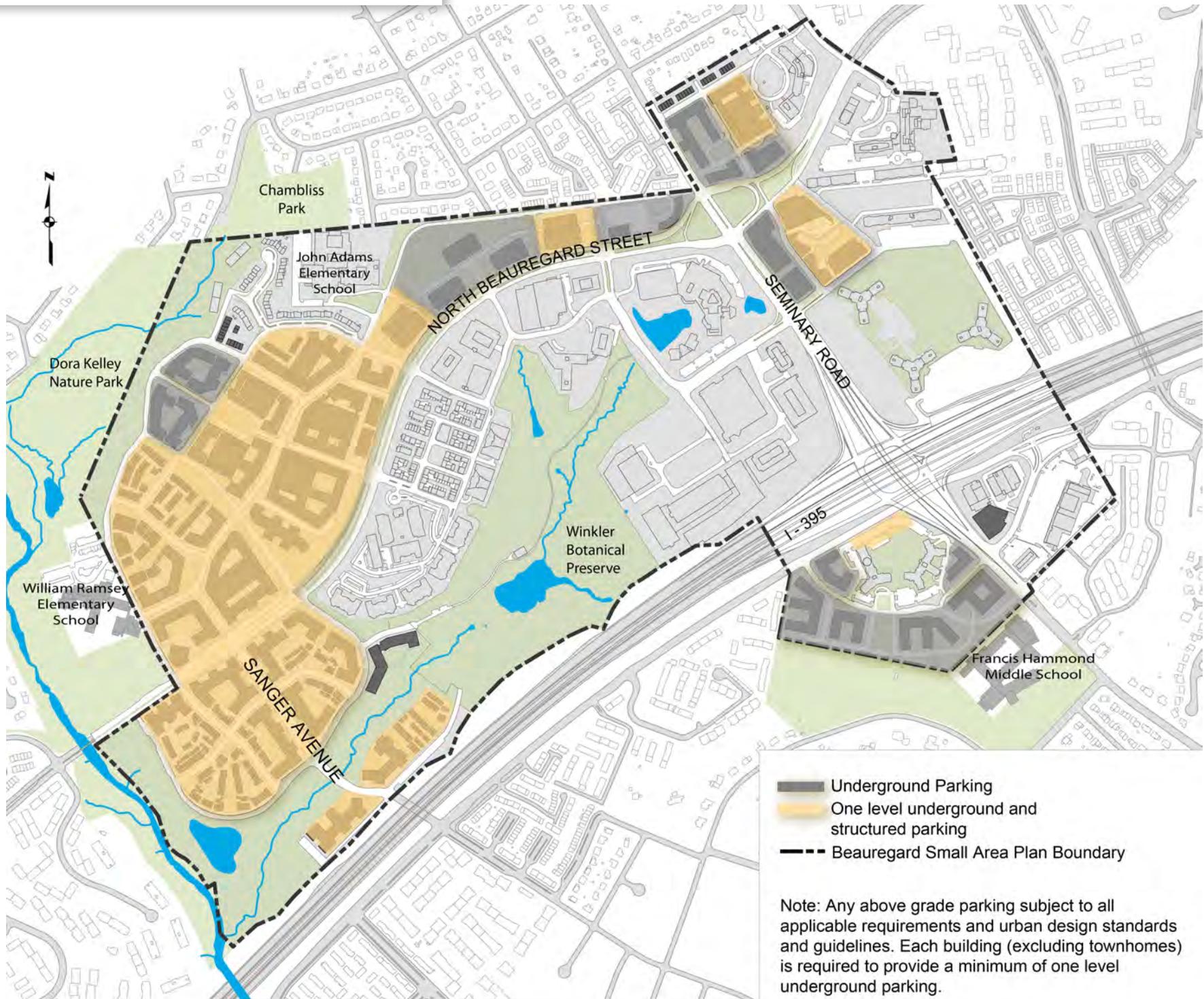
#### Location of Parking

A goal of the Plan is to locate parking below grade. Below-grade parking enables uses and people (rather than cars) to be located at or above the street level. Below-grade parking also generally reduces the scale of buildings and generally results in a more urban building form. However, the Plan acknowledges that not all of the parking can be located below grade for all of the neighborhoods.

Each building except for townhouses is required to provide a minimum of one level of underground parking. All of the parking for the areas depicted in Figure 32A are required to be located entirely below grade.



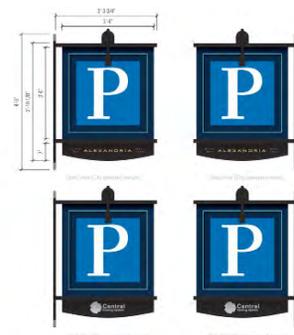
Figure 32A: Underground and Structured Parking



For the buildings where above grade parking is proposed, provided that a minimum of one level of parking is provided below grade, each level of the entire street and/or park/open space frontage is required to be devoted to active uses (residential, office, hotel and/or retail use); excluding the I-395 frontage. The Plan also recommends that additional parking and screening requirements be included in the future Urban Design Standards Guidelines and subsequent zoning conditions.

### Parking Ratios - Right-Size Parking

The amount of parking is intended to meet the economic and programmatic demands of the planned uses while also creating a transit-oriented development. A maximum parking ratio is recommended for each land use (Table 3) to provide right-size parking for each use. In addition to encouraging transit, the proposed parking ratios enable community benefits such as open space and building design, because that cost would otherwise be used to construct unused parking spaces. The parking ratio also encourages underground parking. The parking requirements will be implemented as part of a phased strategy, based on the provision and operation of the high capacity rapid transit. Before the construction and operation of the transit corridor a slightly higher parking ratio is permitted. After the construction and operation of the transit a lower parking ratio is required.



The parking maximums have several advantages that include:

- Encouraging commuters to make transportation choices other than private autos,
- Ensuring that the urban form remains compact; and
- Minimizing the amount of area devoted to off-street parking.

In addition to the off-street parking required as part of each development proposal, there will be a significant amount of additional on-street parking spaces provided within the Plan area.

Table 3: Maximum Parking Ratios

LAND USE	PHASE I— PRIOR TO OPERATIONAL DEDICATED TRANSIT	PHASE II— OPERATIONAL DEDICATED TRANSIT
Residential	1.75 sp/unit	1.3 sp/unit
Office	2.5 sp/1,000 sq.ft.	2.25 sp/1,000 sq.ft.
Townhouse	2.0 sp/unit	2.0 sp/unit
Retail	4.0 sp/1,000 sq.ft.	3.5 sp/1,000 sq.ft.
Hotel	1.0 sp/ room	.75 sp/ room

Notes:

1. A shared parking program is encouraged.
2. Additional visitor parking may be required for residential use(s), up to 15% of the provided parking.
3. Affordable housing units and other types, such as accessory dwelling units, may provide less parking.

## I. OPEN SPACE:

The Plan recommends a network of parks and public open spaces that define the neighborhoods in which they are located, with connections to local and regional open space systems and trails. Open spaces are one of the places where people come together to enjoy the City. As people's awareness of the benefits of a healthy, active lifestyle has increased, so have people's interests in walking, biking, jogging and other recreational activities. By providing a wide range of opportunities for residents to engage in recreational activities, Beauregard is meant to be a series of neighborhoods where people of all ages and abilities are encouraged to participate in some form of healthy, physical activity.

The open space network is intended to be experienced as a single cohesive park system made up of different size parks and amenities. The open space has been designed to be integrated with the urban community that will develop around it (Figure 42). The open space will reinforce the "garden city" nature of the Plan while also respecting the landscaped and open space heritage of the Plan area. The open space network is also intended to be functional by addressing stormwater, stream improvements and restoration of the resource protection areas (RPAs).

Similar to the buildings and streets, the development of the on-site and off-site parks will occur in multiple phases. As such, a philosophy of adaptive management and flexibility is essential to ensure that the open space design allows for changing uses, varying design approaches, and evolving open space and landscape improvements. The final design for the open-space parks will occur as part of the development review process. The Plan also recommends design standards for the parks and open space as part of the Urban Design Standards and Guidelines.





The measure of any great civilization is in its cities, and the measure of a City's greatness is to be found in the quality of its public spaces, its parks, and squares.

– John Ruskin



The open space and parks within each neighborhood can be accessed within an approximately 5 to 10-minute walk within each neighborhood. Along with providing open space for people to gather, the street and bicycle network will allow connections between the open space network and to a variety of recreational activities including playing fields, cycling and nature paths.

The parks will be a combination of active and passive open spaces and are intended to integrate historical interpretive elements, public art, and help to restore the City's urban tree canopy. In addition to the on-site open space, active multi-purpose fields and play areas are needed in close proximity to the Plan area. A 2011 City-wide Alexandria Parks and Recreation Needs Assessment confirms that a number of planned amenities be needed including community gardens, children's play areas, dog parks, and community event/gathering spaces.

The types of parks- open spaces consist of:

*Holmes Run-Turkey Run Greenway:*

*A diverse stream corridor*

The natural area will be used for walking trails, and passive open space downstream (southwest) of the Winkler Botanical Preserve. The Greenway will include both stream improvements and RPA native vegetation. The trail system and park will increase awareness and appreciation for nature and the riparian ecology within the park. As part of the development of the park, existing buildings will be removed from the resource protection area (RPA).

Figure 33A: Greenway Neighborhood Open Space



Figure 33B: Perspective of Street with Greenway Frontage



The proposed Greenway connects to the adjoining approximately 42 acre Dora Kelley Park, and the approximately 8 acre Chambliss Park (Figure 42). The park will incorporate a stormwater pond within the lower Greenway area which will be designed to be integrated into the park design (Figure 34).

#### *Bridges to connect communities*

To ensure connectivity within the Greenway neighborhood, the Plan recommends two pedestrian—park scale bridges (Figure 34) which will connect the planned development on the eastern and western portion of the Greenway neighborhood.

#### *A unique garden-to-table experience*

A portion of the Greenway will be reserved for community and/or cooperative gardens. These gardens will be provided, designed and maintained privately to serve the residents of the neighborhoods. The community gardens could provide a variety of opportunities for residents to cultivate plants and vegetables in small individual plots, community herb gardens, terrace planters as well as providing an educational and recreational amenity. The Plan also encourages roof-top gardens as part of new residential multi-family buildings.

#### *Children Play Spaces*

Outdoor play areas will be provided throughout the Greenway. In addition, childrens playground (or similar amenity) are recommended throughout the Plan area. Additional amenities, such as spray parks and other water features should be considered for the children play spaces.

Figure 34: Greenway Neighborhood



Figure 35: Perspective of Town Square - Park



### *Dog Parks*

The City is well known for being friendly to dog owners and their pets. The Greenway will provide an opportunity to expand the City's dog park system with the provision of at least one fenced dog park. The park will need to be designed in accordance with the City's Dog Park Master Plan to be a minimum of a ½ acre and to include water, double gates and shade. Other dog exercise areas may be provided throughout the Plan area as part of the rezoning or development review process.

### *Town Center—Square*

#### *An urban gathering place*

A town square will be centrally located within the Town Center (Figure 35 and 37) and will be framed by buildings. The design of the Town Center Square should reinforce its prominent location, accommodate active gatherings and events, which may include fairs, live music, markets, and other similar events.

#### *Neighborhood Parks:*

The neighborhood parks are intended to serve the outdoor recreational and social space needs of each neighborhood with a range of program elements varying from tot-lots and picnic areas to passive gardens. Each neighborhood park is intended to have a distinct character and programmatic function. Materials and practices are encouraged to be as sustainable as possible and consider long-term maintenance, durability, and energy use. The scale and program of each park is intended to reinforce the importance of the pedestrian and promote social interaction. The parks will be designed so that they are oriented towards and integrated with the adjoining streets and buildings. The larger neighborhood parks should provide areas for small scale active uses.

Figure 36: Garden District Neighborhood



Figure 37: Town Center Neighborhood



Figure 38: Upland Park Neighborhood



Figure 39: Southern Towers Neighborhood

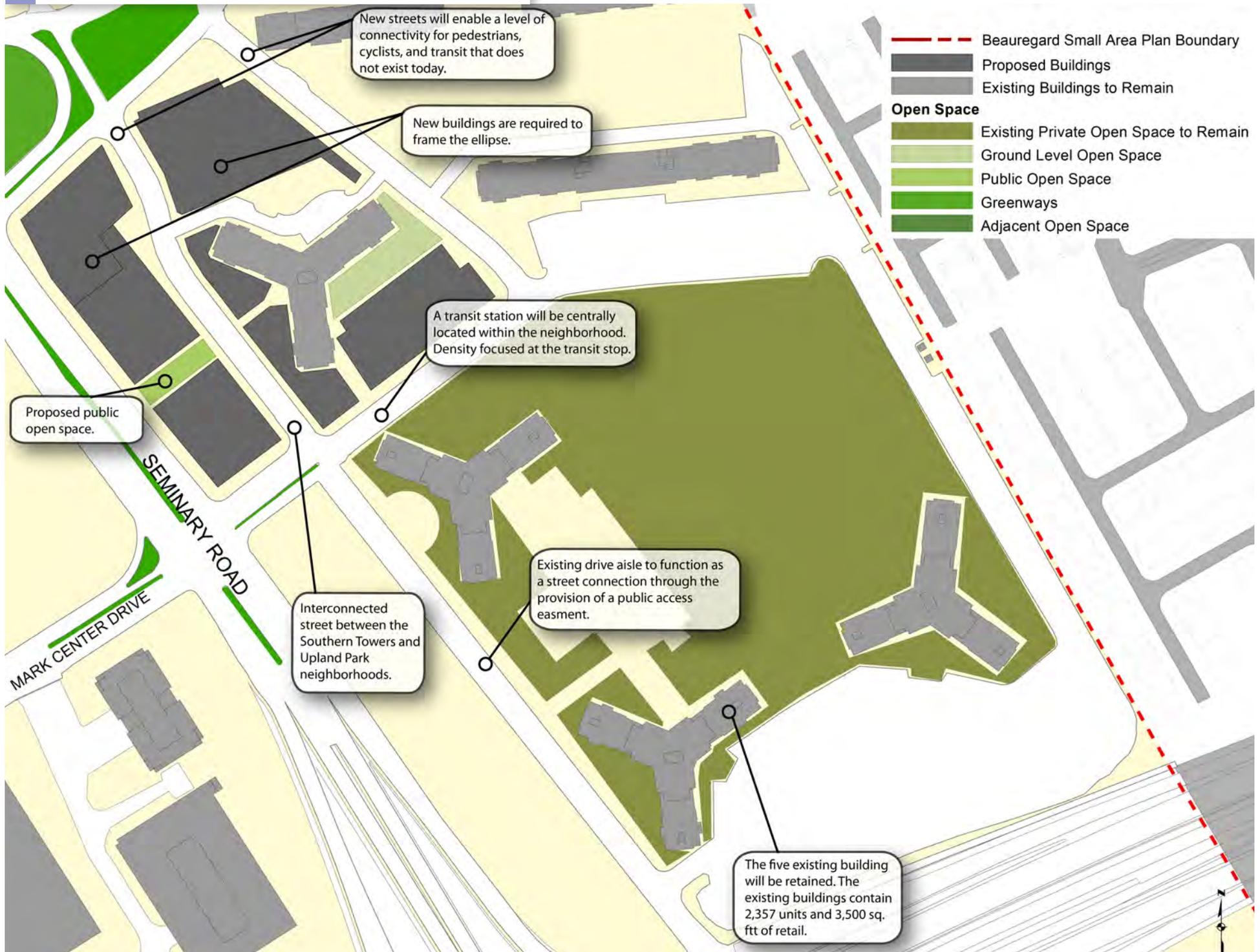


Figure 40: Adams Neighborhood

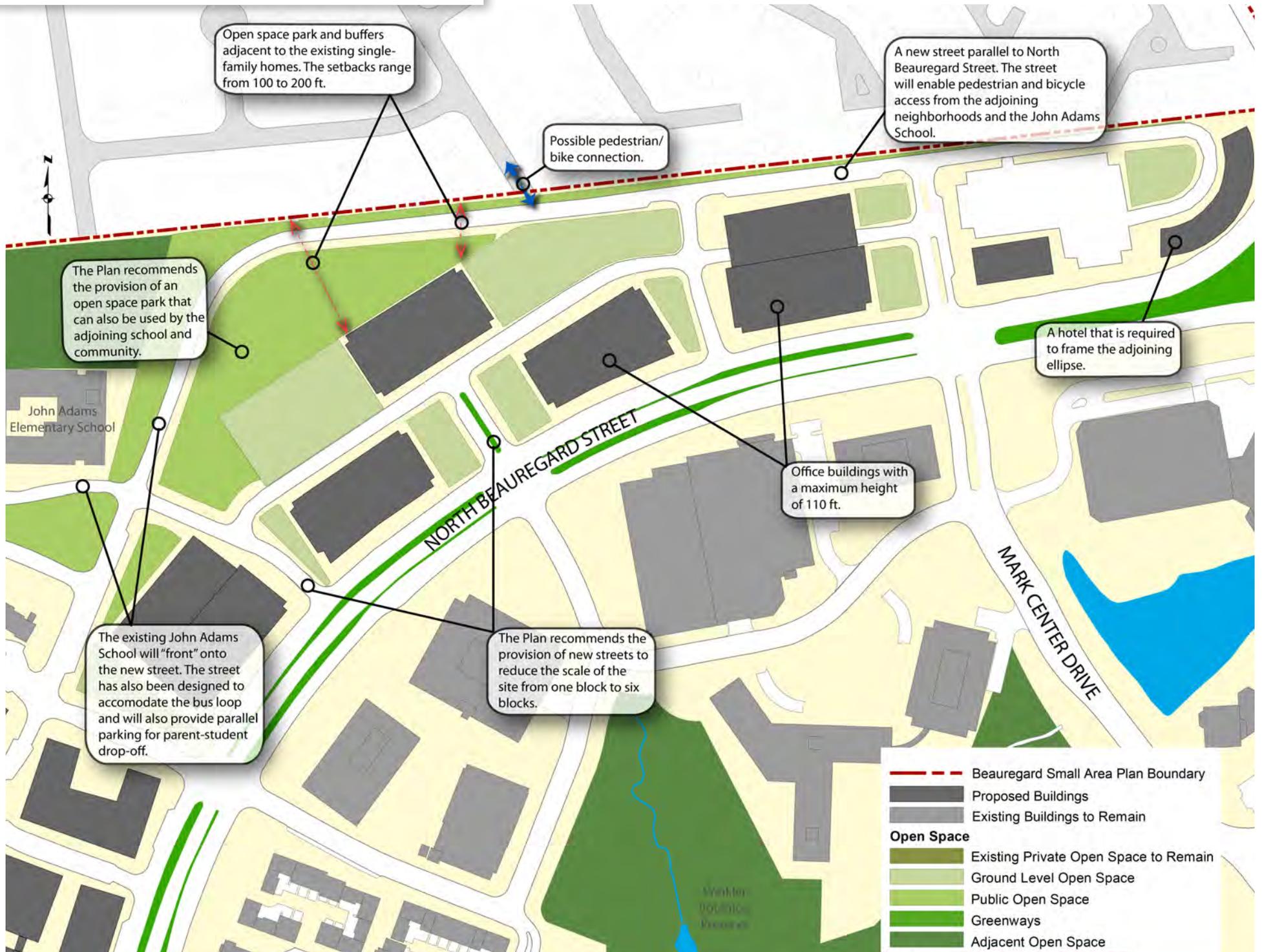


Figure 41: Seminary Overlook Neighborhood





#### *Ramsey Recreation Field:*

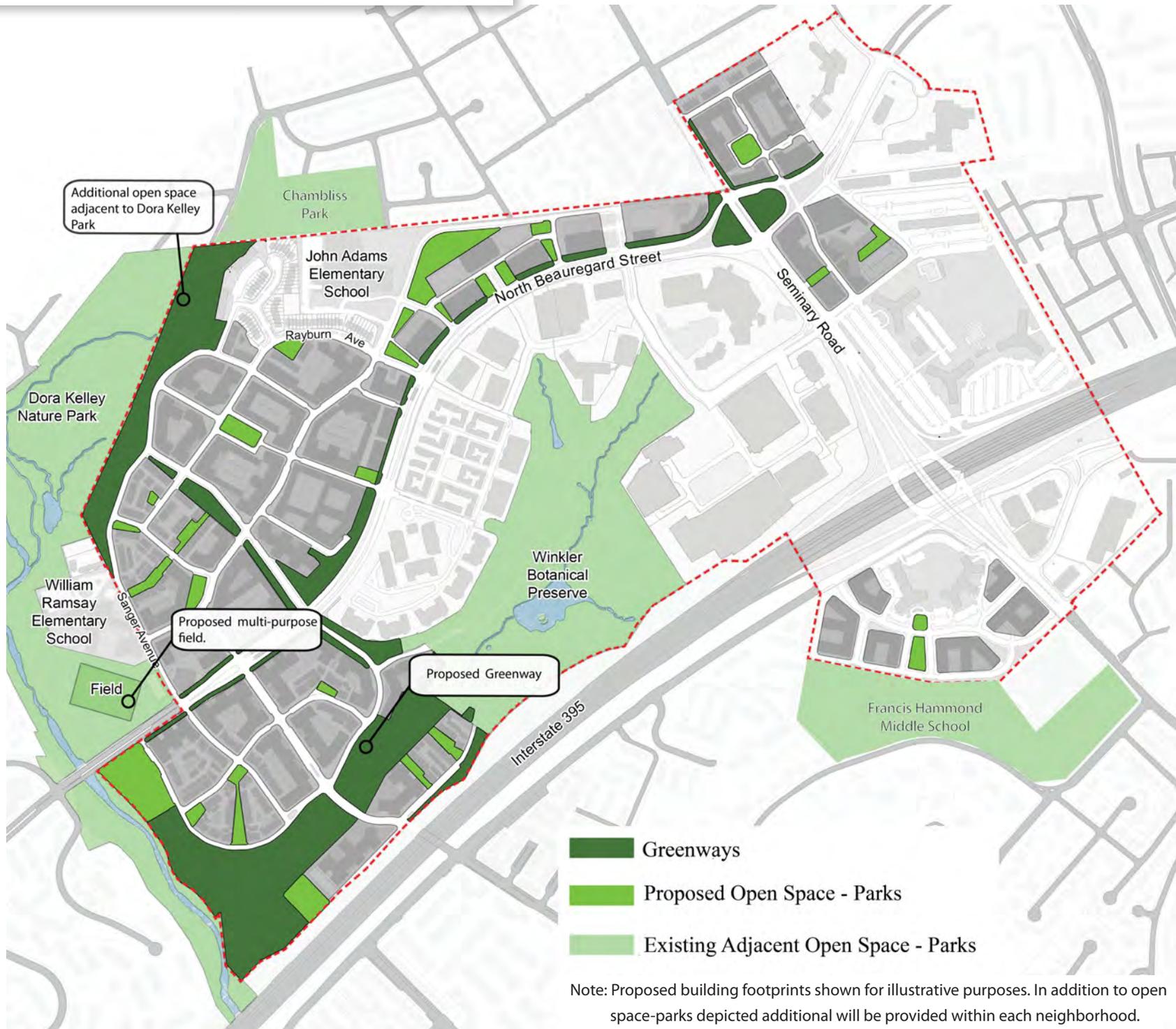
The new multi-purpose field (Figure 42) is envisioned to foster a healthy and active lifestyle for residents, students and visitors, and provide needed organized team sports facilities. Parking for the field is intended to be provided on the adjoining public streets. The field is a synthetic turf field that will include lighting and accommodate multiple activities or sports. The field is intended to be used for local leagues, community groups, and families as well as tournament play, which would allow activities ranging from team sports to individual fitness.

#### *Adjacent School Open Spaces:*

In addition to the proposed open space improvements at William Ramsey school, the Plan is recommending to be determined open space improvements at the adjoining schools. Improvements to the open spaces of these nearby school and park properties can provide increased benefits for school aged children and adjoining neighborhoods. Enhanced access and better circulation for the open spaces and parks surrounding the schools should be addressed through the design of each neighborhood. In addition, the Plan is recommending the open space within the Adams neighborhood be designed to potentially accommodate school use (Figure 40).



Figure 42: Proposed and Adjacent Open Space - Greenways





#### *Ground Level Open Space:*

In addition to the parks within each neighborhood, the Plan recommends an additional amount of ground level open space be required for each neighborhood as part of the rezoning.

#### *Roof Top Open Space:*

The Plan recommends the provision of roof-top open space in addition to the ground-level open space. Inclusion of roof-top gardens and recreational amenities could provide residents and building tenants with high quality outdoor open spaces. The use of sustainable materials and concepts should be integral to the design of the roof-top open spaces. The roof-top open space should also be integrated with the architecture and serve as an extension of each building's common areas.

#### *Tree Canopy:*

The overall City goal is to achieve 40% tree canopy tree coverage by 2020. The Plan area currently contains a significant amount of the City's urban tree canopy. The redevelopment will result in the loss of a significant amount of the existing tree canopy. The Plan recommends a canopy coverage requirement of 40% for each neighborhood, which can be met through a combination of on-site and/or off-site improvements.

#### *Open Space—Programming Plan:*

Because of the number and interconnected nature of the parks and the phased implementation, the Plan is recommending submission of an overall plan as part of the development review process to ensure a coordinated approach to the park design and programming. The Plan will be updated with each development special use permit. The Urban Design Guidelines and Standards will also contain design standards for the parks, open spaces and greenways.

## J. LAND USE—FUTURE ZONING (COORDINATED DEVELOPMENT DISTRICT)

The Plan recommends the creation of new CDD zoning for the redevelopment sites. The CDD zoning is recommended for the designated redevelopment sites to implement elements of the Plan such as streets, transit and open space located among the various property owners.

The rezoning will be contingent on compliance with the vision, intent and recommendations of the Plan and future Urban Design Standards and Guidelines (including a definitive plan agreed to by the property owners and the City addressing financing the plan improvements) and approval of subsequent rezoning(s), CDD Concept Plan(s) and applicable approvals by the City. The Plan does not recommend changing zoning for properties within the Plan area other than the potential redevelopment sites (Figure 8). The recommendations of the Plan will function as the CDD Guidelines and basis for approval of a subsequent rezoning(s).

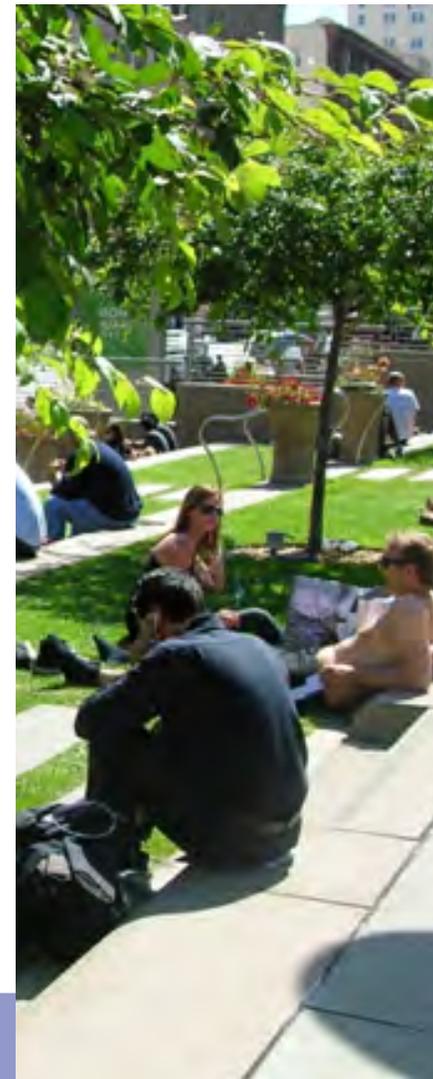


Table 4: Development Summary

NEIGHBORHOOD	PRINCIPAL LAND USES	MAXIMUM BUILDING HEIGHT	OFFICE	FLOOR AREA (SQ FT) BY USE				TOTAL SQ. FT.
				RESIDENTIAL	REQUIRED RETAIL	OPTIONAL RETAIL <sup>3</sup>	HOTEL	MAXIMUM
1. Town Center	Residential/Office/Retail/Hotel	70 - 130	405,165	2,408,145	200,000	109,245	126,845	3,249,400
2. Garden District	Residential	45 - 70	0	1,102,260	0	21,355	0	1,123,615
3. Greenway	Residential	45 - 70	0	2,030,745	0	13,250	0	2,043,995
4. Adams	Office/Retail/Hotel	45 - 110	1,020,765	0	0	15,000	100,000	1,135,765
5. Upland Park	Residential/Office/Retail/Hotel	45 - 110	75,470	590,000	0	16,000	75,000	1,156,470
6. Southern Towers	Office/Retail	45 - 110	195,000	-	25,000	80,000	100,000	
7. Seminary Overlook	Residential	70	0	979,745	0	0	0	979,745
<b>Total</b>			<b>1,696,400</b>	<b>7,110,895</b>	<b>225,000</b>	<b>254,850</b>	<b>401,845</b>	<b>9,688,990</b>

Notes:

- <sup>1</sup> Community facilities, public buildings and accessory uses may be provided within any neighborhood in addition to the maximum permitted development; however, the uses will be subject to the height requirements, urban design standards and guidelines, and other applicable requirements as part of the rezoning(s) or Development Special Use Permit.
- <sup>2</sup> Development within the total floor area permitted may be permitted to be transferred. The standards for the transfer will be determined as part of the rezoning(s) and require approval as part of a Development Special Use Permit.
- <sup>3</sup> Optional retail use may be provided if approved as part of the development review process, subject to the locations depicted in the Plan.
- <sup>4</sup> See Table 3 for required parking.
- <sup>5</sup> Development Summary Table is exclusive of parking.

## LAND USE RECOMMENDATIONS

### 4.1 The land use strategy is based on:

- Density at Transit Stops;
- A Balance of Commercial and Residential Uses;
- A Mix of Land Uses Within Each Neighborhood;
- Concentrate Retail At Transit Stops;
- Building Height at Transit Stops;
- Appropriate Height Transitions to Existing Neighborhoods;
- Transit Supportive Parking;
- Centrally located open space-park within each neighborhood;
- An Greenway adjacent to the Winkler Botanical Preserve; and
- A variety of open spaces such as community gardens, athletic fields, passive open space, urban squares and neighborhood parks.

### 4.2 The land uses within each neighborhood will generally consist of the following:

- Town Center Neighborhood - Mixed Use Town Center, with residential, office, retail, and hotel.
- Garden District Neighborhood - Primarily residential with a fire station.
- Greenway Neighborhood - Residential

- Adams Neighborhood – Office use.



- Seminary Overlook Neighborhood - Existing and proposed new residential uses.

- Upland Park Neighborhood - Office, hotel, residential and retail uses.

- Southern Towers - Office, retail, and existing residential uses.



Developers are encouraged to locate complementary land uses in close proximity to each other so as to reduce dependency on the automobile and encourage residents, workers and visitors to use alternative modes of transportation.

### Balancing Land Uses



**4.3** Mix of land uses and mixed-use zoning should be encouraged to enhance activity throughout the day and evening.



**4.4** Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.



**4.5** The general character of the neighborhoods should allow for a variety of building types ( townhouses, multi-family, office, hotel, and retail) in a pedestrian-friendly public realm.

#### Land Use - Zoning

-  4.6 Establish new CDD zoning for the designated redevelopment sites (Figure 8) to implement the Vision and recommendations of the Plan.
-  4.7 The redevelopment for each neighborhood will be subject to Table 4.

#### Building Height - Types

-  4.8 Implement the maximum building heights for each neighborhood consistent with Figure 30 and Table 4. In addition to the maximum heights the future zoning will establish minimum heights for each neighborhood.
-  4.9 Ensure that the ceiling heights and depths for various uses are flexible to encourage a broad range of uses within the multi-family, retail mixed-use and commercial buildings, particularly the ground floor.
-  4.10 The new building(s) and development will be compatible with the scale of the existing homes and neighborhoods through the use of building shoulders, open space, building step-backs and setbacks.
-  4.11 Within the primarily residential portions of the Plan area, a variety of building types and heights is encouraged.

#### Parking Strategy

-  4.12 Implement transit-oriented parking maximums consistent with Table 3. Parking Management will be part of each Development Special Use Permit.

-  4.13 Each building and block is required to provide a minimum of one full level of underground parking. All of the parking for some of the blocks is required to be located below grade (Figure 32A).

-  4.14 Above-grade structured parking (provided that a minimum of one level is below grade) may be located within the central portion of the block, provided each level of the entire perimeter of each street and/or park frontage is devoted to active uses (residential, office or retail uses) for a minimum depth of 30 ft., unless additional depth is required to comply with the applicable retail requirements. Above grade parking adjacent to I-395 may be permitted to be screened with architectural treatment and/or active uses as required through the development review process and Urban Design Standards and Guidelines.

-  4.15 On-street parking is generally required for all of the streets, excluding the park frontages and Seminary Road. A limited number of on-street parking spaces may be permitted on North Beauregard Street.

-  4.16 Encourage shared parking in commercial/mixed uses areas of the Plan area.

-  4.17 On-street parking near the Required Retail (Figure 26) will be metered and managed.

-  4.18 Surface parking lots, other than parallel on-street parking, are prohibited.

#### Open Space

-  4.19 An interconnected park and greenway system should be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities consistent with Figure 42.

- I** 4.20 Ensure that there are linkages between adjacent developments and public parks, school and other public buildings.
- I** 4.21 Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation and, public art.
- I** 4.22 A range of open space types should be provided including active and passive recreational opportunities.
- M** 4.23 Any new development must preserve the integrity, continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical Preserve, ensure that there is a comprehensive system of pedestrian, and bike trails connecting to these parks.
- M** 4.24 Make development tree-friendly and hospitable to the “urban wildlife”.
- M** 4.25 Respect the “green landscaped and open heritage” of the Plan area.
- I** 4.26 Employ sound urban forestry principles and practices to improve the City’s tree canopy.
- M** 4.27 The neighborhood parks shall be designed in a way a variety of uses to serve as gathering places for residents and visitors.
- I** 4.28 The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.
- M** 4.29 Encourage family-oriented neighborhoods by providing there is open space and programing for children play areas (non-organized) and organized areas. A minimum of one tot-lot will be provided within each neighborhood. Additional tot-lots and/or children play area may be required as part of the development review process. Consider the use of additional amenities such as spray for the children play spaces.

- D** 4.30 At least one fenced, public dog park to accommodate large and small breeds shall be provided within the Greenway Park. The dog park will be a minimum .5 acre and include water, double gates, shade, and be designed to all applicable City requirements. Additional dog-parks may be provided as part of the development review process. Explore the possibility of locating these facilities on the roof-tops of the multi-family buildings. Dog parks will be located outside the resource protection area (RPA).
- M** 4.31 Require the submission of a neighborhood comprehensive Open Space Plan to identify the programming within each park/public open space. The Plan will be submitted with the first development special use permit and updated with each subsequent development special use permit.
- M** 4.32 The parks/open space required within the Proposed Open Space Plan (Figure 42) will be implemented with the development of each neighborhood:
- N** 4.33 The Plan recommends that streams be improved and the RPA reforested to maximize functional ecological potential.
- N** 4.34 The Town Center open space-square should be designed to encourage programming, including:
  - a. Outdoor dining and public areas for retail shops and restaurants;
  - b. space for outdoor (and possibly indoor and/or covered) entertainment events;
  - c. public art; and
  - d. Outdoor shows, displays, craft fairs, ethnic fairs.

**D** Discussion - BCSG Comment that Requires Additional Discussion

**I** Incorporated - Comment Incorporated as Submitted by BCSG

**M** Modified - Incorporated BCSG Comment with Proposed Staff Refinement

**N** New - Recommendation Proposed by Staff

- ▲ 4.35 The greenway, Dora Kelley extension and the park within the Upland Park neighborhood will be dedicated to the City. The remainder of the open spaces will provide a perpetual public access easement and will be privately maintained.
- M 4.36 In addition to the open space-parks within each neighborhood, a minimum level of ground level and roof-top open space will be required for each neighborhood as part of the rezoning(s).
- ▲ 4.37 In addition to the ground level and roof-top open space, amenities such as swimming pools, exercise facilities etc. are encouraged as part of each building and/or block. The location, amount and types of programming should be identified and approved as part of the required Open Space – Programming Plan.
- M 4.38 An athletic field, sized to accommodate multiple activities or sports (i.e. soccer, football, lacrosse, rugby) with synthetic turf and lighting will be located near William Ramsey School and should have access to sufficient parking, restrooms and trash receptacles.
- ▲ 4.39 Two pedestrian bridges will be required within the Holmes Run – Turkey Run Greenway as generally depicted in Figure 34. The design parameters of the bridges will be part of the development review process.
- M 4.40 The Plan strongly encourages the provision of community gardens. A minimum of one community garden will be provided within the Greenway Park. The community gardens are an area where residents would be able to plant vegetables, herbs, and flowers. The garden area would need to have access to water and space for composting and storing equipment. Efforts should

be made to locate the community gardens outside of the flood plain. In addition, roof-top gardens are encouraged as part of the residential buildings.

- ▲ 4.41 The redevelopment areas are required to provide 40% tree canopy coverage, which may be provided on-site or as a combination of on-site and off-site improvements.
- ▲ 4.42 A open space within the Adams neighborhood (Figure 40) will be designed to accommodate potential use by the adjoining school.
- ▲ 4.43 The stormwater pond within the Greenway, will be designed to be integrated into the overall design of the park.

A. Retail Uses

- M 4.44 Locations with Required Retail will be provided as depicted in Figure 26. The amount of Required Retail provided within each location will be subject to Table #4.
- M 4.45 Encourage neighborhood-serving retail uses, including the potential provision of a grocery store within the Town Center and Upland Park/Southern Towers Neighborhoods.
- ▲ 4.46 The optional retail depicted within Table # 4, while not required may be permitted within each neighborhood as part of the development review process. The provision of the optional retail will require the submission of a separate retail marketing study that justifies the additional retail. The study will be in a form and include all necessary information requested by the Director of P&Z as part of the development review process. The zoning will also establish criteria to review the optional retail.

**N** The optional retail will be approved by the Planning Commission and City Council as part of the development review process. The future zoning will establish standards for the optional retail consistent with the intent and vision of the Plan.

**N** 4.47 Explore the possibility of allowing street carts-vendors.

**M** 4.48 Encourage opportunities for live-work and comparable ground floor uses.

4.49 The Urban Design Standards and Guidelines will include:

**N** **D** a. Standards and guidelines for all retail uses, including large-format retailers.

**M** b. Standards for retail storefronts and signage.

**M** 4.50 Require the submission of a comprehensive retail marketing strategy prior to the submission of a development special use permit for the first building and updated with each subsequent development approval.

**N** 4.51 Require district-wide management of retail (i.e. business improvement district, or other similar entity) for the Town Center, Southern Towers, and Upland Park Neighborhood retail.

**M** **D** 4.52 While grocery stores, fitness centers, cinemas and other similar retail uses may be appropriate within the Plan area through the DSUP process, the Plan area should generally not be the location for a large format destination retail stores.

**N** 4.53 The City and the developer(s) of the designated redevelopment sites (Figure 8) will be responsible for coordinating with the existing Mark Center transportation management plan (TMP) to ensure transit connections between the existing office building and the Required Retail areas.

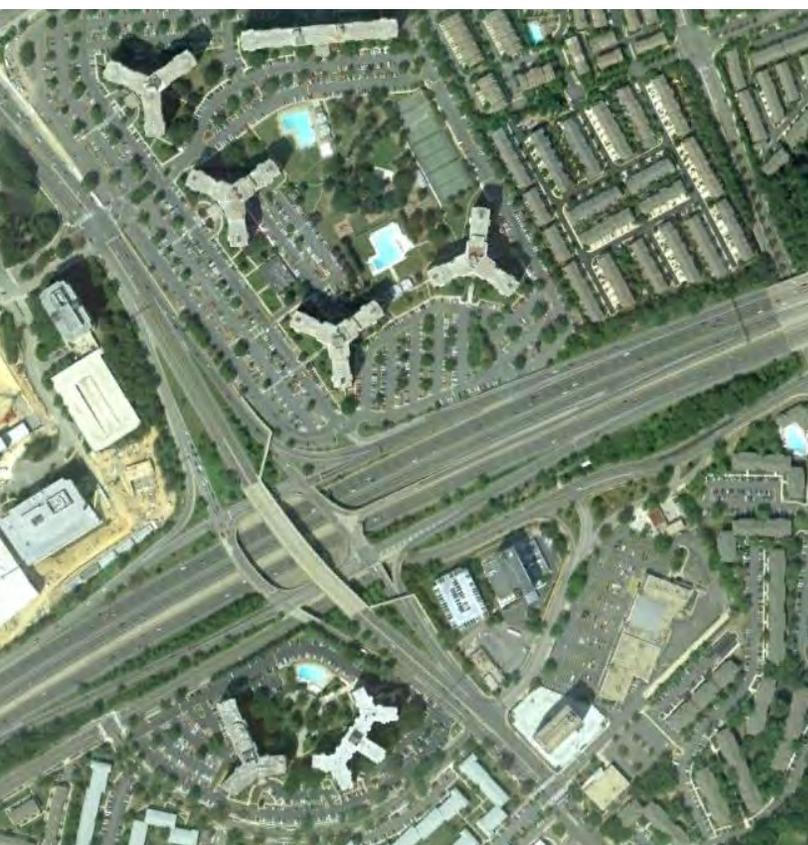
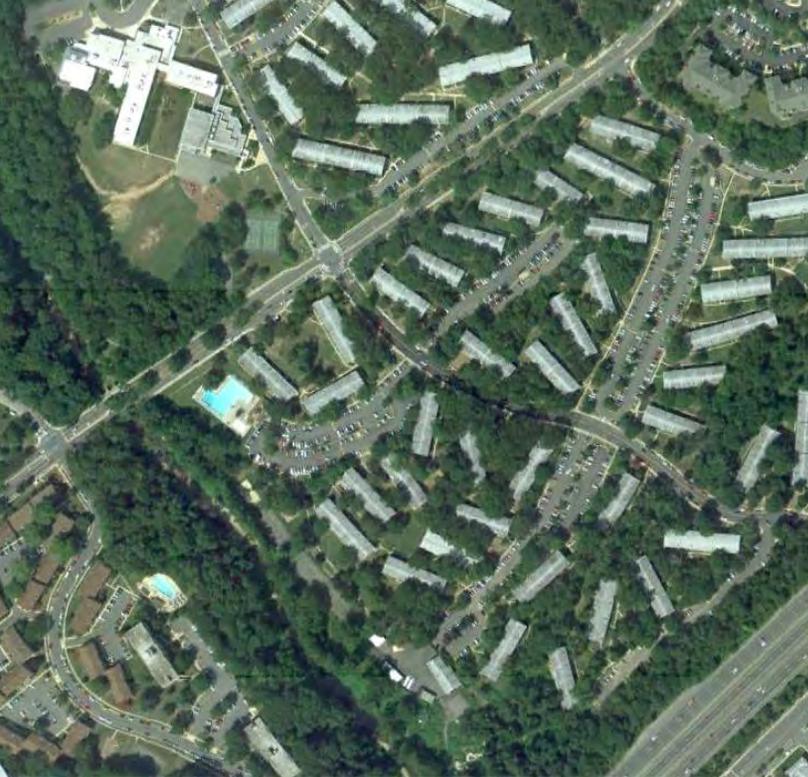


# HOUSING

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# 5





## HOUSING

The Plan envisions a series of neighborhoods designed to accommodate a range of incomes, ages, and household types and sizes. The Plan identifies \$87 million in private and public resources to accomplish the creation of over approximately 700 replacement affordable and workforce housing units. Reflecting this diversity, Beauregard is intended to be a home for families with children, couples, singles, and seniors, with diverse incomes, from all walks of life.

### A. BEAUREGARD IS AN IMPORTANT SOURCE OF AFFORDABLE UNITS.

The existing residential development in Beauregard contains approximately 5,500 residential units, with a mix of efficiencies, and one, two and three bedroom units. Approximately 44% of the existing units are market rate affordable units, which constitutes more than 25% of the City's total market affordable housing inventory. Many residents of Beauregard are families who depend on the affordable housing.

The City defines housing as affordable if the cost of the housing and its related expenses (e.g. utilities) are at no more than 30% of a household's gross income. Many of the households in the Plan area likely spend 50% or more of their income on housing and housing-related costs.

In Alexandria, the income group for affordable housing consists of households making up to 60% (\$63,660) of the area median income for rental units and 80% (\$84,880) of the area median income (AMI) for sales units. Annual income guidelines for Washington, DC area median income are established by the U.S. Department of Housing and Urban Development (HUD). Future rent increases for affordable rental units depend on HUD's determination regarding AMI growth. Table 5 shows maximum incomes and rents in 2011-2012 for City households with incomes at or below 60% AMI.

Table 5: City of Alexandria, VA Area Median Income (AMI), 2011 60% AMI incomes and rents

2012 INCOME LIMITS					
PERCENTAGE OF AMI	ONE PERSON HOUSEHOLD	TWO PERSON HOUSEHOLD	THREE PERSON HOUSEHOLD	FOUR PERSON HOUSEHOLD	FIVE PERSON HOUSEHOLD
60%	\$45,150	\$51,600	\$58,050	\$64,500	\$69,660

2011 MAXIMUM RENT LIMITS AT 60% AMI (including utility cost allowance)				
RENT CALCULATION FACTOR	EFFICIENCY	1 BEDROOM	2 BEDROOM	3 BEDROOM
30% of 60% of AMI	\$1,114	\$1,194	\$1,432	\$1,655

Source: City of Alexandria, Office of Housing

The Plan area does not currently contain any publicly-assisted affordable, non-profit owned, Resolution 830 or ARHA owned public housing units. As a result, there is currently not a single dedicated affordable housing unit in the Plan area. In addition, none of the rental properties in the Plan area currently accept Section 8/Housing Choice vouchers that enable low and moderate income households to find housing in the private rental market by providing assistance to supplement what the household can pay up to the fair market rent.

#### B. CURRENT AFFORDABLE AND WORKFORCE HOUSING UNITS

Although Beauregard is one of the largest sources of market affordable and workforce housing in the City, none of the units are dedicated affordable units. Market affordable and workforce units have rents that are considered to be affordable because of the property's age, condition, location, and/or limited on-site amenities. Since the rents for these units are not regulated by agreements or

restrictive covenants they may cease to be affordable due to increases in the market rents. Over time an increased demand for housing coupled with the existing zoning will likely eliminate most all of the current market rate affordable units.

The Plan is recommending dedicated affordable and workforce units, which would enable some of the units to be committed to be maintained as affordable housing potentially for as many as 30 years. Residents of dedicated affordable and workforce units would need to be qualified as “income eligible,” and both the tenant income certifications and the lease agreements for these units would be monitored by the City’s Office of Housing to ensure compliance.

### C. FUNDING CHALLENGES

It is estimated that the average cost to maintain an affordable and workforce housing for a range of households between 55%-80% AMI over thirty years, equates today to an average of \$123,000/unit because of the loss of rent revenue compared to the rent revenue generated by an equivalent market rate unit. The cost to maintain, over 30 years, an affordable or workforce unit varies with the cost today ranging from \$251,000 for a 2-bedroom unit at 55% of AMI to \$48,000 to maintain a 1-bedroom unit at 80% of AMI. The cost to purchase or subsidize an existing unit is generally less than to produce and maintain a new unit as affordable. However, when the renovations costs for the lifespan of the existing units is considered, the cost of an existing unit and a new rental are more comparable.

## D. ENSURING ECONOMIC SUSTAINABILITY

The Plan's success in providing committed affordable housing could impact Alexandria's future economic sustainability. Without an adequate supply of affordable housing, the City's ability to compete for future job and economic growth is compromised. As a result, Alexandria may lose talented human capital and its associated consumer spending to other jurisdictions.

## E. AFFORDABLE HOUSING STRATEGIES

A goal of the Plan is to ensure that over time, at least 28% of the existing units, when replaced, become committed affordable and workforce units. The Plan recognizes that the cost to develop and maintain committed affordable units over time needs to be balanced with other Plan public benefits such as transit and a new fire station. The Plan proposes to achieve a 28% affordable and workforce target. In 2011 dollars, a public-private investment of over \$87 million will be needed to reach the goals of the Plan through several strategies including:

- I. Phased implementation of the 28% affordable and workforce housing target using developer contributions, state and federal funds, as well as City funds;
- II. Affordable units dispersed throughout the Plan area;
- III. Innovative building types and parking approaches;
- IV. Green Technology, Enhanced Accessibility and Proximity to Transit;
- V. Encouraging Enhanced Regional Coordination;
- VI. Retention of some existing units;
- VII. Tenant Relocation Assistance;
- VIII. Use of Tools and Resources Developed in the Forthcoming Housing Master Plan; and
- IX. Submission of a Comprehensive Affordable Housing Plan for Beaugard.



## I. Phased Implementation of Affordable Housing

The Plan recommends that 28% (703 units) of the existing units which are demolished will be replaced with committed affordable and workforce rental housing for incomes ranging from 55% to 80% AMI. To achieve this target will require that some of the developer contributions for Beauregard as well as voluntary affordable housing contributions be applied to finance the affordable housing plan. In addition, the Plan aims to continue the City's on-going efforts to meet and/or increase affordable housing by leveraging available funding through City, state, federal and other sources. City sources would include a percentage of real estate taxes gained from the redevelopment of the Plan area.

### Phase I – Tenant Assistance

Many of the necessary improvements such as the fire station and transit corridor are needed in the early stages (2012 to 2020) of the proposed redevelopment. As a result, the funding necessary for elements such as affordable and workforce housing does not become available until approximately after 2020 (See Implementation - Chapter 9).

The Plan is recommending that the developers within the redevelopment sites and the City develop a Tenant Assistance Plan which would assist existing tenants in finding new rental units at the time their existing rental units are planned to redevelop.

### Phase II – Tenant Assistance and New Units

Based on the projected development phasing, beginning in 2020, the developers will be responsible for providing monetary contributions to fund long term committed affordable and workforce units, which will total, \$56.2 million as follows (in 2011 dollars):

- \$22,400,000 - Developer public amenities fund for Beauregard (contribution allocated for housing); and
- \$25,800,000 - Developer voluntary affordable housing contributions to City based on current contribution formula for proposed density.
- \$8,000,000 - Developer contribution of existing 56 units at Hillwood.

To meet the 28% goal the City, with cooperation from the developers, will work to leverage up to \$31 million in federal, state, City and other/TBD funding sources to supplement the developer contributions. In total, \$87.2 million is estimated to be needed to develop and maintain 28% of the new and redeveloped units as affordable to households with incomes at or below 55%, 60%, 75%, and 80%AMI for a thirty year period.

## II. Affordable and workforce units dispersed throughout the Plan area

The Plan requires distribution of affordable and workforce housing throughout Beauregard. As development occurs, developers will work with the City towards the goal of providing some affordable and workforce housing in every residential phase. For the units delivered prior to the start of the use of developer contributions to fund affordable and workforce housing, a plan to “reach back” to acquire committed units within the early projects would be implemented. Unit types and sizes may be considered in determining the appropriate level of affordability to best meet the necessary housing needs. The new committed affordable and workforce housing units would be able to accept residents with housing choice/ Section 8 vouchers, providing expanded housing options.



The Alexandria Redevelopment and Housing Authority (ARHA) is partnering again with private developer, EYA, to redevelop 194 obsolescent units of public housing at its James Bland properties into a mixed-income development known as Old Town Commons that will include market rate sales townhomes and condominiums, workforce sales condominiums and public housing rental units. Some of the existing public housing at James Bland, which covers five City blocks, will be relocated to other sites within the City; however, 134 will be redeveloped onsite. The cost to redevelop the public housing units (around \$56 million) is being funded by private equity induced by federal low income housing tax credits, proceeds from the sale of ARHA-owned land to EYA and through a portion of the proceeds earned by ARHA from EYA's sales of market rate and workforce units. Old Town Commons is modeled on a prior collaboration between ARHA and EYA, which also accessed federal HOPE VI grant funds. Old Town Commons is phased over five years. Market rate townhomes in the first two phases of have sold quickly, and reservations for the first phase of condominiums was recently offered to the public.

As designed by EYA, the public housing rental units are integrated seamlessly into its market rate product through innovative design as shown in the accompanying illustration. Three public housing apartments are incorporated into a multistory structure which mimics the exterior of neighboring market rate sales townhomes. By locating the public housing, which requires no-minimal parking, within the corner units the design efficiently maximizes the floor space available by eliminating a garage.

### III. Innovative building types and parking approaches

Beauregard will offer a range of housing products and types. Creative design can increase the amount of affordable and workforce housing achieved while integrating these units into a larger mixed income community. Old Town Commons, offers an example of a mixed income development which combines market rate (sales) townhomes and affordable (rental) housing units in a design which all of the units appear to be townhomes from the street. The Plan recommends the use of innovative building types such as stacked townhouses, back to back townhouses, reduced width townhouses and accessory units to maximize the number of committed affordable and workforce rental units when they can be incorporated into a buildings design.

Smaller and/or more efficiently designed units may help yield a larger number of assisted units. Allowing accessory dwelling units within the Plan could also increase affordable options. Lowering the parking requirements (and its associated cost) for affordable housing units is a potential way to potentially increase the dedicated housing that can be developed such reductions reflect a lower rate of auto ownership and usage (and higher rate of public transportation usage) for affordable housing.

### IV. Tenant Assistance

The Plan recommends that the developers provide a plan to address issues impacting current residents of the properties to be redeveloped. This Plan, which will be reviewed by Housing's Landlord Tenant Relations Board, will include strategies and timelines for outreach and notice for tenants, including translation, as needed; commitments for technical and financial assistance to be provided for relocation; and provision of housing and other resources to facilitate relocation within the Plan

area, particularly for income eligible tenant households, elderly residents, tenant households with special needs members, long term residents (5 years), and tenant households which include children attending schools in the Plan area.

#### V. Green Technology, Enhanced Accessibility and Proximity to Transit

Over the 20 - 30 year period of redevelopment, new construction offers potential opportunities for increased energy efficiency to reduce monthly utility costs for residents which will increase affordability. In addition, new construction will also enable accessible and universally designed units. Residents of affordable housing units could also benefit from proximity to improved transit, jobs, amenities and services.

#### VI. Enhanced Regional Coordination

The loss of market affordable and workforce housing in the Plan area is exacerbated by the anticipated loss of affordable and workforce housing in the region, particularly in adjoining areas such as Columbia Pike and Bailey's Crossroads over the next several decades. While each jurisdiction is developing strategies to preserve and/or produce committed affordable and workforce housing, financial constraints may make regional collaboration and potential pooling of resources a mutually beneficial option for future consideration.

#### VII. Retaining Existing Units

The per unit cost of affordable and workforce units may be reduced if some of the existing market affordable units in Beaugard, or immediately adjacent to the Plan Area, are preserved as committed units, because the cost is slightly lower than new units. This approach may be helpful in securing unit types or sizes that are not produced within redeveloped Beaugard, particularly to the extent that they are desirable for relocation of existing income-eligible households. Using this strategy,

it may also be possible to more deeply subsidize some component of units to ensure that existing very low and low income residents have affordable options. The cost to preserve existing units must include allowances for adequately rehabilitating and maintaining these units over time. Part of the preservation strategy may include accessing low income housing tax credits and/or bonds to attract investment of private equity.

JBG has offered and the City has conceptually agreed to, as part of this Plan, to transfer ownership of two existing multifamily buildings in the Hillwood community to the City and/or to its designated nonprofit development partner for preservation as affordable housing sometime in about 2018. The timing of the transfer depends on current financing restrictions. These 56 units, which will add an additional \$8 million of value to the overall public benefit being contributed by the developers. The future nonprofit owner will leverage resources from available federal and state sources, including tax credits, to renovate the buildings, if/as necessary, and to enhance livability and energy efficiency. Through continued coordination and cooperation between the City and the developers, it is anticipated that this type of public-private and nonprofit collaboration may be replicated to incent and maximize affordable housing preservation of other apartment properties.

#### VIII. Tools and Resources Developed in the Forthcoming Housing Master Plan

Other tools and resources now being developed in the Housing Master Plan, may also help to increase the target number of dedicated affordable housing units in the future. Potential tools for Beauregard could include a bridge or construction loan facility offered through a loan consortium, City loan guaranties, accessory dwellings and reduction of parking requirements for affordable housing units and incentives for universal design and supportive housing. When efficiencies enabled by the City result in savings for developers, these could be quantified and applied to increase the resources for affordable and workforce housing. If additional development, beyond



what is proposed in the Plan be approved in the future as “bonus density” it would be subject to the provision of affordable housing in conformance with the City’s bonus density policy in effect at the time of approval.

#### IX. City Plays an Active Role - Facilitating Partnerships and Providing Technical Assistance

To achieve the greatest number of units, the City will be a partner and investor in the redevelopment process. Not only will there need to be continued communication, collaboration and coordination with developers, the City will also take an active role in potentially facilitating public private partnerships and/or joint ventures, including with nonprofits and private developers in order to maximize access to public and private resources, such as federal low income housing tax credits and foundation grants. ARHA, and AHDC are likely partners.

The City, can also provide information and technical assistance. The City can identify and secure a wide range of public and private resources to fund affordable and workforce housing. These may include organizing a loan consortium, securing loan and development guarantees, accessing soft funding sources such as Federal Home Loan Bank grants for affordable housing production, providing local support to enable federal low income housing tax credits, funding bridge, predevelopment or construction loans through the City’s Housing Opportunities Fund and accessing foundations funds from Enterprise, MacArthur, Calvert and other affordable housing funders to underwrite affordable housing production or preservation costs (e.g., Enterprise green multifamily loans to enhance sustainable affordable housing.

Tools and incentives to preserve existing rental units as dedicated affordable and workforce housing will need to be explored in collaboration with owners. In addition, the dedicated affordable housing built or preserved within the Plan area could potentially be supplemented by preserving dedicated

affordable housing nearby at Southern Towers and Willow Run. A VHDA planning grant will allow the City to engage a consultant to assist in developing financing strategies to amplify affordable housing development and preservation efforts. Any preservation at those sites would need the agreement from the property owners.

#### XI. Submission of an Affordable and Workforce Housing Plan

The Plan recommends an affordable and workforce housing plan with the City and the developers to address the strategies, timing, financing and implementation of both interim and long term committed affordable housing in Beauregard. The plan will also address resources to be provided to facilitate relocation of existing residents and to enable income eligible households to remain within the Plan area as redevelopment occurs.

## HOUSING RECOMMENDATIONS

- M** 5.1 A minimum of twenty-eight percent (28%) of the existing units (703) which are demolished will be replaced with committed affordable and workforce rental housing, including a mix of units to serve households with incomes at or below 55%, 60%, 75% ,and 80%AMI. Committed affordable and workforce units will also be available to otherwise qualified participants in the Housing Choice Voucher/Section 8 rental assistance program.

### Phase I - Tenant Assistance/Reach Back

An umbrella tenant assistance plan should be agreed upon between the City and the developers concurrently with the rezoning(s) contemplated by the Plan. Then, as DSUPs are proposed, developers will provide a specific tenant relocation plan to the City for its review and approval, and shall comply with the City's voluntary conversion assistance program. As part of the Plan for affordable housing, the developer(s) will provide tenant assistance through a developer-sponsored relocation coordinator. Tenants will be surveyed and, depending on their qualification and income, will receive financial assistance and direction to comparably priced housing resources.

An agreement will also be developed between the City and the developers in the Plan area regarding the future process through which the City may reach back to acquire and preserve recent, but not new, units as "committed."

### Phase II – Tenant Assistance and New Units

As part of the provision of committed affordable and workforce housing the developer(s) will be responsible for providing a monetary contribution based on square footage for each new building as part of the redevelopment. The Implementation Chapter of the Plan will detail the amount and structure of these contributions. During each DSUP process where residential units are included, affordable and workforce housing plans for each of the residential units in that DSUP shall be addressed.

- M** 5.2 Affordable homeownership will not be subsidized through the Beauregard public amenities fund and/or through Beauregard developer voluntary affordable housing contributions. These sources will be dedicated to produce and/or preserve affordable and workforce rental housing since that is the type that is being redeveloped in Beauregard and can be most effectively maintained as affordable over the long term. Within the Plan area, homeownership assistance may be provided to qualified buyers within existing City programs and resources established for this purpose.
- M** 5.3 All affordable and workforce housing should be distributed throughout the Plan area to the degree feasible. Preserving or securing affordable and workforce housing units in areas immediately outside the Plan area could be considered as an alternative strategy to exceed the target number established, to achieve even more deeply subsidized units (i.e., reach lower ranges of affordability than 55% or 60% AMI), and/or as a means to obtain particular unit types or sizes not available within the Plan Area when redeveloped.

-  5.4 As part of the redevelopment process, explore the provision of innovative building types such as stacked units, back-to-back townhouses and accessory dwelling units. Also, retention of existing units should be explored.
-  5.5 Explore parking that will incentivize affordable and workforce housing while also being consistent with the intent of the Plan.
-  5.6 Utilize the green technologies and systems to provide energy efficient units to minimize utility bills. If preservation opportunities arise, the City will review plans for rehabilitation to ensure they are adequate to extend the function, efficiency and livability of the building throughout the proposed affordability period.
-  5.7 In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.
-  5.8 Explore opportunities for public, private and non-profit collaborations to maximize the use of land and to leverage all available resources for the development and preservation of affordable and workforce housing. As an active participant in the redevelopment process, the City will facilitate public, private and non-profit partnerships as well as potential joint ventures in order to help access a range of funding and financing sources.

# URBAN ECOLOGY SUSTAINABILITY

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# 6





## URBAN ECOLOGY SUSTAINABILITY

### INTEGRATED SUSTAINABLE DESIGN

Consistent with the Eco-City Charter, the Plan recommends sustainability measures based on the following:

- Neighborhood sustainability and high performance buildings;
- Effective use of water resources;
- Energy utilization and conservation;
- Green Infrastructure; and
- Transportation.

The Plan is based on the principle that urban development and natural ecosystems need not be mutually exclusive, nor are people and their activities separate from nature. In addition to implementing progressive elements at a neighborhood scale, the Plan also recommends improvements for individual buildings to increase efficiency and reduce resource consumption. The Plan also includes aspirational goals, because the Plan recognizes that implementing the vision will occur over a 20 to 30 year period.

#### A. PLAN AREA GOALS:

##### *I. Neighborhood Sustainability and High Performance Buildings*

The Plan is recommending that the redevelopment sites be subject to an overall environmental site certification such as LEED-ND or comparable. Buildings and infrastructure will be designed to be better integrated with the environment by capturing sunlight, allowing rainwater infiltration and conveyance, and reducing water and energy consumption through a certification such as LEED or comparable.

In addition, new buildings and sites should express the environmental elements through visually green approaches such as sunscreens, green walls, and integrated stormwater elements.

#### *II. Effective use of water resources*

The Plan recommends a Stormwater Master Plan to decrease stormwater runoff, and improve water quality. The Plan is also recommending the installation of low-flow or ultra-low flow water fixtures such as toilets, lavatory sinks, and showers in new units and encouraging retrofits in the existing older units and buildings as the buildings are renovated.

#### *III. Energy utilization and conservation*

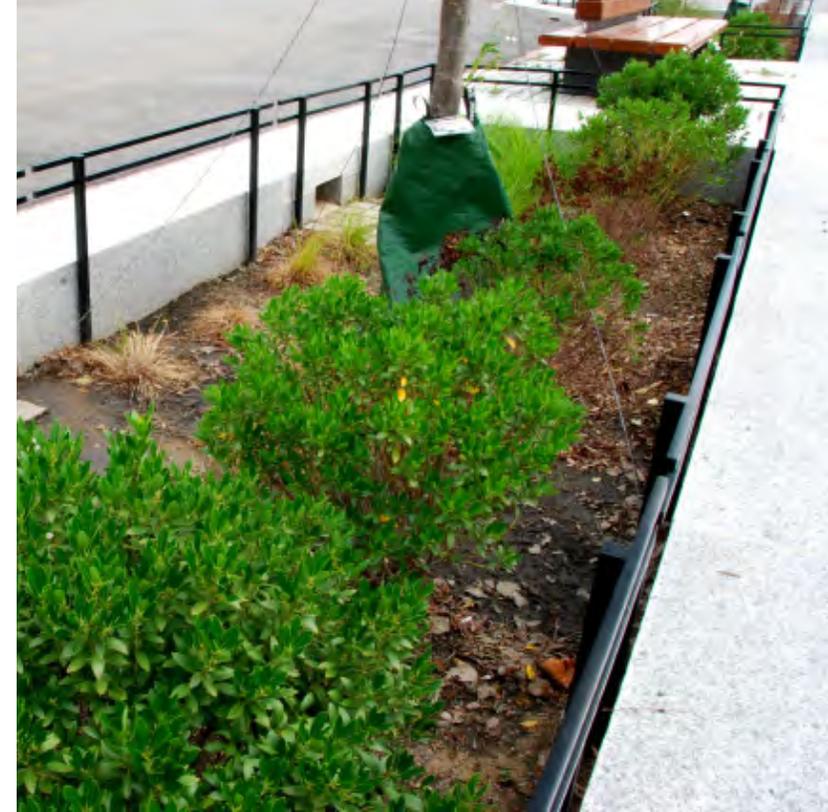
The Plan recommends that new buildings focus on reducing the carbon footprint greenhouse gas emissions, on-site energy generation and increased used of renewable energy.

#### *IV. Green Infrastructure*

Permeable paving will be installed in the sidewalks, and parallel parking. In addition, tree wells will be designed to accommodate stormwater and water infiltration. These systems will help manage the detention and treatment of stormwater.

#### *V. Transportation, Land Use and Other Sustainable Elements*

No sustainability plan can be effective without including an urban mix of uses, street layout, and multi-modal transportation modes (car share services, bike share, electric vehicle docking stations), high capacity transit, etc. which are discussed in the Plan.





## B. POTENTIAL STRATEGIES:

The Plan recommends that future development consider the following:

### *I. Neighborhood Sustainability and High Performance Buildings:*

1. **Salvage and recycle construction waste:** By salvaging and recycling construction waste, a significant amount of debris will be diverted from landfills and could support local reuse businesses. Salvageable or recyclable materials may include cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet, insulation, doors, windows, trim materials, fixtures and hardware.
2. **Prefabrication:** Fabricating construction installations and welding steel in the controlled environment of a shop and delivering complete systems to the construction site helps to reduce the amount of equipment and number of construction vehicles needed, therefore reducing emissions. Prefabrication also allows more material reuse and generates less waste, aiding in lowering the carbon footprint associated with construction.
3. **Sustainable Footprints:** The Plan is encouraging footprint sizes and ceiling heights that will encourage different uses over the lifespan of the buildings.
4. **Site Disturbance – Grading:** Redevelopment should, to the extent possible, minimize land disturbance, preserve natural areas, and minimize grading.
5. **Recycled content:** Incorporating recycled content in building materials will reduce the need to extract virgin material, not only lowering Beauregard’s carbon footprint, but also helping to reduce demand for virgin materials. Recycled content could include both post-consumer material (waste material generated by households or commercial activity) and pre-consumer material (material that is diverted from the waste stream during the manufacturing process). In addition to using recycled content in building materials, recycled materials could be used where feasible for roadways, sidewalks, pavers, water retention tanks, piping for water and, sanitary sewer.
6. **Regional materials:** Much of the greenhouse gas emissions associated with building materials is due to the burning of fuel during transportation. Using locally extracted and supplied materials limits greenhouse gas emissions.

7. **Certified wood:** Using certified wood supports and encourages environmentally responsible forest management and helps ensure that virgin resources remain available for generations to come. Such materials include bamboo, wool, cotton insulation, agrifiber, linoleum wheat board, strawboards, and cork. To the extent practicable, rapidly renewable materials will be used.
8. **Roofs:** Roofs are recommended to have more than one use such as open space, a green roof, power generation, etc.

II. *Effective Use of Water Resources:*

1. **Stormwater Master Plan:** The Plan requires strategies to minimize stormwater runoff, reuse what is generated as a resource, and provide for mechanisms to improve water quality. This is an overall strategy that will incorporate the principles inherent in the items listed below.
2. **Stream Restoration:** The Plan recommends water quality improvements, drainage improvements, riparian buffer restoration and stream improvements that will improve water quality. The stream system will be the focal environmental element within this planning area. Redevelopment that capitalizes on Resource Protection Areas (RPAs) buffer restoration with natural stream improvements of Turkey Run, and possibly portions of Holmes Run, which will enable enjoyment for citizens, more diverse animal habitat, and greater functionality to the stream system.
3. The redevelopment will be required to meet the Virginia Storm Water Regulations for new development and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) whichever is more stringent at the time of approval. The goal is to have the efficiency of all BMPs be 40 percent or greater.
4. **Stormwater Pond:** The provision of a level II stormwater pond near Holmes Run will provide efficient and economical stormwater detention. The pond is required to be integrated into the design of the park.
5. **Utilize low-flow or ultra low-flow fixtures:** The installation of low-flow or ultra low-flow water fixtures such as toilets, lavatory sinks, and showers in new units and encouraging retrofits in the existing units as they are renovated produces the benefit of a reduction in potable water use. The life cycle benefits are far more reaching. This one action reduces the diversion of freshwater from our streams for potable water usage, the reduction of energy consumption to convert freshwater to potable water, the reduction in energy use to purify the potable water after use,





and the reduction in contaminants in the ultimate receiving water. This generates savings in energy, more effective natural resource use, and the cost of converting the resource at each life-cycle stage: an all-around reduction in the City's carbon footprint.

6. **Rainwater capture:** Rainwater can be captured and reused for irrigation, and indoor plumbing needs as well. This reduces the demand for potable water and has concomitant energy and cost savings.
7. **Grey water:** Wastewater generated from domestic sources such as sinks, showers, and laundry machines composes 50-80% of all wastewater produced. Under-the-counter systems could be installed to direct wastewater from bathroom sinks to adjacent toilets for flushing. Laundry facilities using nontoxic biodegradable detergents could also be connected to cisterns for irrigation.

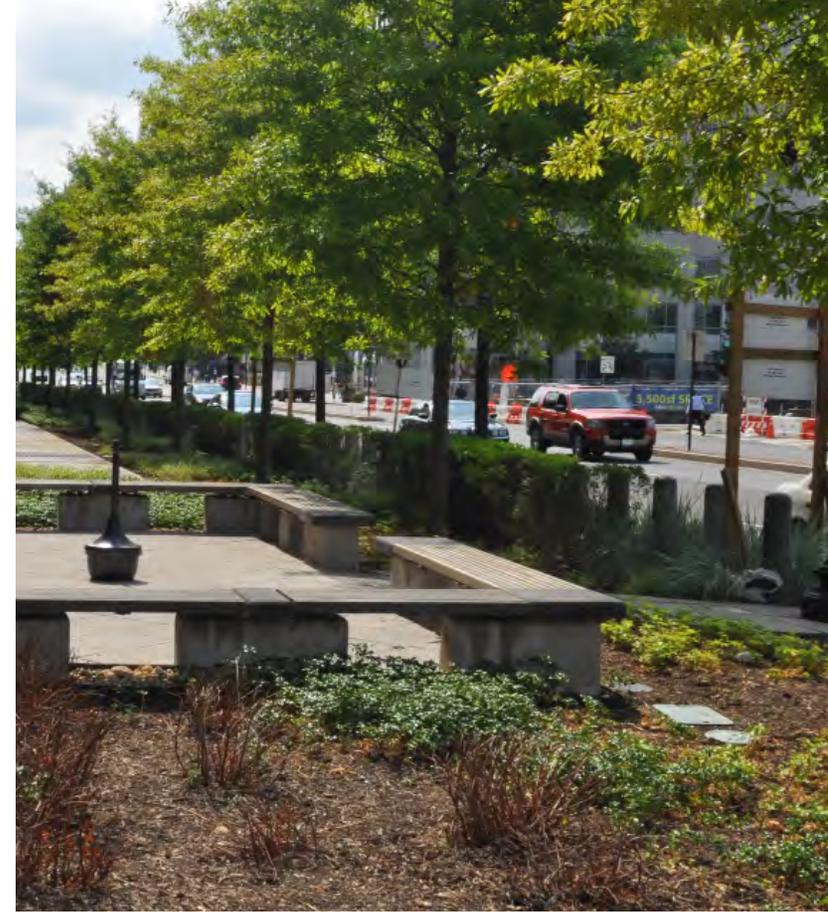
### *III. Energy utilization and conservation*

8. **Lighting efficiency:** Because natural daylight is the most efficient lighting strategy, new buildings will be constructed to maximize daylight exposure in both private and commons areas. Though the latter makes up only a small fraction of the building's total area, common areas are typically responsible for using nearly half of the building's lighting energy because the lights are on at all times. Common area lighting control will respond to daylight and human occupancy to ensure that artificial lighting is used only when needed.
9. **Exterior Lighting:** Exterior lighting efficiency could be improved by utilizing exterior building lighting such as light emitting diodes (LED), or other energy-efficient technology. The Plan should focus on the "Dark Skies" principle.
10. **Energy Efficient Designs:** Lessen energy usage as much as practically and economically feasible through energy-efficient design of new buildings.
11. **Renewable Energy:** Apply innovative and renewable energy technologies including geothermal and solar (for heating or electricity generation) energy.
12. **District Energy System:** Assess and, if feasible, encourage district energy systems that centrally, or in a distributed manner, provide cooling and heating needs for groups of area buildings, and that employ cogeneration technology to increase the system thermal efficiency.

13. **Electrical Vehicle Infrastructure:** Provide infrastructure for accommodating the use of electrical vehicles which are anticipated to increase with time.

### C. ASPIRATIONAL GOALS

In addition to the sustainability goals and strategies, the Plan also aims to encourage innovative methods for reducing consumption of natural resources. It is imperative that as building systems and materials continue to be improved during the course of the Plan's 20 to 30 year build-out, a process be in place to implement these new and emerging technologies to ensure that Beauregard continues to reduce its environmental impact. The Plan requires the submission of a Sustainability Plan, to evaluate site-wide and building specific sustainability measures. In addition, as part of the Sustainability Plan, the more progressive and innovative goals such as those outlined below could be considered consistent with the Eco-City Action Plan.



## RECOMMENDATIONS

- M** 6.1 Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent block(s) and/or building(s) that demonstrates the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.
  - M** a. All new development will subject to LEED-ND or comparable.
  - M** b. All new buildings will be subject to the City's Green building policy at the time of approval of the development special use permit approval for each building(s) and/or block.
  - M** c. New buildings and the site should express the environmental elements such as sunscreens, green walls, and integrated stormwater elements.
  - M** d. Roofs are required to have more than one use such as open space, a green roof, power generation etc.
  - N** e. Encourage building footprint sizes and ceiling heights that will encourage different uses over the lifespan of the building.
  - M** f. Require the provision of low or ultra- low flow plumbing fixtures for all new development.
  - M** g. New public streets will incorporate green elements and stormwater management which will be integrated as part of the design of the street. The final design parameters for the streets will be part of the Urban Design Standards and Guidelines.
  - N** h. Install LED of comparable efficiency lighting that will also be dark skies compliant.
  - M** i. All new development will explore compliance with the potential strategies for implementing the goals of the Plan which shall consist of the following:
    - i. Salvage and Recycle Construction waste.
    - ii. Prefabrication
    - iii. Minimize land disturbance
    - iv. Recycled Content
    - v. Regional Materials
    - vi. Certified Wood
    - vii. Efficient use of water resources
  - M** j. Remove impervious surfaces within the resource protection areas as part of the associated redevelopment.
- M** 6.2 To the extent that stormwater facilities are coordinating multiple properties, require the submission of a comprehensive Stormwater Master Plan. The stormwater plan shall be updated with each building as part of the development review process. The Plan shall include the provision of a level II stormwater pond near Holmes Run which will provide efficient and economical stormwater detention to protect against flooding and act as a BMP to improve water quality. Combined with additional park land, high quality landscaping as well as an aquatic shelf for safety and planting to discourage geese, this feature provides functionality as well as aesthetics to the area. The pond is required to be integrated into the design of the park.

**D** Discussion - BCSG Comment that Requires Additional Discussion

**I** Incorporated - Comment Incorporated as Submitted by BCSG

**M** Modified - Incorporated BCSG Comment with Proposed Staff Refinement

**N** New - Recommendation Proposed by Staff

 6.3 Require stream restoration/stabilization of Turkey Run and of a portion of Holmes Run as part of the restoration of the Greenway.

 6.4 The development will meet the Virginia Storm Water Regulations for new development and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for Storm Water Quality and Quantity, whichever is more stringent at the time of preliminary plan submittal. In any case, the goal is to have the efficiency of all BMPs be 40% or greater. No grandfathering shall be allowed.

#### Aspirational Goals

In addition to the requirements of the Plan, the Plan recommends aspirational goals to achieve the vision of the Plan during the 20 to 30 year build-out of the Plan. The goals should consist of the following:

-  a. District Energy Systems
-  b. Cogeneration
-  c. Renewable Energy such as geothermal and/or solar
-  d. Photovoltaics
-  e. Rainwater capture
-  f. Grey water use
-  g. Green Building requirements consistent with Eco-City goals.



# COMMUNITY FACILITIES AND INFRASTRUCTURE

# 7



Figure 43A: Planned Fire Station

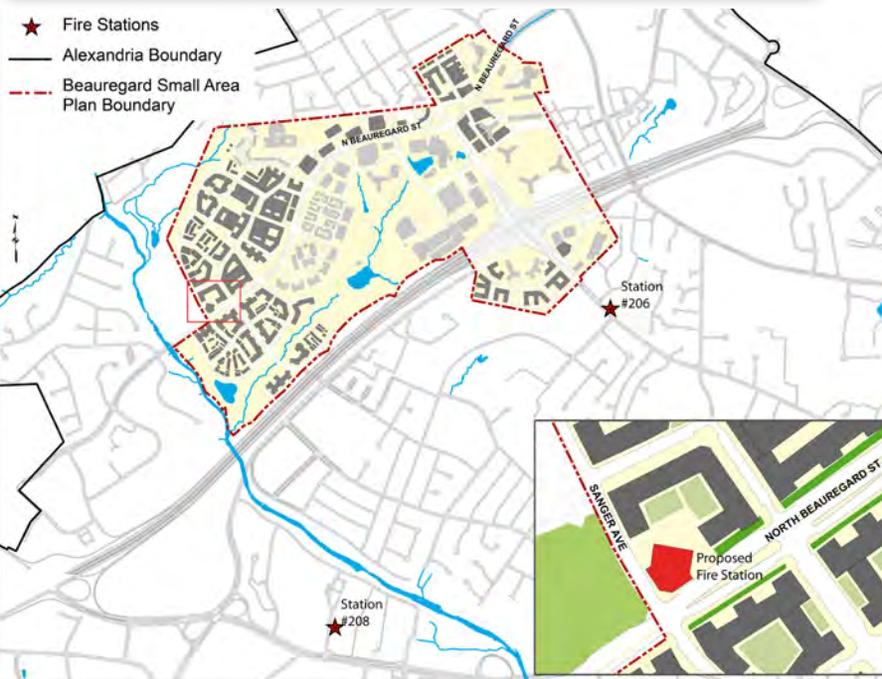


Figure 43B: Perspective of Planned Fire Station



Note: For illustrative purposes only.

## COMMUNITY INFRASTRUCTURE

The redevelopment and growth of a new community is directly related to the presence of the civic, community and infrastructure necessary to serve the proposed redevelopment. These community facilities include facilities that support public safety, basic health, social services, and education. The neighborhoods will evolve over time, and therefore the Plan must be adaptable to future trends and needs. The chapter also addresses potential impacts to public infrastructure.

### A. FIRE SERVICE

The Alexandria Fire Department includes a network of nine Fire-EMS stations (Figure 44A). Two of these, Fire Station #206 on Seminary Road near the Burke Library and Fire Station #208 on Paxton Street near Landmark Mall are the primary providers of service to the Plan area. In addition, there is a mutual aid agreement between the City and the adjoining jurisdictions. These two fire stations are among the most heavily utilized in the City. As a result of existing and projected volumes, the City has recognized a need for two additional fire stations in the West End of Alexandria. The adopted FY 2012-2021 CIP allocates approximately \$11 million for Fire Station #210 in the Eisenhower Valley.

#### NEW FIRE STATION NEEDS IN THE PLAN AREA

The City of Alexandria Fire Department Resource Allocations, Staffing, and Facilities Assessment Study conducted in 2008 recommended the development of two new fire stations in the West End of Alexandria to better respond to fire and emergency needs of this area of the City. The Plan area has a high number of older high-rise buildings without sprinkler systems. These buildings pose a challenge for fire and emergency responses. The two new recommended fire station locations were in the Eisenhower Valley and in the area West of I-395.

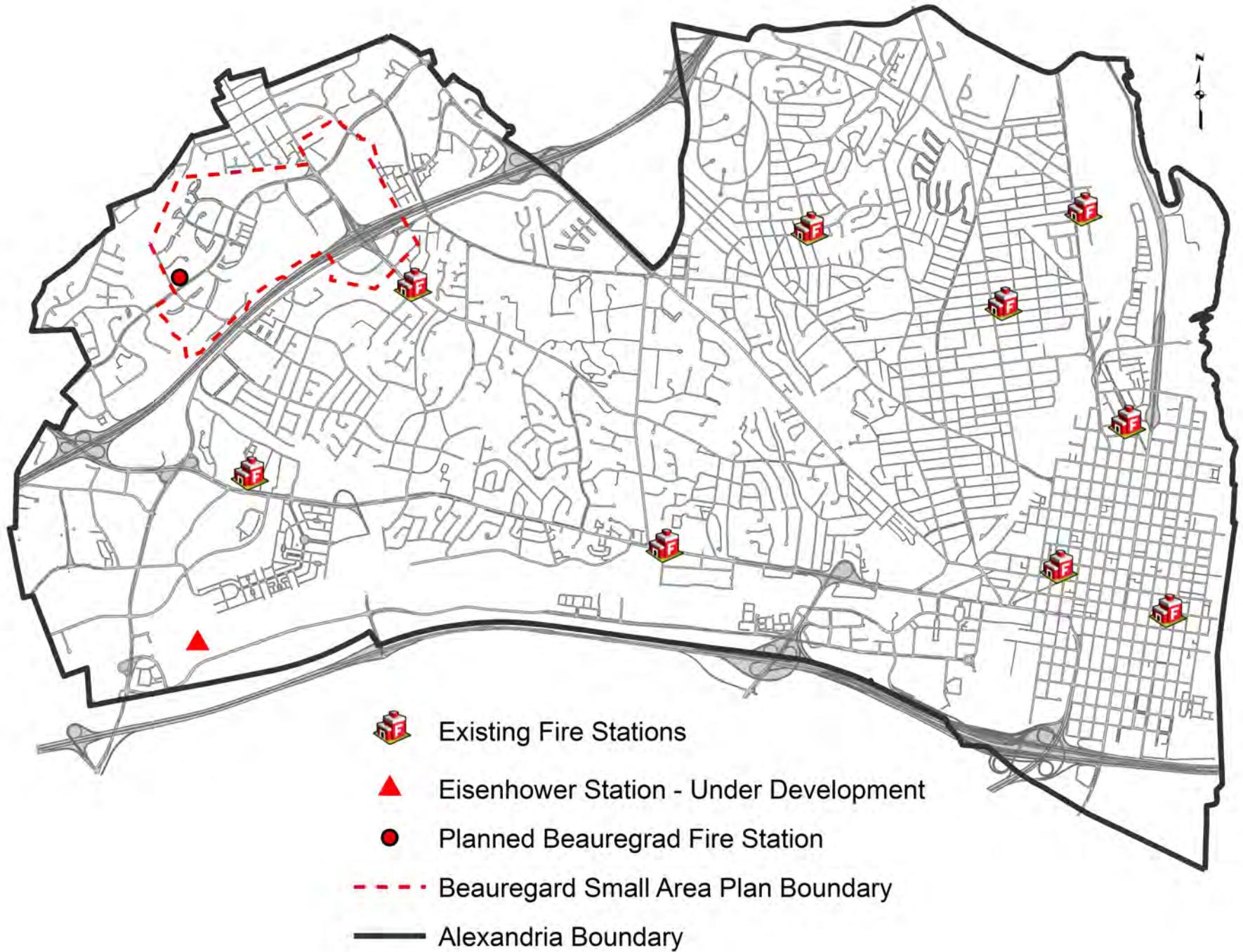


Figure 44B: EMS Incident Density by Concentration of Calls

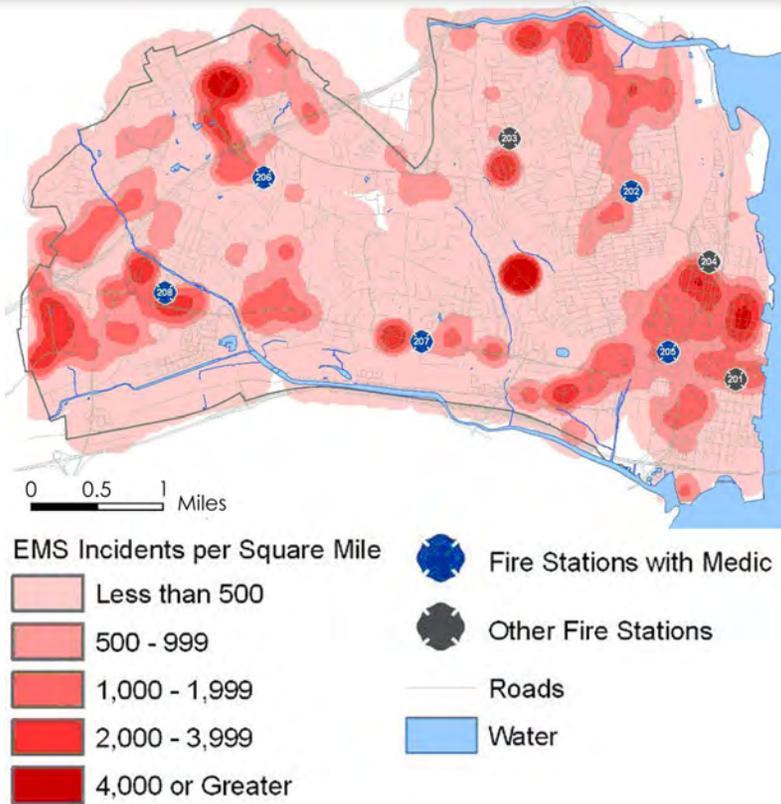


Figure 44B shows that there is a high number of emergency medical service incidents within and in close proximity to the Plan area. Fire Stations #206 and #208 are the closest in proximity to these incident areas. In addition, Fairfax and Arlington County often provide mutual aid response within the Plan area.

The City's adopted FY2012 Capital Improvement Program (CIP) for public buildings and facilities allocates approximately \$11 million for Fire Station #210 in the Eisenhower Valley. Funding for Fire Station #210 provides for the design and construction of a new fire station at the existing Impound Lot facility. Additionally, the project will provide training classrooms and training bays for the Fire Department. The training classrooms will share use with the Police Pistol Range, which also has an identified need for training classrooms.

There remains a need for an additional new Fire Station #211, however, located directly West of I-395 within the Plan area. As part of the planning process, the location for a new Fire Station was identified at the northwestern portion of the intersection of North Beauregard Street and Sanger Avenue. (Figure 43A). The proposed fire station would be a four bay, two-level fire station. The proposed fire station will also include a community meeting room. The Plan recommends dedication of the land as part of any rezoning process. The developer contributions will fund the construction of the fire station. The location is desirable because it enables convenient access to Beauregard, Sanger, and the I-395 underpass. In addition, the proposed site does not contain existing buildings and therefore, will not require demolition of existing buildings to construct the fire station.

## B. CHILDCARE

There will likely be a need for childcare facilities that can serve residents and employees of the existing and proposed development. The Plan is recommending that childcare uses may be located within an office and/or residential building, excluding areas where retail is required.

Childcare facilities will likely need to be provided in the early phases and integrated within larger office, residential and/or mixed-use buildings. To encourage these uses, the Plan is recommending that childcare uses be permitted with administrative approval subject to conditions. The specific requirements will be part of the future CDD zoning.

## C. SCHOOLS

Redevelopment within the Plan area will occur over 20-30 years and will alter the current mix of housing types, ownership options and housing prices/rental rates. Overall, redevelopment will increase the overall number of housing units, although the type of units that are anticipated to be constructed will produce less school age children than that produced by the current mix of housing types. Because of the decline of students, the existing school facilities are projected to be able to accommodate the projected number of students with the planned redevelopment (Figure 45).



Figure 45: Student Generation and Residential Development for Plan Area

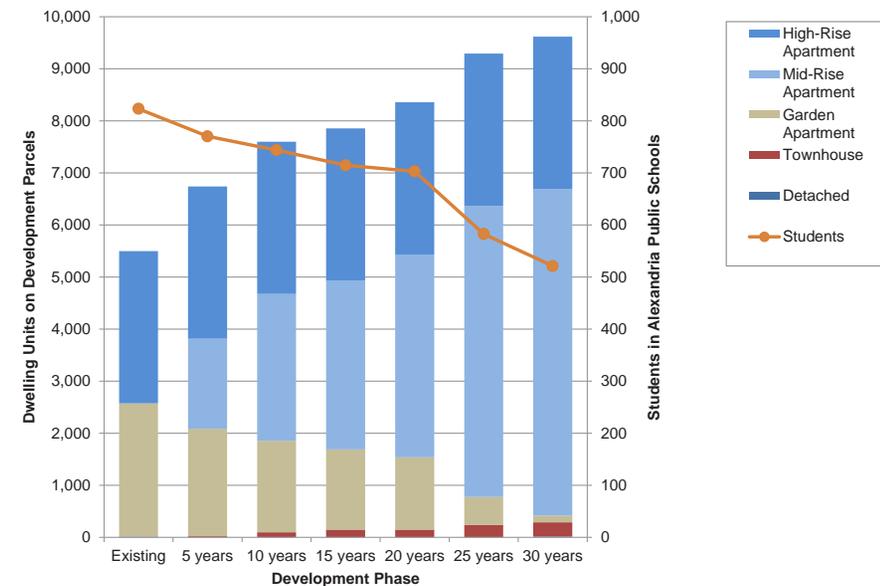
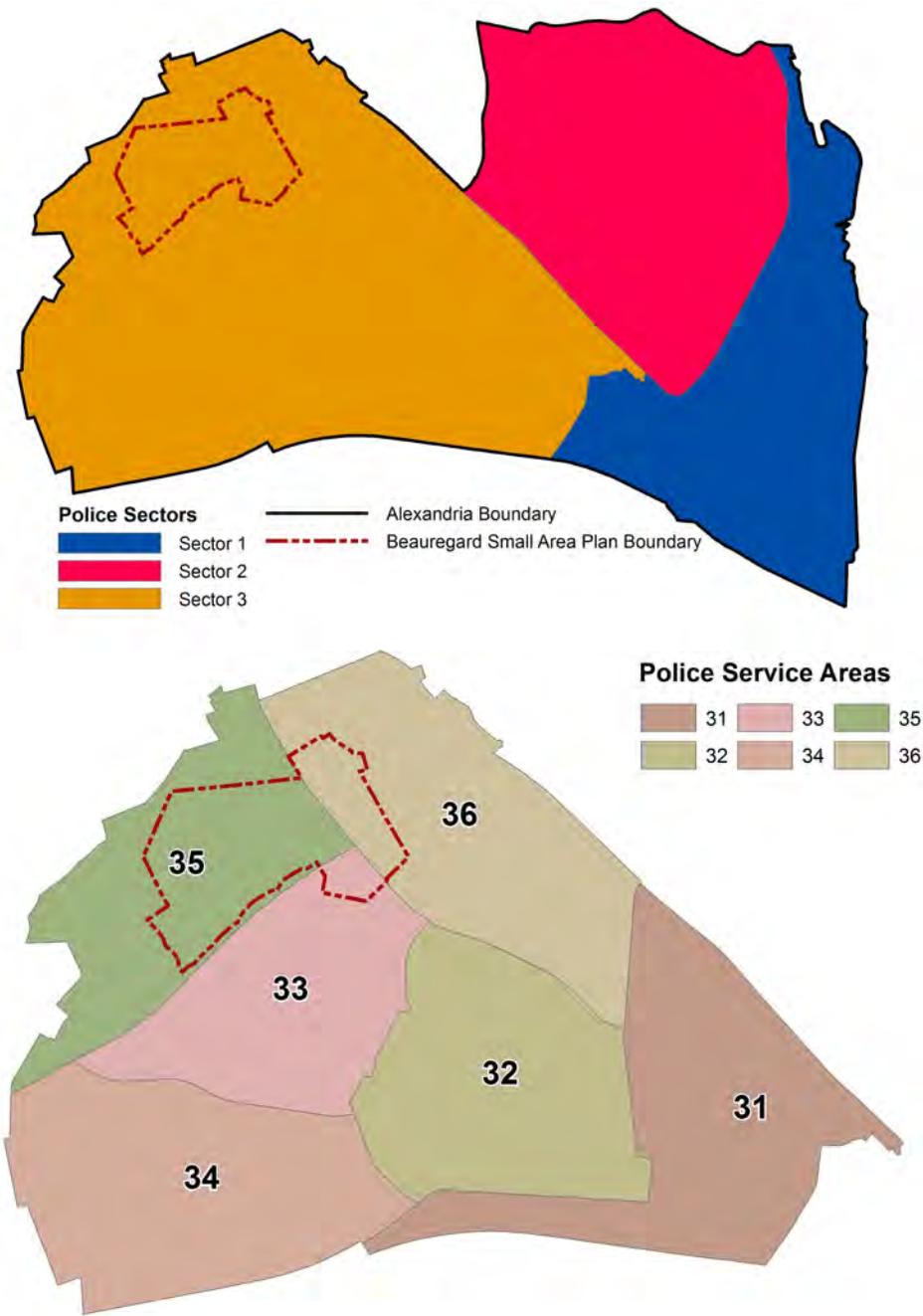


Figure 46: Police Patrol and Service Areas



#### D. POLICE

The City divides its policing activities into three separate but mutually supportive patrol sectors. Patrol Sector Three is divided into six primary patrol service areas, which serve a diverse mix of residential neighborhoods and business districts, including the Plan area. (Figure 46.)

The policing approach in Patrol Sector Three focuses on utilizing effective and innovative problem-solving strategies with the goal of preventing and reducing crime. The Police Department is committed to maintaining and enhancing a strong partnership with the many civic and business associations in the West-End of the City.

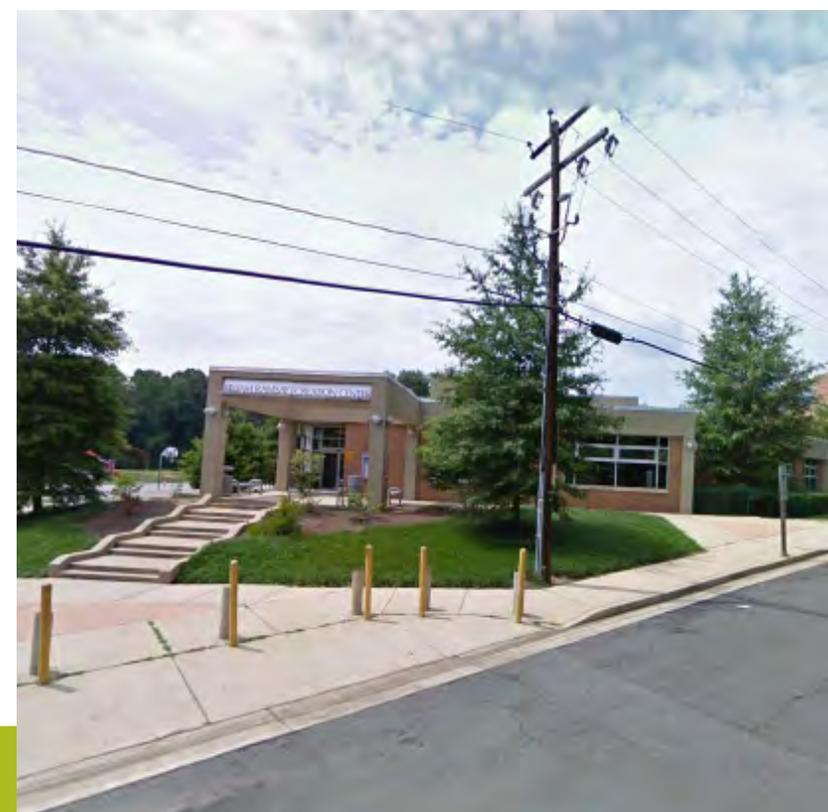
Sector Three has created a Community Improvement Team comprised of police officers, deputy sheriffs, probation and parole officers, juvenile probation officers, Transportation and Environmental Services staff and personnel from Human Services. This multi-agency, multi-discipline team is designed to thoroughly examine issues in communities experiencing surges in public disorder, crime or quality of life issues and use innovative and service focused strategies to mitigate the problems. Team members use “Crime Prevention through Environmental Design (CPTED)” to address conditions that contribute to and facilitate criminal activity. This has been a productive and innovative partnership between City agencies interested in maintaining and elevating the quality of life. The proposed redevelopment is not projected to materially impact the existing resources of the Police Department.

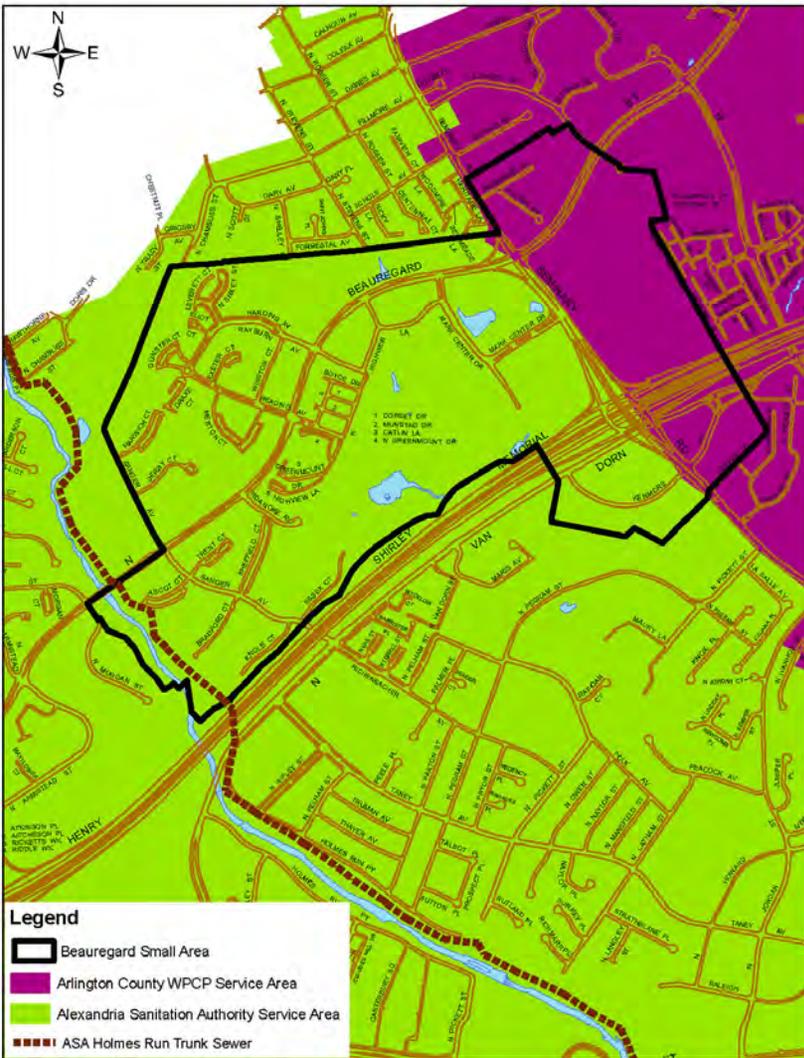
## E. CULTURAL FACILITIES

Cultural facilities and programs are important contributors to the overall quality of life in a community. Current venues adjacent to the Plan area include: Fort Ward Park, Rachel Schlesinger Concert Hall and Arts Center, Episcopal High School, and William Ramsey Recreation Center. These venues are important in providing City-wide cultural facilities and opportunities for the City and the Plan area.

The Plan does not recommend new cultural facilities. However, the Plan encourages community – cultural facilities through two elements:

1. The Plan recommends that the floor area for community facilities not count against the maximum amount of permitted development. However, the Plan recommends that each use require the approval of a development special use permit.
2. Wherever possible, community facilities should be collocated to insure cost effectiveness and maximum operational efficiency which results in added convenience for users. Collocation of community facilities occurs when multiple community service related uses are physically provided for in the same building/facility. Shared services result when one facility are “shared” by more than one service provider. It is a principal of this Plan that future community facilities should provide for collocation of services wherever possible.





## F. SEWER

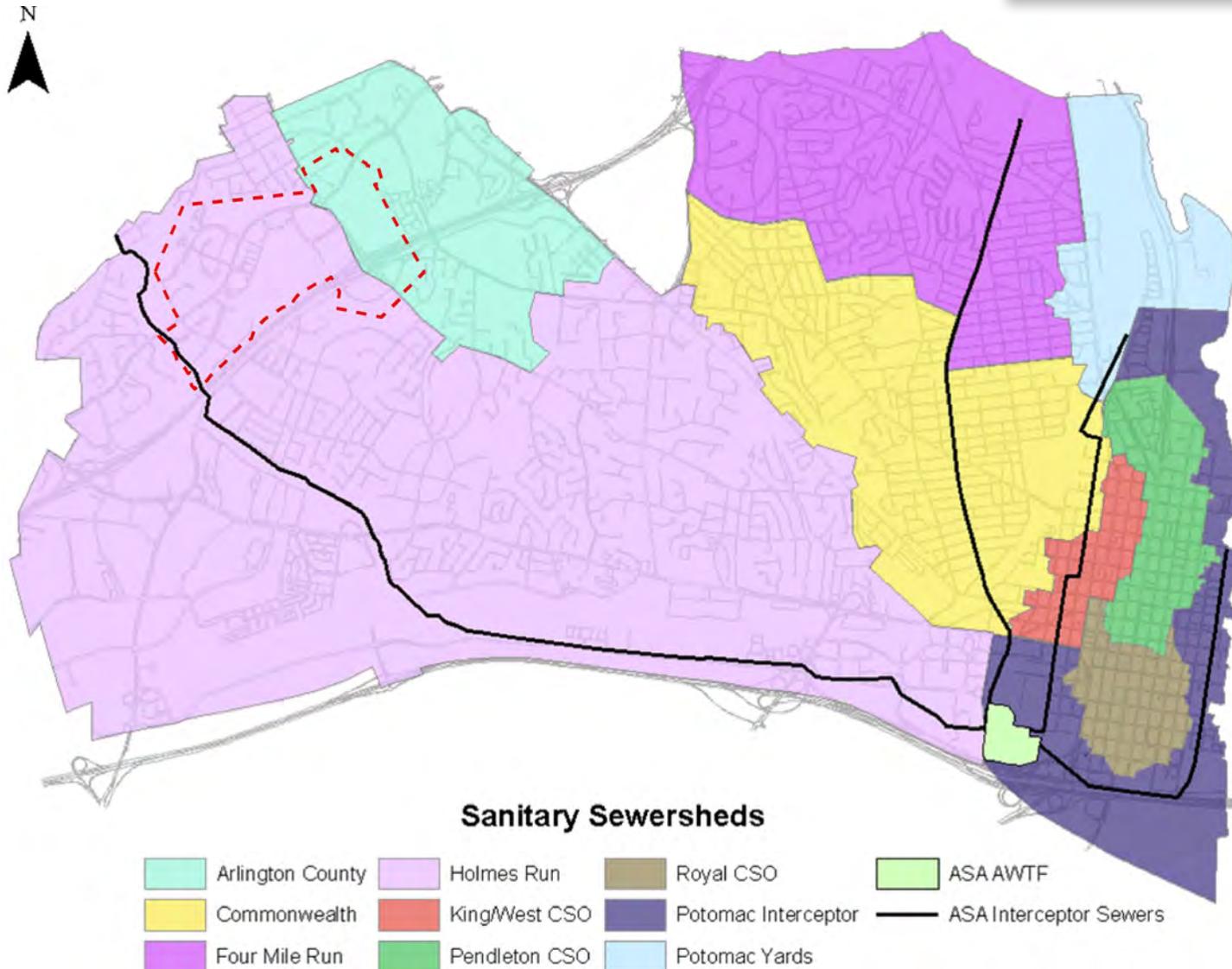
Approximately 77% of the Plan area is located in the Holmes Run Trunk Sewer Shed with treatment service provided by the Alexandria Sanitation Authority (ASA) Advanced Wastewater Treatment Facility (AWTF). The City has a treatment allocation of 21.6 million gallons per day (mgd) at the ASA Plant and the City's flow is currently averaging 16.3 mgd. The remaining portion (23%) of the Plan area drains northward to the Water Pollution Control Plant (WPCP) in Arlington County (Figure 47). The City has a treatment allocation at the Arlington County plant of 3.0 mgd. The City's current average flow at the Arlington County plant is 1.8 mgd.

Based on analysis of long-term growth forecasts City-wide, the sanitary sewer treatment capacity at both the ASA and Arlington County facilities is projected to be exceeded in about 30 years sometime after 2040. The City is currently evaluating options for acquiring additional treatment and permit capacity at both facilities. Funding options for acquiring this additional capacity are being developed. Long-term capacity in the Holmes Run Trunk Sewer, which conveys the City's flows to the ASA plant, is being evaluated. Any necessary improvements to accommodate future growth will be addressed as part of the City's Sanitary Sewer Master Plan, and is contemplated to be funded by user fees and developer paid connection fees.

The Holmes Run Trunk Sewer currently experiences sewer capacity constraints due to inflow and infiltration (I&I). The inflow and infiltration are a result of groundwater and stormwater that enter into leaking sanitary sewer infrastructure. This excess water leads to surcharging conditions in the sewer during periods of heavy rainfall. As a result, the City has an on-going extensive rehabilitation program in this Holmes Run Sewer Shed to remediate the sanitary infrastructure.

Preliminary analyses have indicated that there is insufficient capacity in some local sanitary collector sewers to accommodate the proposed development in the Plan. Local sanitary sewer collection system upgrades will be required and paid for by individual development projects as needed to provide adequate capacity for proposed development.

Figure 48: Sanitary Sewersheds



## COMMUNITY FACILITIES RECOMMENDATIONS

### FIRE STATION

- M** 7.1 Adequate provision will be made to accommodate a four bay, two level fire station at the intersection of North Beauregard Street and Sanger Avenue as generally depicted in Figure 43, including all necessary dedication of land. The dedication will be part of the rezoning(s).

### DAYCARE/CHILDCARE

- N** 7.2 Encourage the provision of daycare/childcare facilities as part of the community facilities, mixed-use, and/or office buildings. Daycare/childcare facilities will be permitted through an administrative approval within existing buildings, the administrative standards will be part of the rezoning(s).

### COLLOCATION, FLEXIBILITY AND DEVELOPMENT INCENTIVE

- I** 7.3 To the greatest extent feasible, community facilities will be -collocated, and be designed to provide for flexible use of interior spaces.
- M** 7.4 Consider City public services amenities in the Plan area such as a Post office, DMV office (without road tests), city services, police substation or other comparable uses through the provision of a space or as shared space through the use of technology.

### IMPLEMENTATION

- 7.5 Provide a comprehensive Community Facilities proposal depicting the general size and locations of community proposed facilities and/or public buildings and/or collocated services. This proposal will be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.

### SEWER

- M** 7.6 Every new or re-development proposal must include an effective sanitary sewer plan approved as part of the Development Special Use Permit by the City's Transportation and Environmental Services Department. Any required Alexandria Sanitation Authority (ASA) permits must also be obtained.
- I** 7.7 Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any Development Special Use Permit application.

# TRANSPORTATION

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# 8





## TRANSPORTATION

The transportation strategy has been designed to maximize the use of transit, pedestrian, and bicycle amenities, to encourage a shift – from private autos to alternative, more sustainable modes of transportation, consistent with the City’s Transportation Master Plan. As set out in the City’s Eco-City Plan as well as the Urban Ecology - Sustainability Chapter (Chapter 6), transportation plays a key role as the Plan area redevelops and as residents, and visitors are offered a number of mode choices with which to travel.

The geography that gives Beauregard its special character – also somewhat constrains traditional roadway street-grid connectivity. The topography, I-395, existing roadways, developed parcels, and existing parks limit some opportunities for additional east-west streets. However, the Plan recommends a significant increase in the existing street network through the provision of the required street grid. In addition, the transportation network is required to include a dedicated high capacity transit corridor, buses, shuttles, car sharing, pedestrian amenities, and bicycle facilities. An aggressive Transportation Management Plan (TMP) will be required and parking will be managed, shared, priced, and designed to minimize car trips. The Plan is designed to allow employees and residents access to commercial and transit services within a traditional 1/4 mile walk-shed. Recommendations include strategies to manage transportation demand, expansion of the street grid and connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network and create a culture of people first in a complete streets context.

### A. TRANSPORTATION NETWORK:

The transportation network builds on the existing network of primary and local streets, by developing a new street grid to the extent possible, within the Plan area, to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle connectivity (Figure 49A). As part of

the transportation analysis, a number of transportation network improvements were determined to be needed. The improvements described below, as well as other proposed transportation improvements needed by 2035 are further described in Figure 50 and Table 6.

- **Ellipse at Seminary Road / Beauregard Street** – An Ellipse at the intersection of Seminary Road and Beauregard Street will improve the traffic flow. The Ellipse will eliminate left turns from both directions along Seminary Road, and redirect those movements in a configuration similar to a traffic circle in a more efficient manner as right turns.

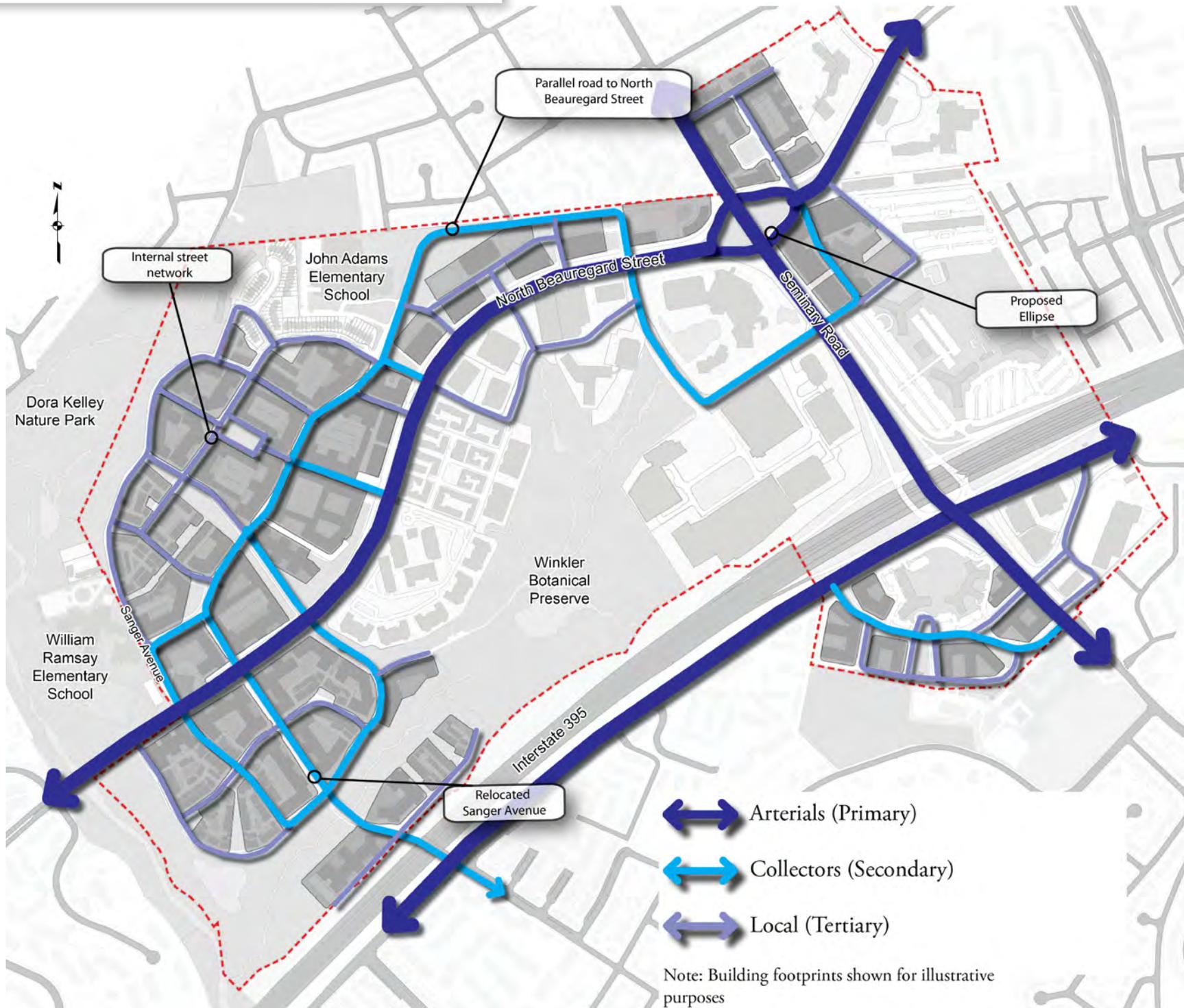
The primary benefit of the Ellipse is that its configuration reduces potential conflict points due to the elimination of the left turn movements along Seminary Road. It also provides more capacity for vehicle storage and therefore improves overall traffic operations along Seminary Road and North Beauregard Street. Other benefits of the Ellipse include improved pedestrian and bicycle access across Seminary Road, and improved aesthetics and opportunities for a better urban design as compared to today's street configuration.

The Plan provides a coordinated opportunity to construct the Ellipse which benefits multiple properties. Due to its scale and cost, and required coordination, construction of the Ellipse would not be possible without the Plan and the roadway network would be overburdened.

- **Parallel Road to Beauregard Street** – The new road will be parallel to Beauregard Street from Sanger Avenue in the south, to Mark Center Drive. It will be a collector type of roadway serving more localized traffic of the Plan area.
- **Transitway** – The transitway in the Plan area will connect to the Van Dorn Metrorail station, using Beauregard Street (with a short diversion through Southern Towers and Mark Center), Sanger Avenue and Van Dorn Street. This rapid transit service will also connect to Shirlington and the Pentagon. The transitway will provide access for high capacity transit in a dedicated guideway



Figure 49A: Roadway Classifications



along most of its length, and include elements such as larger stations with real-time information, wayfinding, improved transit headways, and rapid transit vehicles with greater capacity than a typical local bus. The Transitway has been designed to incorporate enhanced landscaping.

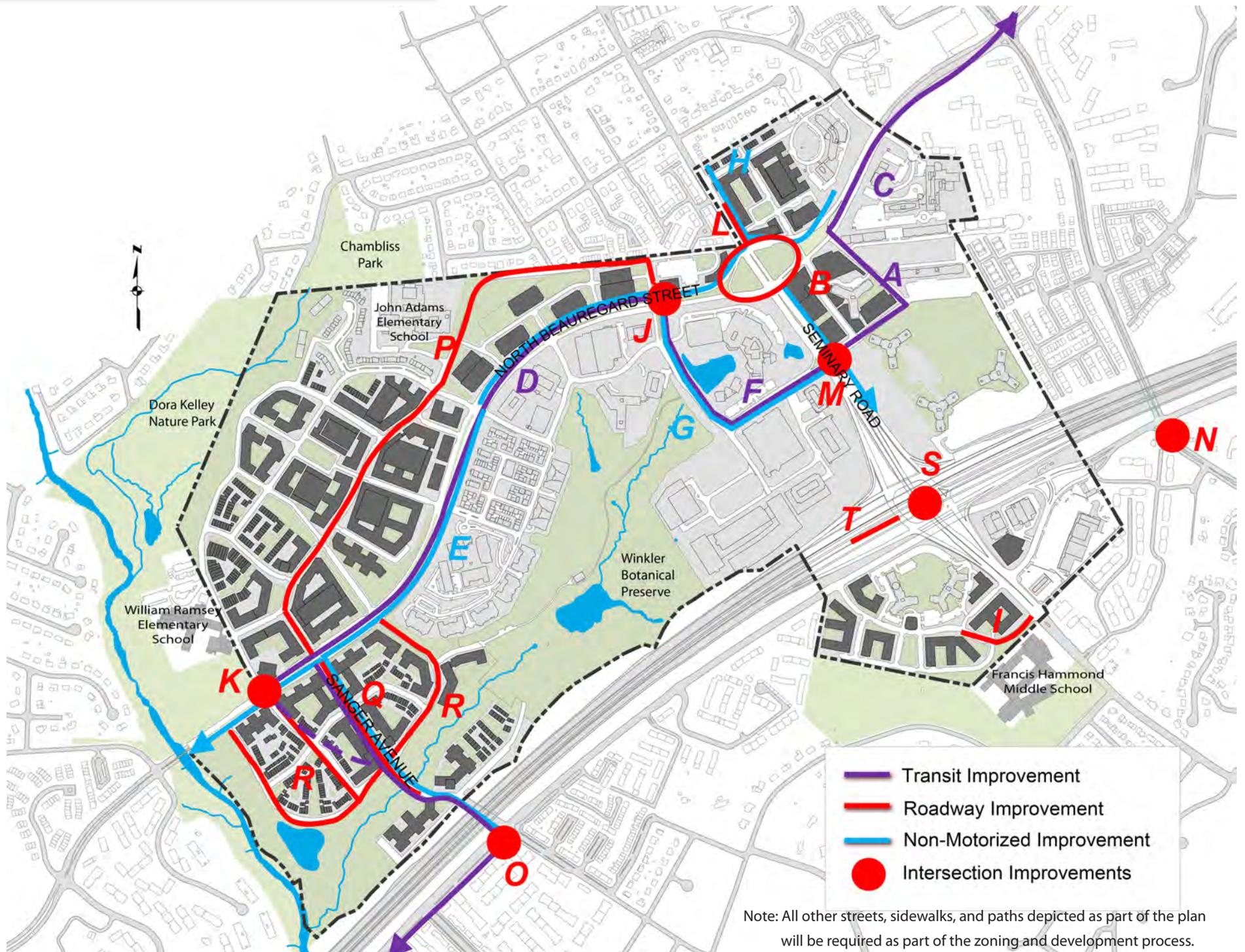
- **Roadway improvements in vicinity of Seminary Road / I-395** – A series of road improvements will be constructed in the vicinity of Seminary Road at Interstate 395, as well as at Bearegard Street and Seminary Road, primarily to help mitigate the recently constructed Washington Headquarters Service BRAC-133 Building.
- **Internal Street Network** – A more interconnected grid of streets will be built to provide pedestrian, cyclist and vehicular connectivity within and adjacent to the Plan area.
- **New High Occupancy Vehicle (HOV) Ramp**—The traffic analysis assumes the proposed new HOV ramp to and from the south at the I-395/Seminary Road interchange. This ramp will be used by high occupancy vehicles, including transit, vanpools and carpools. The need for, and design of the ramp will be fully determined after the pending environmental analysis is complete.
- **Relocated Sanger Avenue**—The segment of existing Sanger Avenue between Sheffield Court and Bearegard Street will be relocated to intersect with Bearegard Street approximately 400 feet north of the existing Sanger Avenue intersection and connect to the new road west of, and parallel to Bearegard Street (Figure 49A).



Figure 49B: North Bearegard Street



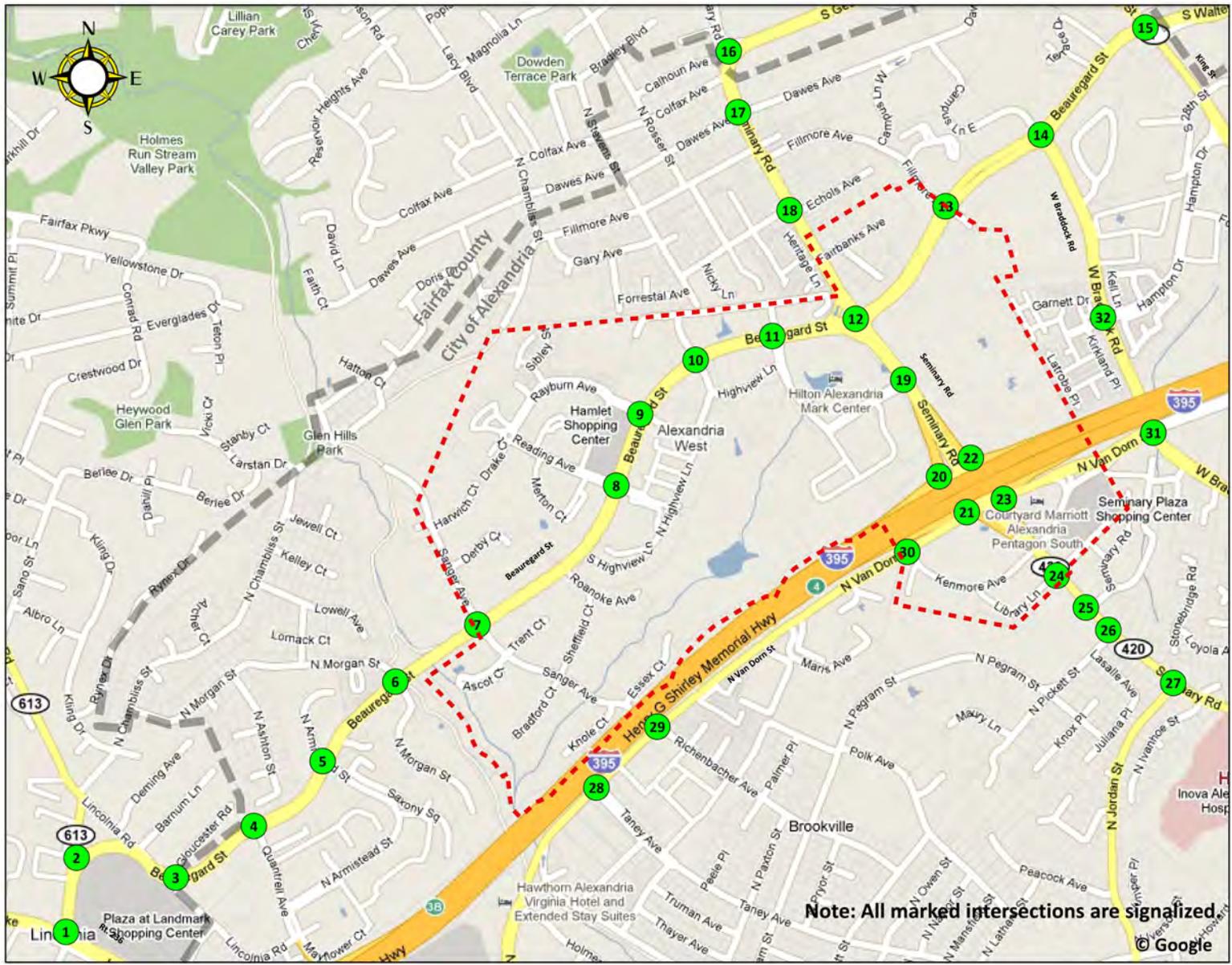
Figure 50: Proposed Transportation Improvements



**Table 6: Proposed Transportation Improvements**

REF.	LOCATION	IMPROVEMENT
A	Southern Towers	New road and rapid transitway through Southern Towers
B	Beauregard at Seminary	Ellipse at Seminary Road and Beauregard Street
C	Beauregard north of Southern Towers	Transitway Improvements for Bus Rapid Transit
D	Beauregard between Mark Center Drive and Existing Sanger	Provide necessary right of way and widen Beauregard Street and construct a transitway
E	Beauregard between Southern Towers and Holmes Run	Build Multi-use trail (For bicycles and pedestrians)
F	Mark Center Drive (Beauregard to Seminary)	Transitway Improvements for Bus Rapid Transit
G	Mark Center Drive (Beauregard to Seminary)	Provide on-street bicycle facilities
H	Seminary Road from Fairbanks Avenue to I-395	Construct multi-use trail on north side of road
I	Relocated Kenmore Avenue and Library Lane	Realign Kenmore Road to align with intersection of Seminary Road a Library Lane
J	Beauregard Street at Mark Center Drive	Add northbound right turn lane Reconfigure westbound approach as 3 lanes - 1 left, 1 thru and 1 right turn lane
K	Beauregard St at Existing Sanger Avenue	Reconfigure Sanger Avenue approaches to consist of a separate left turn lane, a thru lane, and a separate right turn lane in both the eastbound and westbound directions Provide permissive left-turn phasing for the Sanger Ave left turns Provide permissive right turn phasing for westbound Sanger Ave
L	Seminary Road at Fairbanks Avenue	Add westbound left turn lane
M	Seminary Road at Mark Center Drive	Widen Mark Center Dr. to allow for southbound dual left turn lanes
N	Van Dorn Street at Braddock Road	Northbound and Southbound Lane Approach improvements (One Left, one Thru and one Shared Thru/Right in each direction)
O	Van Dorn Street at Sanger Ave / Richenbacher Ave	Restriping and widen sidewalk on north side under I-395 bridge Restripe westbound approach to have a left, and a shared thru/right turn lane
P	New Parallel Road to Beauregard Street	Construct new parallel road west of Beauregard between Rayburn Avenue and relocated Sanger Avenue
Q	Relocated Sanger Avenue	Construct new Sanger Avenue Construct transitway and construct multi-use-trail
R	New Local Streets Parallel to Relocated Sanger Avenue	Construct new local streets
S	Seminary Road at I-395	VDOT Near / Mid Term improvements (Associated with BRAC-133)
T	Seminary Road at I-395	VDOT Long Term improvements (Transit/HOV ramp to and from the south)

Figure 51: Intersections Studied in Transportation Analysis



**Key to Intersections**

1. Route 236 at Beaugard St
2. Beaugard St at N Chambliss St
3. Beaugard St at Gloucester Rd/ Lincolnia Rd
4. Beaugard St at Quantrell Ave
5. Beaugard St at N Armistead St
6. Beaugard St at N Morgan St
7. Beaugard St at Sanger Ave
8. Beaugard St at Reading Ave
9. Beaugard St at Rayburn Ave
10. Beaugard St at Highview Lane
11. Beaugard St at Mark Center Dr
12. Beaugard St at Seminary Rd
13. Beaugard St at Fillmore Ave
14. Beaugard St at W Braddock Rd
15. Beaugard St at King St
16. Seminary Rd at S George Mason Dr
17. Seminary Rd at Daves Ave
18. Seminary Rd at Echols Ave
19. Seminary Rd at Mark Center Dr/ Southern Towers
20. Seminary Rd at Ramp to I-395 North
21. Seminary Rd at Ramp from I-395 North
22. Seminary Rd at Ramp from I-395 South
23. Seminary Rd at Ramp to I-395 North
24. Seminary Rd at Library Lane
25. Seminary Rd at Hammond School
26. Seminary Rd at N Pickett St
27. Seminary Rd at N Jordan St
28. N Van Dorn St at Taney Ave
29. N Van Dorn St at Sanger Ave/ Richenbacher Ave
30. N Van Dorn St at Kenmore Ave
31. N Van Dorn St at W Braddock Rd
32. W Braddock Rd at Hampton Dr

**Note: All marked intersections are signaled**

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- **Pedestrian and Bicycle Network**—Streets within the Plan area will include pedestrian facilities with varying sidewalk or path widths in context of the surrounding uses. Bicycle facilities will be built along Beauregard Street, Seminary Road, and Sanger Avenue (Figure 52). There will be improved pedestrian and bicycle access to commercial, recreational and transit within the Plan area, and connectivity to adjacent neighborhoods and schools.

## B. TRANSPORTATION ANALYSIS:

The comprehensive transportation study undertaken in the development of this Plan examined the transportation impacts within the defined Plan area, as well as the surrounding area (Figure 51) and coordinated studies/analysis completed for Virginia Department of Transportation (VDOT), Department of Defense (DOD), and Federal Highway Administration (FHWA) initiatives. The transportation study area for the transportation study extended beyond the Plan boundaries and included 32 intersections that were studied during both the AM and PM peak hours (Figure 51).

The transportation analysis performed for the Plan is a planning-level study that evaluates the impacts associated with the Plan. The study assumed a 25 year build-out period and assumes changes in regional traffic patterns over that period. All future redevelopment applications associated with the Plan will require additional traffic studies to analyze specific impacts based on specific development plans for each site and will include additional transportation data available at that time and more refined development information. The studies will also update the traffic impacts associated with specific development and refine the recommended improvements to the transportation.

The proposed redevelopment within the Plan area assumed a horizon year of 2035 for purposes of the transportation analysis. Three scenarios were analyzed:

- **2010 Existing Conditions**
  - Assumes existing development and transportation network.
- **2035 Baseline Scenario**
  - Assumes regional growth through 2035;
  - Approved and unbuilt development in Alexandria;
  - Transitway;
  - Roadway improvements associated with BRAC-133; and
  - Transit/HOV ramp to and from the south at I-395 and Seminary Road.
- **2035 Development Scenario**
  - Assumptions from Baseline Scenario;
  - Development build-out in the Plan area; and
  - Additional roadway improvements, such as the Ellipse, needed to support 2035 development.

The analysis assumes increases in traffic attributed to regional growth including approved development in the Plan area and planned development in neighboring jurisdictions for future (2035) scenarios. The Plan provides new roadway connectivity and enhanced transit facilities in and through the Plan area which provides travel choices in terms of route and mode. The study showed that with the construction of all the recommended roadway and transit improvements, the transportation network operates more efficiently in the 2035 Development Scenario than the 2035 Baseline Scenario. This is largely due to the construction of the Ellipse.

A number of factors contribute to improved traffic operations under the 2035 development scenario. These include:

- There is a shift of some regional trips to roadways outside of the Plan area;
- The interconnected roadway network and mix of land uses result in a greater shift to other modes such as walking and using transit; and
- The transportation improvements, including the ellipse and transitway improve mobility and traffic operations.

The analysis showed that each of the analyzed intersections within the Plan area would operate at an overall Level of Service (LOS) E or better during the AM or PM peak hours in the 2035 Development Scenario with all of the roadway network enhancements in place. However, there are several intersections within the Plan area that have individual turning movements that would perform at LOS “F” during one or both peak hours. These intersections are as follows:

- Beauregard Street at Seminary Road;
- Beauregard Street at King Street; and
- North Van Dorn Street at Sanger Avenue.

### C. TRANSPORTATION INFRASTRUCTURE PHASING:

An interim (2020) year analysis was conducted in order to develop a phasing plan for transportation improvements. The analysis showed that all of the recommended improvements were needed by 2020 based on 3 million sq. ft. of additional development, with the exception of the parallel road to Beauregard Street, and the relocated Sanger Avenue.

#### 2020 Interim Year Development Scenario

- a. Assumes regional growth through 2020;
- b. Approved and unbuilt development in Alexandria;
- c. Proposed Beauregard development (land uses) planned through 2020;
- d. High Capacity Transitway;
- e. Roadway improvements associated with BRAC-133;
- f. Transit/HOV ramp to and from the south at I-395 and Seminary Road; and
- g. Road improvements needed to support 2020 development.

Construction of the Ellipse and other transportation infrastructure will be phased to ensure that adequate transportation infrastructure is in place to support each phase of development. The Ellipse must be constructed by 2.4 million sq. ft. of development. Phasing of transitway improvements and contributions are outlined in the Implementation Chapter.

#### D. STREETS AND CONNECTIVITY:

Within the Plan area, there are opportunities to build on the existing street network to improve connectivity. New streets will be built in a grid pattern to improve vehicular and non-motorized connections to activity centers, transit and land uses. In addition, there are opportunities to provide non-motorized connections to adjacent neighborhoods. This will enable connectivity from surrounding areas to schools, parks and recreation facilities, commercial and mixed-use land uses, and transit facilities.

#### E. PEDESTRIAN CIRCULATION:

Smaller blocks, limited curb cuts, frequent intersections and a variety of pedestrian routes, form a neighborhood pattern of streets and blocks that encourage walking. Narrower curb-to-curb dimensions, bulb-outs, and other methods of reducing crossing distances will increase pedestrian safety and in turn increase the likelihood that people will choose walking as a primary mode of mobility. A robust network of sidewalks and multi-use trails will allow people to walk and bike through the neighborhoods in an environment designed to facilitate pedestrian and bicycle circulation.

As Beaugard is redeveloped, there are opportunities to provide safe, convenient, attractive and accessible pedestrian facilities that connect destinations both within Beaugard, and to adjacent areas and activity centers. The City's Complete Streets policy encourages new streets to safely accommodate all users including pedestrians, bicyclists, transit riders, persons with disabilities and motor vehicles. The Plan provides pedestrian facilities that are designed to enhance pedestrian safety, through measures such as adequate width, crosswalks and pedestrian signals, and accessible to the disabled community.





The Plan includes a network of sidewalks, multi-use trails and pedestrian paths that provide connectivity to adjacent neighborhoods, schools, transit, and parks and recreation facilities.

This includes providing paths that better connect schools within the plan area to adjacent neighborhoods. Furthermore, opportunities should be explored that will allow for pedestrian connectivity to adjacent neighborhoods where connections are limited today. These improvements will help to ensure multi-modal connectivity within the Beauregard area, the surrounding areas, and thereby help to reduce reliance on the automobile.

#### F. BICYCLE CIRCULATION:

The Plan creates a network to encourage bicycling as a viable alternative mode to driving. (Figure 52). When approaching the Plan area from the south, the primary bicycle route is the Holmes Run Trail. Trail improvements are currently programmed for the Holmes Run Trail, including the installation of a trail crossing at North Chambliss Street, improvement to the trail tunnels at I-395 and Van Dorn Street, and the crossing at North Ripley Street. A trail underpass was recently completed where the Holmes Run Trail/Eisenhower Trail crosses Eisenhower Avenue. Currently this trail lacks accessible connections to the Plan area. An off-street multi-use trail system will provide for primary north-south and east-west bicycle connectivity both within the Plan area, and to adjacent neighborhoods. A north-south trail will be built along Beauregard Street, with a connection to the Holmes Run trail at the south end of the Plan area. East-west trails will be built along Seminary Road, and Sanger Avenue. Additional multi-use trails will provide connections to the adjoining schools, such as John Adams Elementary School, Francis Hammond Middle School, William Ramsey Elementary School and surrounding neighborhoods.

The slower design speed and urban context of the streets will encourage cyclists to “take the lane” on all streets where appropriate. However, on-street bicycle facilities on certain streets will include bicycle lanes to improve bicycle safety and provide a sense of security. This includes an

on-street facility that will be built through the Town Center neighborhood of the Plan area. Roadway crossings are critical to the connectivity of the bicycle network and intersections will be designed to street the convenience, safety and comfort of cycling. Providing adequate end-of-trip facilities is a critical component of any bicycle network and especially in transit-oriented developments. The Plan considers bicycle parking in a number of contexts:

- Bicycle parking in connection with public transportation and at major stops along the Transitway;
- At homes and at workplaces;
- At shops and retail centers; and
- On public streets.

To encourage the use of the bicycle as means of transportation, off-street bike parking will be incorporated in the redevelopment. Bicycle parking areas are recommended to be located on the ground floors of buildings, close to activity to provide convenience and increase security. A combination of Class I and Class II spaces should be provided to meet this bicycle parking supply requirements. Class I bicycle parking facilities provide secure long-bicycle storage by protecting the entire bicycle, including its components and accessories against theft and inclement weather. Examples include lockers, check-in facilities, monitored bicycle parking, restricted access bicycle parking and personal storage. Class II bicycle parking facilities provide short-term bicycle parking and include bicycle racks at permit the lacking of a bicycle frame and one wheel and support the bicycle in a stable position without damage to wheels, frame or components. Class I bicycle parking is required to be provided at residential buildings, and a combination of Class I and Class II parking is required to be provided at retail and professional services uses at the school and at the fitness/ community center.

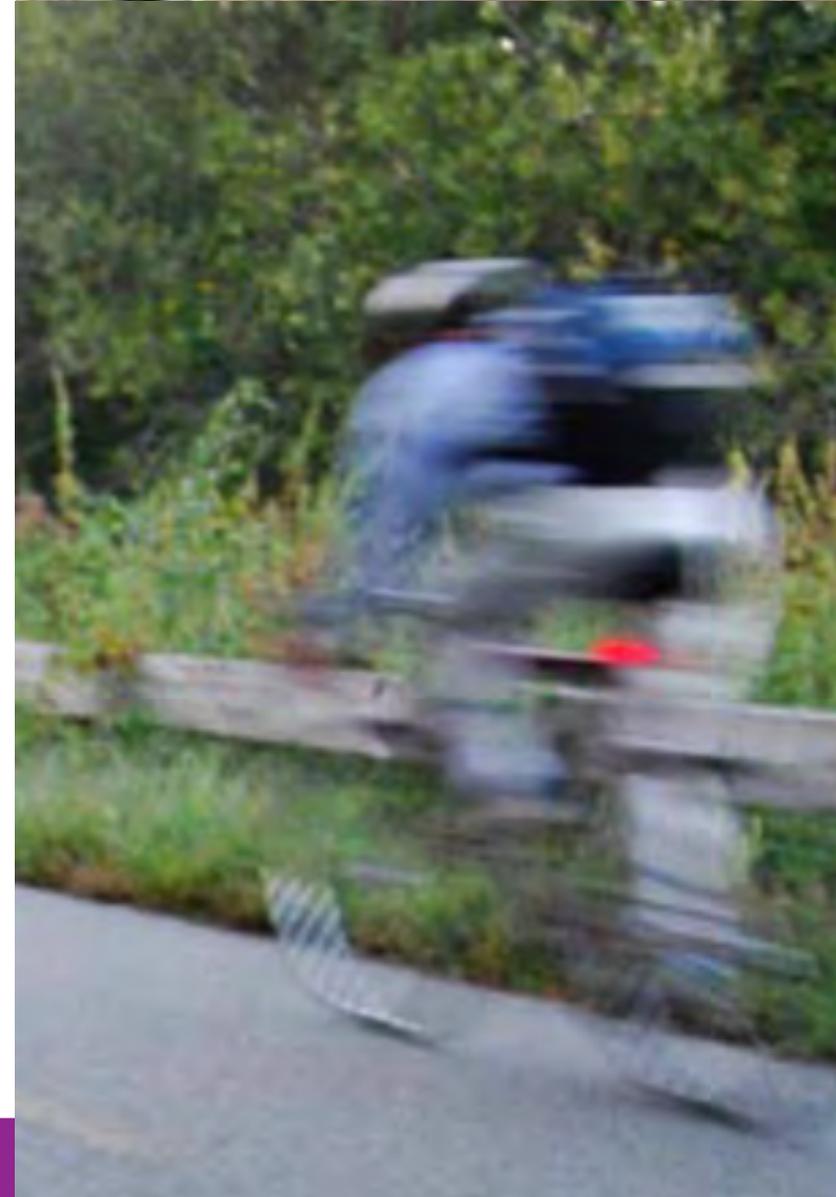
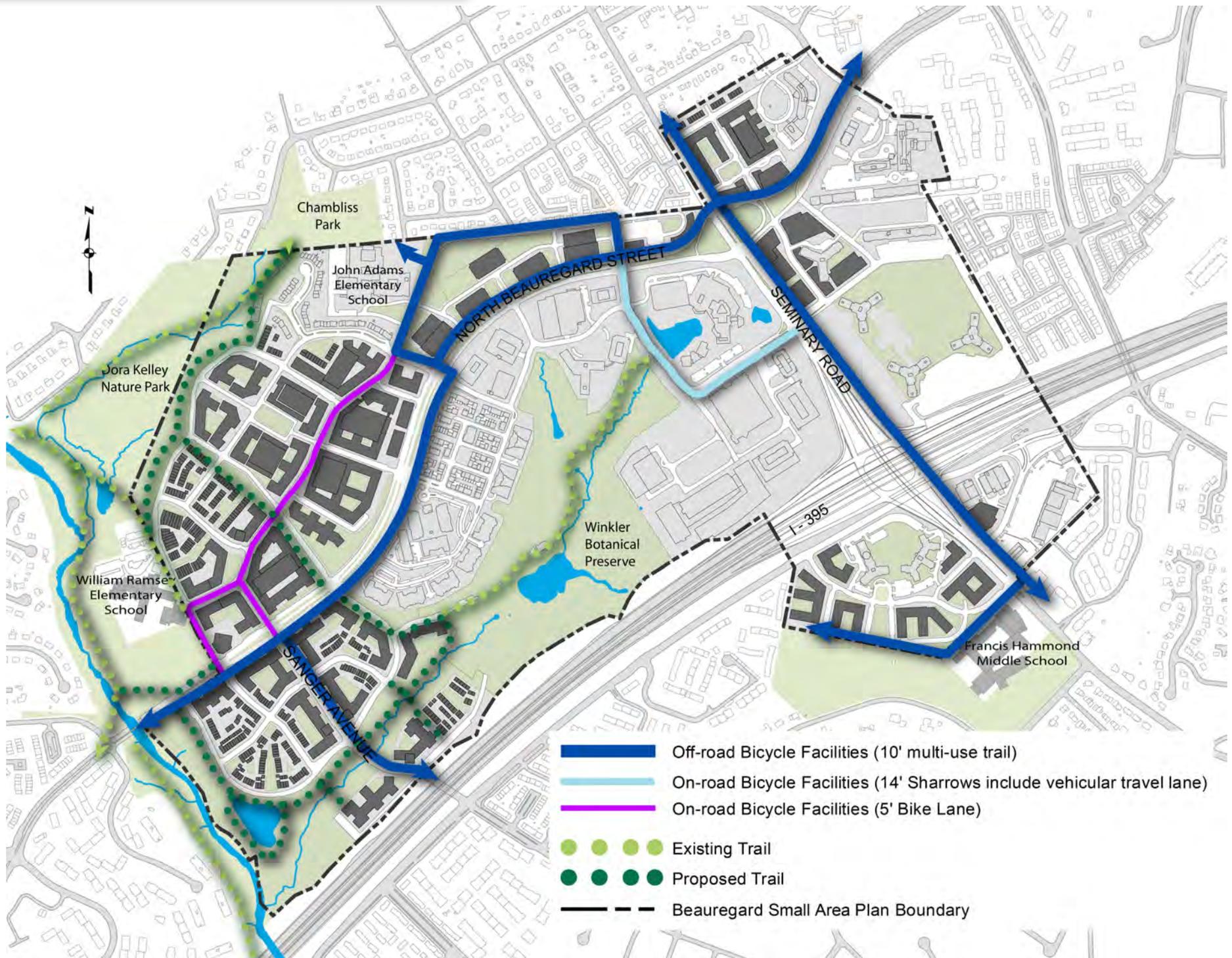


Figure 52: Bicycle and Trail Networks



### G. BIKESHARE:

Bikesharing is a program that allows users to rent a bicycle for short periods of time. Bicycles are “checked out” at one station and returned to any station within the system. Members pay based on the length of time they use the bicycle, thus reducing the costs associated with the personal bicycle ownership. With stations dispersed throughout the Plan area, these bicycles are meant to be used for short time periods only and checked in and checked out at the start and end of each trip.

The City will be launching a pilot Bikeshare program in 2012 as part of the regional bikeshare network. The Plan encourages exploring future expansion to the Plan area.

### H. CARSHARE:

Car sharing provides an effective incentive for participants to forego car ownership and rely on transit as primary mode of travel because they know that a car is readily available when they need one. The growth and success of these programs in the City and other urban areas throughout the country has shown their effectiveness in reducing auto dependency. Members pay based on how much they drive, thus reducing the fixed costs associated with private automobile ownership. Typically, carshare members are able to reserve a vehicle at each established carshare hub. The Plan encourages as part of the redevelopment, that the new developments establish carsharing in each building and/or neighborhood.





## I. HIGH CAPACITY RAPID TRANSITWAY:

A Rapid Transitway will be built to provide high capacity transit service between the Pentagon and the Van Dorn Metrorail Station, consistent with the City's 2008 Transportation Master Plan (Figure 53 & 54). This Transitway will include dedicated transit guideways along most of its running way within Alexandria. The service will operate as a Rapid Transit (RT) system, but the facility will be designed so as to not preclude future consideration of service as a streetcar. Rapid Transit is a term applied to a variety of public transportation systems using special rapid transit vehicles to provide faster, frequent, and more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles and scheduling. The goal of these systems is to approach the service quality of rail transit while still enjoying the cost savings and flexibility of bus transit. The City's DASH transit service, WMATA service and potential new circulators will be integrated with the Rapid Transitway system, providing access to all residents who are not located in direct proximity of the newly designated transit corridors.

Within the Plan area, high quality high capacity Rapid Transit stations will be located in both directions of the Transitway at approximately the following locations (Figure 54):

- Van Dorn Street near Sanger Avenue\*
- Beaugard Street near Sanger Avenue
- Beaugard Street near Rayburn Avenue
- Mark Center Transit Center
- Southern Towers

\*Note: This is outside the plan area

The Rapid Transit service is anticipated to operate with frequent service, especially during weekday peak periods. The City has allocated funding in its 10-Year Transportation Improvement Program toward the design and construction of the Transitway. In addition, the future development is required to contribute toward the cost of constructing the Transitway and associated elements.

Figure 53: City of Alexandria Planned Transitways

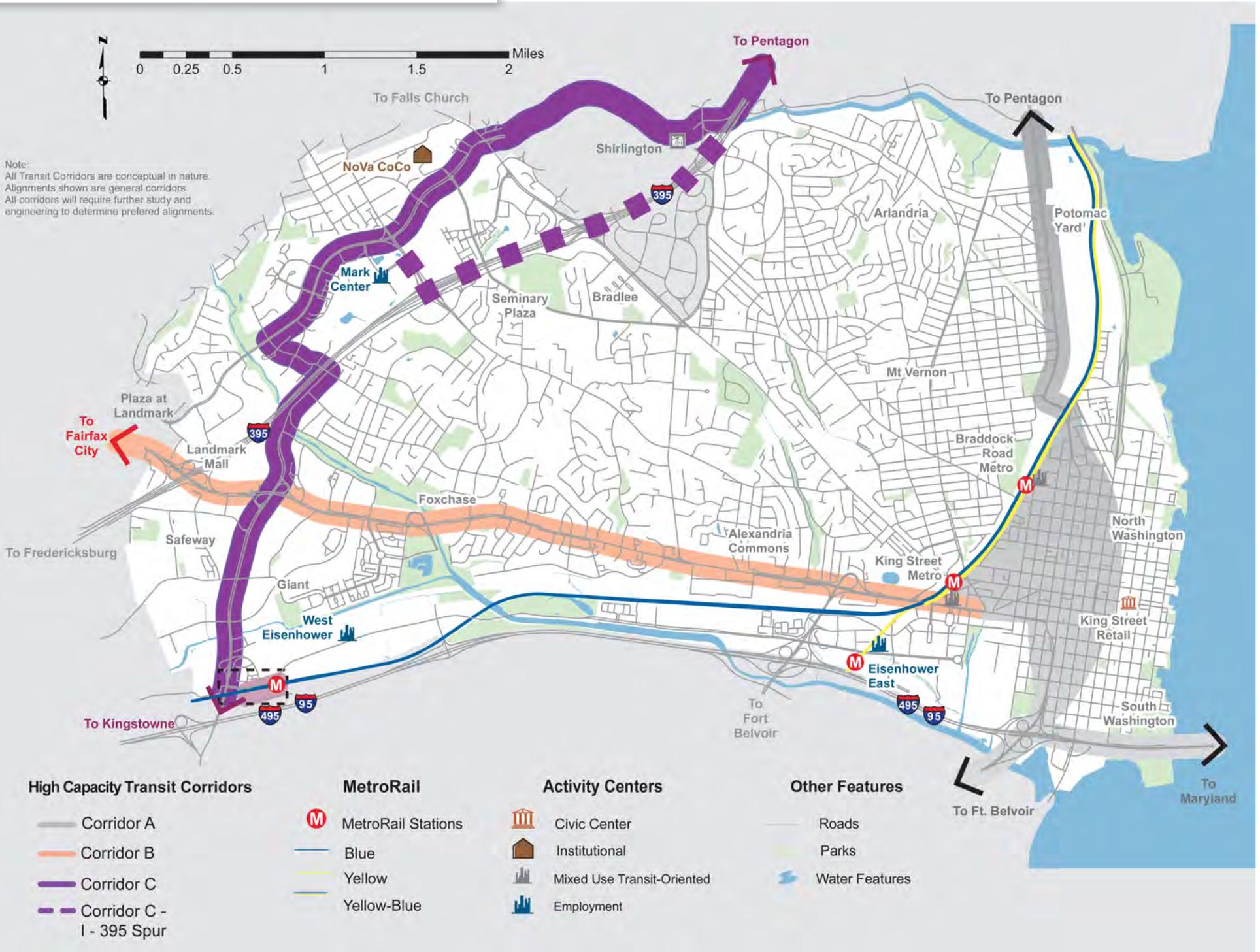
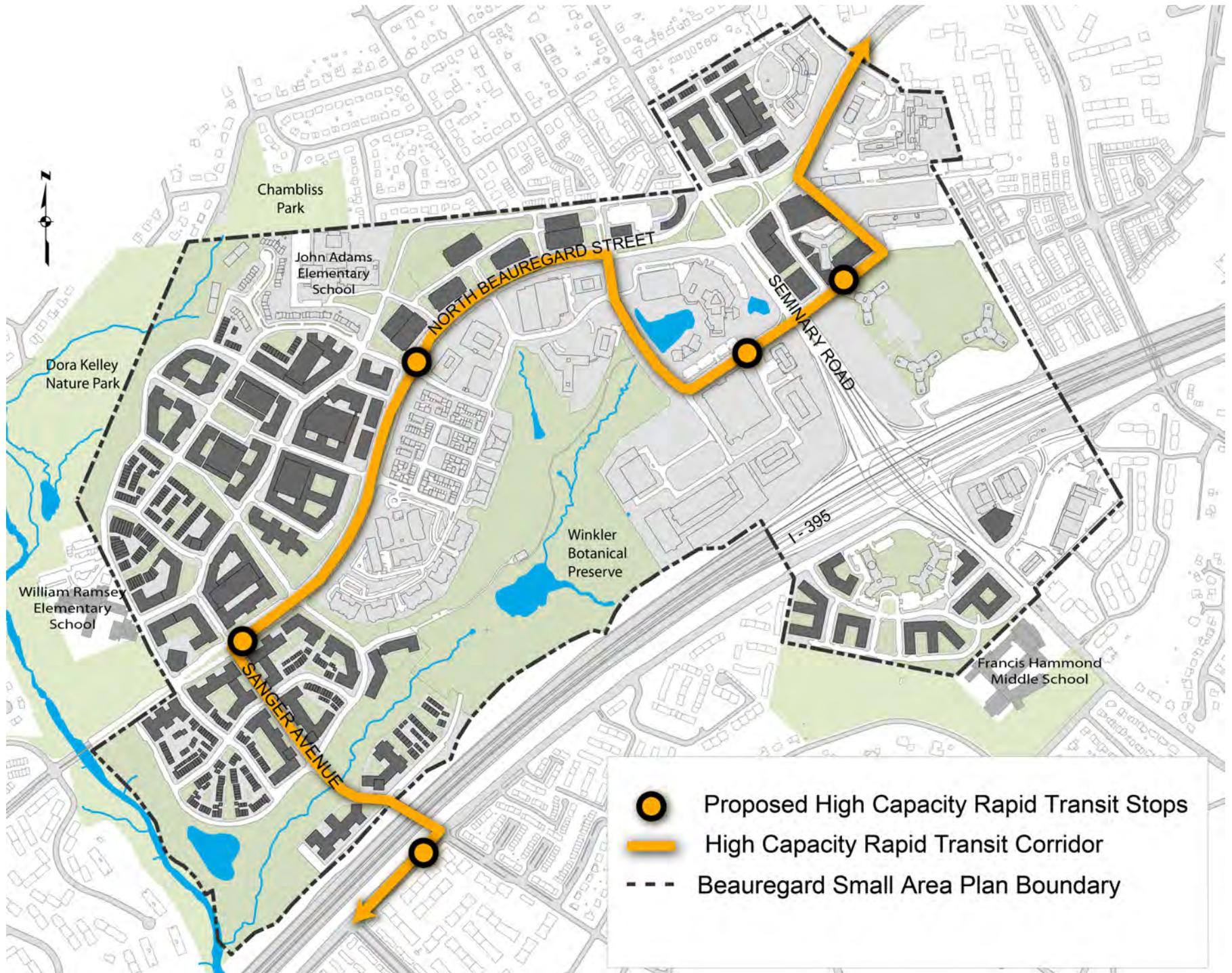


Figure 54: High Capacity Transitway and Proposed Stops



## J. LOCAL AND CIRCULATOR TRANSIT SERVICE:

While the Rapid Transitway service is a critical element, other modes of transit will also be provided. These are local buses operated by DASH and Metrobus that provide valuable connections between neighborhoods in the City. It is anticipated that the current transit routes, such as Routes AT1 and AT2 and the Metrobus Route 7 series will continue to provide service within the Plan area. Local buses will most likely continue to operate in the curb lane on Beauregard to serve local stops that are spaced every two blocks. However, these services or new circulator routes could be designed to better feed the future Transitway. This is especially important for connecting riders that are further than a half mile from the High Capacity Transitway stations.

## K. TRUCK LOADING:

The growth in office, retail and other development will increase truck loading and deliveries. To maintain efficient traffic circulation, minimize impacts an existing and propose residential uses, the Plan recommends a comprehensive policy regarding truck loading and deliveries during the development review process. Additional requirements regarding access and loading will be specified in future Urban Design Standards and Guidelines.





#### L. PARKING MANAGEMENT:

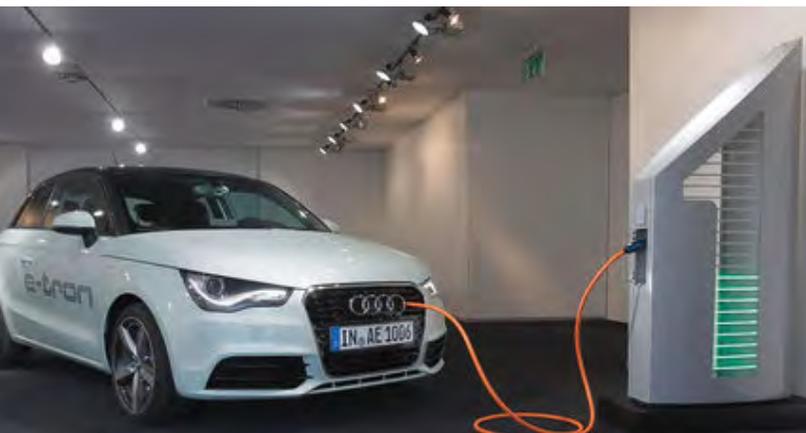
Management of on-street and on-site parking is a critical feature of any transportation system and should be carefully coordinated with the other transportation components of the Plan. On-street parking spaces will be required to be efficiently managed to maximize turnover of spaces and encourage garage parking for longer stays. On-street parking spaces may be required to be metered and be part of a performance parking program to efficiently manage the on-street parking resources.



Parking garages should employ smart parking technologies including variable pricing and available parking space technologies. In order to increase parking efficiency and support other parking and mobility management programs, parking should be unbundled in residential and mixed use garages. Wayfinding signage should be employed to efficiently direct drivers to parking garages and clearly indicated price and availability of parking. Parking garage entrance widths should be minimized. Market rate parking for all uses will be required including the unbundling of parking in residential development. Parking technologies should be integrated into all new parking structures.

#### M. ELECTRIC VEHICLES / CHARGING STATIONS:

Electric vehicle (EV) charging stations will become ever more important as drivers consider the switch to vehicles that reduce fuel use and emissions contributing to global warming. Charging stations should be installed at key locations to serve drivers using plug-in hybrid vehicles so they can “top off” their batteries and ensure a round trip. These key locations may include residential, commercial and office parking areas, or within a parking structure.



## N. TRANSPORTATION MANAGEMENT PLANS:

Transportation Management Plans (TMPs) are a set of specific strategies that influence travel behavior by mode, frequency, time, route or trip length to reduce single occupancy vehicle trips. TMPs help achieve an efficient and sustainable use of transportation facilities, and help attain larger City goals such as promoting access for all transportation system users, improving mobility, and minimizing the negative impacts of vehicular traffic.

In order to ensure that the systems and programs are in place as needed to support the density of the Plan, future development will be required to participate in a TMP District. Development within this District would be subject to future TMP requirements and employ aggressive TMP measures. Each development will have a specific program and goals that can be attained in collaboration with the District TMP. The District TMP will be coordinated to maximize resources and programming and minimize duplicative marketing and reporting.

Some strategies for reducing single occupancy vehicles through TMP programs include offering transit incentives, providing dedicated spaces or reduced rates for vanpool and carpool parking, establishing parking maximums, eliminating parking subsidies, using shared parking, providing transit pass subsidies, implementing shuttles to transit stations, “unbundling” parking cost (parking facilities available at additional cost rather than included in unit cost), and monitoring, surveying and reporting TMP progress annually.

## TRANSPORTATION RECOMMENDATIONS

### A. Transportation Network

-  8.1 The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupant vehicle (SOV) modes of transportation.
-  8.2 To the extent possible, within the BCPA, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle accessibility to residences, businesses, and recreation and open spaces, and transit facilities.
-  8.3 The street network should be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.
-  8.4 Consistent with the City's Complete Streets policy, consider all users in the future design of streets and streetscapes (i.e. vehicles, transit, pedestrians, bicyclists).
-  8.5 Interior traffic circulation patterns should be designed so as to maximize vehicular, pedestrian and bicycle safety and movement.
-  8.6 To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.

### B. Transportation Phasing

Prior to the approval of any rezoning for the Plan area, a transportation infrastructure phasing plan will be approved by the City and will include all of the transportation improvements outlined in the Plan (Table 6). All transportation infrastructure required in the each of the phases of the Plan will be constructed and operational prior to the certificate of occupancy for that phase of development. The transportation infrastructure phasing plan must reflect the following:

- Construction of the Ellipse must be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development.
- Construction of the transitway and any cash contributions shall be constructed and/or contributed according to the phasing plan outlined in the implementation chapter.
- Transportation improvements on property frontages must be constructed prior to certificate of occupancy for those blocks.

### C. Streets & Connectivity

#### 8.7. Streets

-  (a) Consistent with City of Alexandria policy, streets should be designed as complete streets to accommodate vehicles, pedestrians on both sides of the street, existing and future transit and bicyclists. Sidewalks and pathways should be developed as an integral, aesthetic part of the community, that are much more than simply functional, but that feel like a part of the design plan.
-  (b) All streets, including North Beauregard Street and Seminary Road should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).



(c) To the extent possible, all collector and local streets should have on-street parking and provide pedestrian refuges, as well as landscaping, be designed to reduce vehicular speed and promote pedestrian safety. Pedestrian bulb-outs, crosswalks and countdown signals should be provided where appropriate to improve pedestrian safety, visibility and minimize street crossing lengths.



(d) Streets should be dedicated to the City, with the goal that all streets be public.

#### 8.8 Connectivity & Accessibility



(a) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; no neighborhood should be totally self-contained or functionally isolated.



(b) Pedestrian facilities should be designed at an appropriate width for the context in which they are located (i.e. wider in commercial and transit station areas) and be compliant with the Americans with Disabilities Act (ADA).



(c) Appropriately sized landscaped strips or tree wells with trees and/or plantings should be incorporated to provide an adequate buffer between the sidewalk and adjacent streets and parking spaces.



(d) Integrated systems of walking streets or trails should be established that connect the built environment and natural areas and open spaces within the Plan area.

#### 8.9 Street Furnishings & Lighting



(a) Streetscape appearances within the Plan area should be improved to include new sidewalks, street trees, landscaping, decorative streetlights, benches, trash receptacles, signage, bike racks etc.



(b) Lighting should be attractive, be pedestrian scale and promote pedestrian, bicycle and vehicular safety.

#### D. Transit and Transportation Improvements



8.10 Require dedication of right-of-way to accommodate the high-capacity transitway as approved by City Council and other needed transportation improvements as part of a rezoning and Coordinated Development District Concept Plan.



8.11 The transitway alignment should be consistent with the concept approved by the City Council on September 17, 2011.



8.12 Explore options to incorporate green technologies into the design of the dedicated transitway and associated stations.



8.13 Transit stations should be attractive, compatible with neighborhood design, protect riders from the elements and be designed to include real-time transit information, innovative display technologies and rider information including route maps, schedules, and local and regional information.



8.14 Locate high-capacity transit stations to maximize accessibility and ridership, be operationally efficient and connect to other modes, including pedestrian and bicycle facilities, local and regional transit.

**M** 8.15 Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the transitway and other needed and identified transportation improvements.

**N** 8.16 Examine the need to reconfigure existing transit service to better serve the neighborhood and connect to stops along the future transitway, and consider a potential transit circulator service within the Plan area.

#### E. Bicycles and Pedestrians

**M** 8.17 Provide adequate pedestrian and bicycle facilities to provide viable alternatives to motorized travel within the community.

**M** 8.18 Incorporate a comprehensive and connected on and off-street bicycle network and signage within the Plan area, consistent with the proposed bicycle system (Figure 52).

**N** 8.19 Intersections by schools will be designed to minimize crossing distances for pedestrians. Non-motorized connectivity, with sidewalks and shared-use paths, will be provided between schools and adjacent neighborhoods.

**M** 8.20 Ensure that adequate bicycle parking (Class I and Class II), in compliance with Alexandria's Bicycle Parking Standards, is provided within public and private uses, including residential, commercial, recreational, office and transit areas, to serve all bicyclists' needs. Provide centralized, long and short term bicycle storage facilities, in visible locations near public recreation and open space, retail, office and other commercial uses, and transit facilities.

**M** 8.21 The shared use paths should be designed to enhance pedestrian and bicycle safety, especially at driveways, street intersections and across the proposed ellipse. Shared use paths will be a minimum of 10 feet wide.

**N** 8.22 Locations for future bike share facilities should be designated at key strategic locations within the Plan area, such as near the Mark Center Transit Center, the future transitway stations, and at major commercial or mixed use nodes.

**I** 8.23 Commuter and recreational bicycle information should be available to residents, workers and visitors.

**M** 8.24 Crosswalks should be designed so that slow moving pedestrians (such as the elderly, disabled and parents with young children) are not deterred from walking by fear of crossing streets.

**M** 8.25 Amenities in the form of rest areas, benches, points of interest, public art and the like should enhance the walking experience and encourage people to stop/pause and interact with one another.

**M** 8.26 Consider bike sharing program in new developments.

#### F. Transportation Demand Management

**I** 8.27 Require participation in an area wide Transportation Management Plan (TMP) as part of any Development Special Use Permit (DSUP) application, consistent with the City's revised TMP ordinance.

**I** 8.28 Explore additional local-serving transit routes or circulators to connect locations within the BCPA to nearby communities and destinations.

**M** G. Truck Loading

- 8.29 Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.
- (a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable;
  - (b) There should be defined hours during which dumpsters can be emptied;
  - (c) Ensure adequately sized loading docks based upon use; and
  - (d) Incorporate measures to mitigate potential noise impacts associated with truck loading.

**N** H. Parking Strategy

- 8.30 Provide the installation of real-time parking occupancy technologies in new parking facilities in the Plan area to monitor and manage parking demand and to reduce traffic congestion.
- 8.31 Require unbundling the parking costs.
- 8.32 Provide infrastructure for accomodating the use of electrical vehicles.

Reference Chapter 4 - Land Use recommendations for additional Parking Strategy recommendations.



# IMPLEMENTATION

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9

## IMPLEMENTATION

### A. Overview

The Plan is a 30 year vision for Beauregard, which will enable the City to coordinate the existing and planned growth. While new development will generate a variety of local public revenues (property taxes, sales taxes, real estate transfer taxes, etc.), additional investments in dedicated affordable and workforce housing, transit, a fire station and open space —beyond what can be provided through these local General Fund revenue sources—are required to implement the vision of the Plan. Developer contributions are necessary to fund on-site and off-site improvements not normally required as part of a development review process. The developer contributions (Table 7) will be required as part of any rezoning(s) for the designated redevelopment sites (Figure 8).

### B. Zoning

The City's Zoning Ordinance is the primary regulatory tool, and is used to direct the size, character, use, and location of development throughout the City. As part of a future rezoning(s), the Plan recommends new Coordinated Development District zoning for the designated redevelopment sites. The proposed increase in allowable development from approximately 10,000,000 sq.ft. to approximately 12,400,000 sq.ft. The increase in the maximum amount of development generates value for

the landowners. The Plan recommends that a significant portion of the added value be required as developer cash and in-kind contributions of real estate to implement the Plan.

### C. Funding Public Benefits

As described in the previous chapters of this Plan, there are many needed public benefits necessary to increase the livability for those residing and/or working in the Plan area, in the adjacent neighborhoods, as well as those in the Alexandria community at large. Beyond the on-site developer provided amenities and public infrastructure (streets, sidewalks, utilities, parks and plazas, etc.), the desired public benefits described in this Plan document that go above and beyond what is customary for a developer to be required to provide and pay for include:

- New Fire and EMS station at North Beauregard and Sanger;
- Ellipse to replace the Seminary and North Beauregard intersection;
- High Capacity Rapid Transitway on North Beauregard;
- Enhanced landscaping on North Beauregard;
- Various street, bike and pedestrian improvements;
- New athletic field at Ramsay with artificial turf and lights;
- Other parks and recreation improvements in or near the Plan area; and
- Replacement Affordable and Workforce Housing

The cost of the above public benefits has been calculated at a planning level basis and more detailed cost estimates based on engineered plans will come at a later date. These costs include substantial contingency funds in order to provide protection for the City until the actual costs become known. If these contingencies are not needed they will be able to be reallocated first to other public benefit infrastructure and facility elements, and if not needed in those categories would be able to be allocated to producing more affordable and workforce housing units than the Plan contemplates. The Plan requires, and the developers have agreed, to pay for the public amenities in the Table 7 that totals \$147.5 million in value in 2011 dollars. This includes \$121.5 million in cash contributions and \$26.0 million in land and apartment building contributions. An annual adjustment for inflation (CPI-U) will be added so that the real buying power of these contributions does not diminish during the life of the Plan. Using a 3% estimated annual inflation change this would nominally increase the \$121.5 million in developer cash contributions (in 2011 dollars) increases to \$187.1 million by the year 2040.

Table 7: Developer Contributions

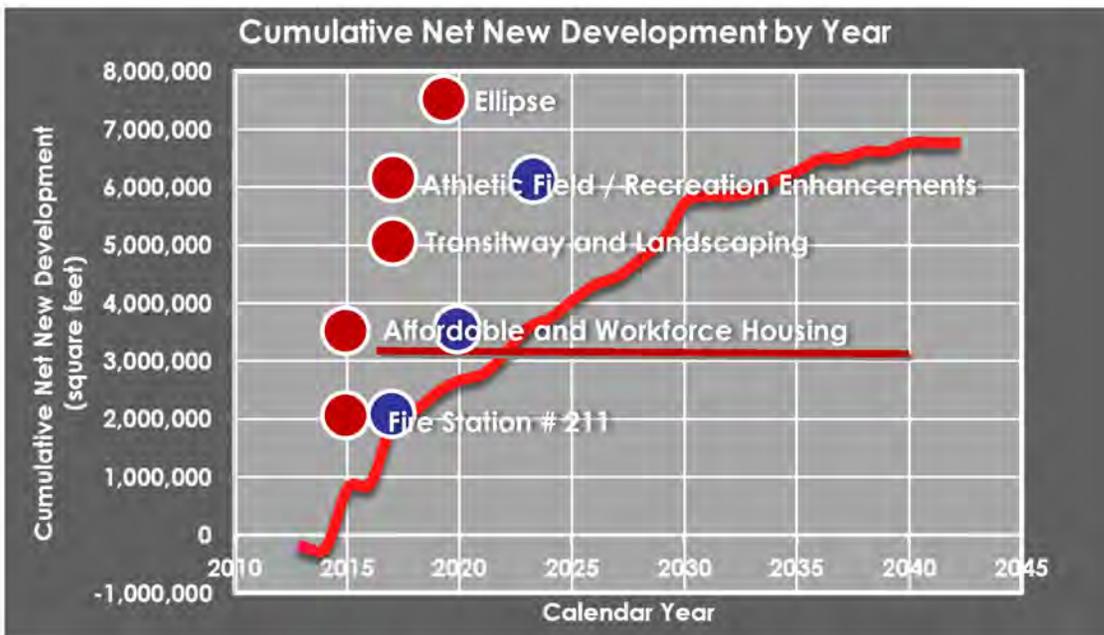
PUBLIC BENEFITS	DEVELOPER CONTRIBUTIONS
A. Transportation Improvements	
1. Ellipse <sup>4</sup>	\$ 29,310,704
2. Transitway for BRT	\$ 23,000,000
3. Other Transportation Improvements	\$ 501,600
<b>Transportation Subtotal</b>	<b>\$ 52,812,304</b>
B. Fire Station Facility #211	\$ 9,256,025
C. Enhanced Landscaping and Streetscape for North Beauregard Street	\$ 3,000,000
D. Athletic Field/ Recreation Enhancements	\$ 8,150,500
E. Affordable and Workforce Housing	
1. Public Amenity Contribution	\$ 22,426,504
2. Voluntary Formula Contribution Housing	\$ 25,817,136
3. 56 Hillwood Units	\$ 8,000,000 <sup>3</sup>
<b>Housing Subtotal</b>	<b>\$ 56,243,640</b>
F. Right-of-way Dedication for Transportation and Fire Station Land	\$18,046,718 <sup>3</sup>
<b>Total</b>	<b>\$147,509,187 <sup>1,2</sup></b>

Notes:

1. All costs in 2012 Dollars
2. Excludes develop-paid sanitary sewer tap and building permit fees as well as with development site public infrastructure
3. Represents in-kind non-cash contribution
4. Includes a contingency of \$ 11 million dollars

Because the large complex, urban infill redevelopment efforts contemplated in the Plan, and due to real estate demand driven market absorption rates which will set practical limits as to how much new development can occur each year, this Plan will likely take 30 years to fully implement as depicted in the Figure 55.

Figure 55: 30-year Implementation Projection



The three-decade build out schedule will mean that the timing of the implementation of the infrastructure will have to occur over time as each phase of the new development comes on line. This is because each phase of development will need to have a total cost to the developer that is in line with the resultant value (i.e., future income stream) that each phase of development creates. The fact that there are multiple property owners with different ownership structures, timelines and financial resources also adds a complicating factor. As a result, as has been the case with other small area plans in the City, the payment for public benefits will occur when each building of a project is completed and its certificate of occupancy is issued. For this Plan, this will mean that the developer contribution to the public benefits will occur over about a 30-year period. The consequences are that the public benefits listed on the prior page, if reliant on solely on developer contributions, also would need to be scheduled and implemented over about a 30-year period.

Because this near 30-year developer payment schedule for the public benefits would significantly delay when the public could begin to gain the benefits of this Plan, it is proposed that a portion of the incremental real estate tax revenues generated by the real estate value growth in this Plan area be earmarked and set aside by the City to advance fund (using new Plan area real estate tax revenues) and front load the desired public benefits so that the public benefits can be implemented earlier than would otherwise be the case. For this tax increment financing earmarking,

the City would then be reimbursed for its providing up front the incremental real estate tax revenues for the receipt of the developer contributions that would be made in the following 16 years of the projected development build out schedule. This would be a pay-as-you-go financing plan that would not require the use of any current City General Fund monies, nor would it require the City to issue any debt. It does assume, however, that the development build out would occur.

It is estimated that the Plan and the resultant development schedule will generate some \$121.5 million in 2011 dollars, which due to inflation would equal to \$187.1 million dollars in developer contributions over the 30-year period as well, significant new added real estate tax revenues from the first delivery of new development product in 2015. In addition, after 2022, most new development real estate tax revenues generated by this Plan (estimated at \$16.2 million in 2025 dollars, rising to \$47.6 annually in 2040 dollars) will be able to flow to the City's General Fund, as will \$93.8 million in remaining developer contributions projected to be paid in the 2027 to 2040 time period.

Given the fact that the payment of developer contributions would be made over about a 30-year period and given the implementation of the public benefits would occur over a 12 year period, it is necessary to adjust for inflation in both what the developers would pay and for likely

inflationary cost increases in the public benefit projects. As a result the developer's contribution of \$121.5 million in pay-as-you-develop cash which amounts to \$12.55 per square foot in 2011 dollars would be adjusted annually by the change in the Consumer Price Index (CPI-U). Using an estimated 3% inflationary adjustment this \$12.55 per square foot contribution rate would increase to \$14.12 per square foot by the time it was paid in 2015, \$19.55 by 2026 and \$29.56 by 2040. The actual amounts will be determined by the actual rate of annual CPI-U change. It is also necessary to add an inflationary adjustment to the public benefits cost side as well, which at a projected 3% annual CPI-U rate adjustment, increases from \$121.5 million to \$219.7 million (\$89.5 million in infrastructure and public facilities and \$130.2 million for affordable and workforce housing).

Because of the need to schedule the public benefits over a multi-decade year period, it is necessary to prioritize the public benefits. The proposed prioritization is displayed in Table 8. This is not a simple task as all the public benefits are important. It is proposed to make the public safety benefits (fire station) the first priority, as the need for the fire station now exists, and then the second priority would be transportation public benefits (Ellipse, Rapid Transitway, etc.) as the community has continually expressed transportation as a very high priority. In addition, the Ellipse needs to be put in place by the time new construction reaches 2.4 million square feet that would be in

about 2020. Affordable and workforce housing replacement and parks and recreation amenities then follow. The exception would be the two Hillwood apartment buildings containing a total of 56 units that JBG is proposing to donate in about 2018.

Scheduling the affordable and workforce housing replacement housing to start in 2020 is enabled in part because the projected demolition schedule of the existing rental housing is drawn out over 30 years and therefore there will only be a 15% reduction in the existing 5,500 unit rental housing in the Plan area by 2020. The demolition plan leaves 85% of existing rental housing (which equates to 4,200 units) in place by 2020 and therefore it lessens to some degree the immediate criticality of new, replacement affordable and workforce housing in the short term. Starting in the year 2020, funding of the replacement affordable and workforce housing begins and then continues annually until all of the 703 affordable and workforce housing units are in place by 2040. In order to have these affordable and workforce housing units be able to located throughout the Plan area. In 2020 through 2025, the affordable and workforce housing developer and City tax increment dollars are proposed to be used to reach back to make 10% of the 2,800 new housing units constructed and completed in the 2010 to 2025 time period available to income eligible affordable and workforce households. This in addition to the 56 units in the current

Hillwood complex that would be donated for affordable housing purposes in about 2018. This will also help to create mixed income neighborhoods throughout the Plan area.

The funding proposal for the implementation of this Plan proposes the dedication of a portion of new real estate tax revenues generated in the Plan area. For the first eleven years of the Plan all of these new real estate tax revenues, or just over \$60 million, generated in the Plan area during that time period will be needed to provide the cash flow to implement the public benefits projects and to initiate the affordable and workforce housing program. In particular in order to implement public benefits such as the fire station, the rapid transitway and the ellipse in the near term, and then be able to start implementing the affordable and workforce housing program in 2020 (including the reach back provision), it is necessary to infuse into this Plan these incremental real estate tax revenues. About half of that \$60 million in City tax increment revenues will be reimbursed by developer contributions over the last two decades of the Plan as the developers complete the new development contemplated by the Plan. The balance of these City tax funds not reimbursed represents the City's contribution to the 703-unit affordable and workforce housing replacement program. In about 2022, the City's General Fund will start to receive net new Plan real estate tax revenues to utilize for general City

tax rate and budget setting purposes. This amount starts at \$2.2 million in 2026 and continues to increase annually after that until it exceeds \$30 million in 2030 and then grows to over \$50 million annually by 2040.

The proposed schedule and funding plan for the public benefits that the Plan contemplates is detailed on the following chart:

Table 8: Beaugard Plan Public Benefit Funding (\$ in Millions)

PUBLIC BENEFITS	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026 to 2030	2031 to 2035	2036 to 2040	GRAND TOTAL
Fire Station	\$1.0	\$4.8	\$5.0												\$10.8
Ellipse			3.5	16.2	16.7										36.4
Rapid Transitway	2.6	12.0	12.4												27.0
Landscaping Beaugard		1.7	1.8												3.5
Other Roads		0.2	0.2	0.1	0.1										0.6
Ramsey Field/Other						0.6	2.8	3.5	0.8						7.7
Other Parks								0.3	1.6	1.6					3.5
A/W Housing				in-kind		12.3	8.8	14.0	8.8	9.1	9.3	14.3	35.0	18.6	130.2
<b>Total</b>	<b>\$3.6</b>	<b>\$18.7</b>	<b>\$22.9</b>	<b>\$16.3</b>	<b>\$16.8</b>	<b>\$12.9</b>	<b>\$11.6</b>	<b>\$17.8</b>	<b>\$11.2</b>	<b>\$10.7</b>	<b>\$9.3</b>	<b>\$14.3</b>	<b>\$35.0</b>	<b>\$18.6</b>	<b>\$219.7</b>
# A/W Housing Units				56		76	53	82	50	50	50	70	148	68	703
<b>FUNDING SOURCES:</b>															
Developer Contributions	\$18.6	\$1.1	\$18.9	\$3.0	\$6.4	\$7.4	\$1.7	\$8.5	\$7.9	\$4.4	\$8.6	\$40.2	\$30.5	\$29.9	\$187.1
RE Tax Revenues	2.7	3.0	6.1	6.8	8.0	9.2	9.9	9.3	3.3	6.3	0.7	(25.9)	4.5	(11.3)	32.6
<b>Total</b>	<b>\$21.3</b>	<b>\$4.1</b>	<b>\$25.0</b>	<b>\$9.8</b>	<b>\$14.4</b>	<b>\$16.6</b>	<b>\$11.6</b>	<b>\$17.8</b>	<b>\$11.2</b>	<b>\$10.7</b>	<b>\$9.3</b>	<b>\$14.3</b>	<b>\$35.0</b>	<b>\$18.6</b>	<b>\$219.7</b>

In addition to the developer contributions, each redevelopment site will be subject to elements and recommendations as part of the development review process, which generally include elements such as the following:

- Street and related improvements such as sidewalks, street right-of-way- necessary to serve the needs of the site;
- Applicable utilities such as sanitary and storm sewers, utilities such as water, electric, natural gas, and telecommunications;
- Public art under any Voluntary Art Contribution policy that is adopted by the City in the future;
- High quality architecture and high quality streetscape;
- Underground parking; and
- Design and programming of parks and public spaces

Finally, agreements between the City and each of the five developers will be needed to affirm and to implement the funding plan and schedule detailed in this Implementation section. These agreements would come forward for Planning Commission and City Council review and authorization to execute as part of the rezoning.

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# Appendix

# A. BEAUREGARD CORRIDOR STAKEHOLDER GROUP (BCSG)

Summary of Individual Recommendations from Beauregard Corridor Stakeholders Group

## 1. VISION & GUIDING PRINCIPLES

### I a. Vision

The Plan envisions a series of new urban neighborhoods containing a mix of uses, including civic ones; open space; a diversity of housing opportunities; and integrated transit, all of which are compatible with adjacent neighborhoods. The Plan also seeks to ensure that these new neighborhoods are economically and environmentally sustainable for the City.

#### b. Plan Principles

- M** (1). Create a sense of place with neighborhood identity, vitality and diversity.
- M** (2). Provide a walkable and drivable corridor neighborhood that is secure, connected and inviting.
- M** (3). Establish a variety of community-serving retail and services.
- M** (4). Promote mixed-use development (residential, office, hotel and retail) and mixed-income housing (market rate and committed affordable units).
- M** (5). Achieve varying building design (height, massing and scale) that transition to existing neighborhoods.
- M** (6). Manage multimodal transportation needs, parking & infrastructure.
- M** (7). Maintain, create and/or enhance public and private open spaces.
- M** (8). Promote land use that is at best case revenue positive for the City and at worst-case revenue neutral.

**D** **Discussion** - BCSG Comment that Requires Additional Discussion

**I** **Incorporated** - Comment Incorporated as Submitted by BCSG

**M** **Modified** - Incorporated BCSG Comment with Proposed Staff Refinement

**N** **New** - Recommendation Proposed by Staff

- M** c. Creating a Complete, Sustainable Community
  - (1). Development in the Plan area should be environmentally sustainable.
  - (2). Development in the Plan area should be economically sustainable.
  - (3). Development in the Plan area should be socially sustainable.

## 2. ESTABLISHED NEIGHBORHOODS WITHIN AND ADJACENT TO THE BEAUREGARD PLAN AREA (BCPA)

### a. Relationship between Established Neighborhoods and New Development

- M** (1). Particular sensitivity needs to be paid to existing homes, which are unlikely to be redeveloped. Citizen involvement and input, including citizens from within established neighborhoods within and adjacent to the Plan area, is critical at all levels in the development of the Plan area and should be encouraged.
- M** (2). Promote smooth transitions between existing neighborhoods and new development within the Plan area through a careful consideration of uses, heights, and massing.
- M** (3). Development should respect the unique history and character of existing neighborhoods

### b. Connectivity & Accessibility

- M** (1). There will be no vehicular connectivity or accessibility between new development within the Plan area and the established single-family or townhouse neighborhoods adjacent to the Plan area.
- M** (2). Where appropriate, develop pedestrian and/or bicycle connections from the Plan area to the established neighborhoods adjacent to the Plan area while ensuring that such connections are consistent and compatible with existing development and neighborhoods, as part of the DSUP process.

c. Mitigating Neighborhood Traffic Impacts

- M** (1). Special attention in the form of adequate pedestrian enhancements (e.g. crosswalks, pedestrian countdown signals, etc.) needs to be given to neighborhoods to which pedestrian access is hindered by the need to cross Seminary Road or North Beauregard Street (e.g.: Southern Towers, Shirley Gardens and Rayburn Avenue crossing to John Adams School).
- M** (2). **OPTION 1** – Special attention also needs to be given to how pedestrians and bikers traverse the proposed ellipse and alternative routes should be considered.
- D** **OPTION 2** – Eliminate section as it refers to the proposed ellipse.
- M** (3). Develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to redevelopment and other impacted neighborhoods.

TRANSPORTATION

a. Transportation Network

- M** (1). The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupancy vehicle modes of transportation.
- M** (2). As much as possible, within the Plan area, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian accessibility to residences, businesses, and open spaces.
- M** (3). Efforts should be made to improve the street network to encourage walking, bicycling and transit usage to mitigate traffic issues.
- M** (4). Consider all users in the future design of streets and streetscapes (i.e. vehicles, transit, pedestrians, bicyclists).
- M** (5). Interior traffic circulation patterns should be designed so as to maximize safety and movement, minimizing queuing and idling of automobiles and motorcycles.

- M** (6). To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.

b. Transportation Analysis

c. Mode Share

d. Streets & Connectivity

(1). Streets

- M** (a) All streets, including North Beauregard and Seminary, should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).
- M** (b) To the extent possible, all streets should have on-street parking and provide safe-havens for pedestrians, as well as landscaping and traffic calming 3 elements to keep vehicular speeds down and promote pedestrian safety. Bulb-outs should be provided where appropriate.
- M** (c) North Beauregard should be designed as a complete street to accommodate vehicles, pedestrians, existing and future transit and bicyclists, where possible.
- M** (d) Streets should either be dedicated to the City or public access easements should be provided as part of the DSUP process.
- M** (e) Developers are encouraged to locate complementary land uses in close proximity to each other so as to reduce dependency on automobile use and increase the feasibility of residents and visitors using alternative means to transportation.

(2). Connectivity & Accessibility

- M** (a) Provide additional pedestrian and/or bicycle connections within the BCPA and to adjacent neighborhoods consistent with 2.b.(2) above.
- I** (b) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; none should be totally self-contained or functionally isolated.

**M** (c) Sidewalks should be designed at an appropriate width for the context in which they are located (i.e. wider in commercial and transit station areas) and be compliant with the Americans with Disabilities Act (ADA).

**I** (d) Appropriately sized landscaped strips or tree wells with trees and/or plantings consistent with 4.g.(14) below should be incorporated to provide adequate buffers between sidewalks and adjacent streets and parking spaces.

**M** (e) Integrated systems of walking streets or trails should be established that connect the major retail and natural features of the Plan area.

### (3). Street Furnishings & Lighting

**I** (a) Streetscape appearances within the Plan area should be improved to include new sidewalks, street trees, landscaping, decorative streetlights, benches, trash receptacles, signage, bike racks etc.

**I** (b) Lighting in the area should be attractive, be pedestrian scale and promote pedestrian and vehicular safety.

### E. Transit and Transportation Improvements

**I** (1). Require dedication of right-of-way to accommodate the high-capacity Transitway as approved by City Council and other needed transportation improvements as part of a rezoning and CDD Concept Plan.

**M** (2). The Transitway alignment should be consistent with the Council approval for Corridor "C."

**M** (3). Explore options to incorporate green technologies into the design of the dedicated transit right-of-way and stations.

**M** (4). Transit stations should be attractive, compatible with neighborhood design, protect riders from the elements and be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.

**M** (5). Locate high-capacity transit routes and stations to maximize ridership, be operationally efficient and connect to multi-modal (rapid transit, local bus, subway) transit systems. The high-capacity transit system should be designed to provide service to current and future residents of the area.

**I** (6). Option 1 - Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the Transitway and other needed transportation improvements.

**D** Option 2 - Rezoning of the properties is contingent upon the City and the developers agreeing to a financial plan funding the rapid transitway and other needed transportation improvements.

### F. Bicycles and Pedestrians

**M** (1). Minimize the necessity of using vehicles to travel within the community.

**M** (2). Incorporate a comprehensive on and/or off-street bicycle network within the Plan area.

**M** (3). Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.

**M** (4). Develop sidewalks and pathways that are an integral aesthetic part of the community; that are much more than simply functional; that feel like part of a design plan.

**M** (5). Shared use trails should be provided where appropriate to accommodate both bicyclists and pedestrians. Bicycles should be diverted off North Beauregard Street onto an alternative route from Rayburn Avenue (on the east side of North Beauregard Street) through Mark Center Drive along the north side of Seminary Road to Beauregard Street on the opposite side of the ellipse.

**M** (6). Provide centralized, long and short term bicycle storage facilities, in visible locations near public open space, retail and transit locations – including areas for private and for shared use bicycles. Commuter and recreational bicycle information could also be available to residents and visitors.

**D** **Discussion** - BCSG Comment that Requires Additional Discussion

**I** **Incorporated** - Comment Incorporated as Submitted by BCSG

**M** **Modified** - Incorporated BCSG Comment with Proposed Staff Refinement

**N** **New** - Recommendation Proposed by Staff

- I** (7). Crosswalks should be designed so that slow moving pedestrians (such as the elderly, disabled and parents with young children) are not deterred from walking by fear of crossing streets.
- M** (8). Pedestrian safety measures, such as bulb-outs, crosswalks and countdown signals should be incorporated where appropriate.
- M** (9). “Interruptions” in the form of rest areas, benches, points of interest, public art and the like should enhance the walking experience and encourage people to stop/pause and interact with one another.

G. Transportation Demand Management

- I** (1). Require participation in an area wide Transportation Management Plan as part of any DSUP application.
- I** (2). Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a \_\_\_% modal split.
- I** (3). Explore additional local-serving transit routes to connect locations within the Plan area to nearby communities and destinations.

H. Truck Loading

- M** (1). Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of any Development Special Use Permit (DSUP) application.
- M** (a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable.
- M** (b) There need to be defined hours during which dumpsters can be emptied.
- M** (c) Ensure adequately sized loading docks based upon use.
- M** (d) Incorporate measures to mitigate potential noise impacts.

4. LAND USE

a. Balancing Land Uses

- M** (1). Mixed-use zoning should be encouraged in the Plan area to enhance activity throughout the day and evening.
- I** (2). Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.
- M** (3). The general character of the Plan area neighborhoods should allow for a variety of building types (i.e. townhouses, multifamily residential, office, hotel, retail) in a pedestrian friendly public realm.
- M** (4). Streets should be improved to be pedestrian-friendly with particular attention given to the streetscape.
- M** (5). **OPTION 1** — Beauregard Street is central to the visual perception/image of the community. Streetscape standards should provide for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.
- D** **OPTION 2** – Beauregard Street is central to the visual perception/image of the community. Streetscape standards should provide for an urban, tree-lined boulevard that will provide enhanced tree canopy. To the extent possible, existing healthy mature trees should be preserved and new trees should be as mature as possible when planted.

b. Neighborhood Land Use Strategy

- (1). JBG Neighborhoods
  - M** (a) Town Center – Mixed Use Town Center, with residential, retail, office and hotel
  - M** (b) Garden District – Primarily residential with a fire station
  - M** (c) Greenway Park – Primarily residential with limited retail
- (2). Duke Realty Neighborhood
  - M** (a) Primarily office use with retail and hotel
- (3). Home Properties Neighborhood

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- M** (a) Existing residential and new residential uses
- (4). Southern Towers Neighborhood
- M** (a) Mixed use, with existing residential to remain, new residential, office, hotel and retail
- M** (5). Shirley Gardens (Hekemian and Others) Neighborhood
- M** (a) Mixed use, with residential, hotel and retail
- D** **OPTION 2** – Retain current land use strategy contained in existing Small Area Plans.

c. Land Use – Future Zoning

- M** **OPTION 1** — Establish new CDD zoning to implement the Vision and recommendations of the Plan.
- D** **OPTION 2** – Preserve existing zoning for land owned by JBG, Duke Realty, Home Properties, and Southern Towers; change zoning of Shirley Gardens (aka Foster Fairbanks) from R12 to R8.

d. Retail Uses

- M** (1). Consideration should be given to community desires for retail uses as part of the DSUP process.
- M** (2). Retail in the Plan area should serve existing and new residents, the surrounding community, BRAC-133, and office users in the area.
- M** (3). To the extent practicable, active uses (i.e. retail, building lobbies) should be located along street frontages in the town center area of the Plan area.
- M** (4). Retail/commercial uses should be a mix of small, middle-size, larger and boutique businesses, as well as those that offer necessary services for daily or weekly shopping trips.
- M** (5). The scale and density of the retail should be designed to match the demand at the time of development.

- M** (6). Strategically place and concentrate retail on primary streets in the Plan area to generate visibility and foot traffic that makes it viable and allows it to flourish.
- M** (7). Flexibility should be provided to convert residential, office or hotel square footage to retail through a DSUP based upon market demand at the time of development.
- M** (8). Encourage a wide range of retail and professional services in the Plan area.
- M** (9). Locations with required retail shall be provided as depicted in the Framework Plan. Locations with preferred retail should be identified to designate where additional retail may be located based upon demand. Flexibility should be provided to convert retail to office use through a DSUP, based upon market demand.
- M** (10). Encourage opportunities for live-work units.
- M** (11). For any new development including retail, require the submission of a comprehensive retail marketing strategy for the associated development area with the submission of a DSUP application for the first building and updated with each subsequent DSUP application.
- M** (12). Encourage neighborhood-serving retail uses, including the provision of a grocery store.
- M** (13). For preferred retail locations, the ground floor height and depth should be designed to allow flexibility and not preclude retail uses, including restaurants.
- M** (14). Develop design standards for retail storefronts and signage.
- M** (15). A retail management plan should be provided as part of a DSUP application for any development that includes a retail component.
- M** (16). **OPTION 1** — While grocery stores, fitness centers, cinemas and other similar retail uses may be appropriate within the Plan area through the DSUP process, the Plan area should generally not be the location for large format destination retail stores.

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**N** **New** - Recommendation Proposed by Staff

**D** **OPTION 2** – While grocery stores, fitness centers, cinemas and other similar retail uses may be appropriate within the Plan area through the DSUP process, the Plan area should not be the location for large format destination retail stores.

e. Building Height

**M** (1). Height limits and height transitions should be compatible with existing buildings and the neighboring communities.

**M** (2). A variety of building heights should be provided in the Plan area.

**M** (3). Following definitions of height are used in the Plan area:

Low-Medium: 3–5 stories; Medium: 6–8 stories;  
Medium-High: 9–12 stories. Appropriate heights for new development within the Plan area:

(a) Hekemian and Others – Low-Medium

(b) Home Properties – Low-Medium

(c) Sanger – Low-Medium

(d) Duke Realty – Medium

(e) Town Center – Medium-High

(f) Garden District – Low-Medium

(g) Greenway Park – Low-Medium

(h) Southern Towers-Medium

**I** (4). Ensure that the ceiling heights and depths for various uses are flexible to encourage a broad range of uses within the residential and commercial buildings, particularly the ground floor.

**M** (5). Develop design standards to address the need for building “shoulders” or other architectural or height transitions in appropriate locations.

f. Parking Strategy

**M** (1). Any above-grade parking structure should be lined with active uses or architectural treatments along street frontages.

**M** (2). Implement parking maximums.

**M** (3). Encourage unbundled residential parking in multi-family buildings.

**M** (4). Implement parking ratios that reflect the transit-oriented nature of the development.

**M** (5). Encourage shared parking in commercial/mixed use areas of the Plan area.

**M** (6). **OPTION 1** — On-street parking should be provided near retail and metered and managed through a performance-parking program. Residential permit parking should be considered in other areas to prevent commuter parking on streets within the Plan area

**D** **OPTION 2** – On-street parking shall be prohibited on Seminary Road and North Beauregard Street. Elsewhere in the Plan area on-street parking should be provided near retail and metered and managed through a performance-parking program. Residential permit parking should be considered in other areas to prevent commuter parking on streets within the Plan area.

**D** (7). Parking management plans should be provided as part of the submission of any DSUP application for commercial/mixed use areas of the Plan area.

**M** (8). **OPTION 1** — Underground parking should be encouraged in certain Plan area neighborhoods. Specific criteria should be enumerated as to when underground parking would be required.

**D** **OPTION 2** – Underground parking should be encouraged in Plan area neighborhoods. Specific criteria should be enumerated as to when underground parking would be required.

g. Open Space

- M** (1). Require the submission of a comprehensive Open Space Plan with the submission of any DSUP application that includes public open space areas to identify the programming within each public open space. Provide conceptual open space framework plan with CDD Concept Plan and amended with each DSUP (with minimum acreage shown and proposed programming).
- M** (2). Public open space should be required to be part of all neighborhoods in the Plan area, balanced with necessary private amenities (like swimming pools or exercise facilities).
- I** (3). An interconnected park and greenway system should be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities.
- I** (4). Ensure that there are linkages between adjacent developments and public parks, school and other public buildings.
- M** (5). The parks/open space required within the Framework Plan should be included as an exhibit within the Small Area Plan and need to be implemented with the development of each neighborhood.
- M** (6). Public parks should be dedicated to and maintained by the City. Other parks or central open spaces that are intended for public use that remain privately owned should include dedication of a public access easement and an agreement for private maintenance.
- M** (7). The minimum amount of ground level and above-ground or rooftop open space shall be as set forth in Exhibit \_\_\_\_.
- I** (8). Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation, public art, and stormwater management.
- M** (9). Citizen involvement is critical at all levels in the development of parks and public open spaces in the Plan area.
- I** (10). A range of open space types should be provided including active and passive recreational opportunities.
- I** (11). Any new development in the area must preserve the integrity and continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical Preserve and ensure that there is a comprehensive system of pedestrian and bike trails connecting to these parks.
- M** (12). Make development tree- friendly and hospitable to the "urban wildlife" that currently lives in the Plan area.
- D** (13). Pay particular attention to the role that the Winkler Preserve continues to play in the community, clearly defining and protecting its future.
- M** (14). Landscape standards should be developed to ensure adequate number, size and species of new and replacement trees and other plantings.
- I** (15). Respect the "green, open heritage" of the Plan area.
- I** (16). Employ sound urban forestry principles and practices to improve the City's tree canopy.
- M** (17). Provide planned and adequate access to open space and views of nature.
- M** (18). Provide community plazas that can accommodate a variety of uses in the Plan area to serve as gathering places for residents and visitors.
- M** (19). Handicapped accessibility should be mandatory for all parks and public facilities in compliance with all applicable requirements.
- M** (20). An athletic field, sized to accommodate multiple activities or sports (i.e. soccer, football, lacrosse, rugby) with synthetic turf and lighting should be located near William Ramsey School and should have access to sufficient parking, restrooms and trash receptacles. Design should be sensitive to adjacent uses.
- M** (21). Preserve the family-oriented neighborhoods in the Plan area by ensuring that there is ample green space throughout the Plan area that is easily accessed in which children can engage in non-organized play and social activities (tag, hide and seek, twirling, hula hooping, jumping rope, etc.) in a safe environment.
- M** (22). Recreational facilities for all ages including children should be provided.

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**M** Modified - Incorporated BCSG Comment with Proposed Staff Refinement

**N** New - Recommendation Proposed by Staff

- M** (23). **OPTION 1** — At least one fenced, public dog park to accommodate large and small breeds should be incorporated into the Plan area.
- D** **OPTION 2** – At least two fenced, public dog parks, one to accommodate large breeds and the other to accommodate small breeds, should be incorporated into the Plan area.
- M** (24). Provide an area for community gardens where residents would be able to plant vegetables, herbs, and flowers. The garden area would need to have access to water and space for composting and storing equipment. Efforts should be made to locate the community gardens outside of the flood plain, if possible.
- I** (25). The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.
- M** (26). One major, central plaza and other smaller plazas should be designed to encourage programming, including:
- (a) Outdoor dining and public areas for retail shops and restaurants;
  - (b) an outdoor market
  - (c) space for outdoor (and possibly indoor and/or covered) entertainment events;
  - (d) public art;
  - (e) Outdoor shows, displays, craft fairs, ethnic fairs.
- h. Housing / Residential Uses
- M** (1). There should be a mix of market rate housing and committed affordable housing dispersed throughout the Plan area instead of concentrating all of the designated affordable housing in one place. Locations outside of the Plan area may be considered as part of the affordable housing strategy.
- M** (2). There should be a mix of affordable unit types and sizes within the Plan area consisting predominantly of rental units but not precluding homeownership units.
- M** (3). A tenant relocation plan should be developed during the DSUP process to assist income qualified residents who are displaced by redevelopment in the Plan area proposed in the DSUP application.
- M** (4). Provide tenants with legal notice of lease termination according to the requirements of the Virginia State Code.
- M** (5). Income qualified tenants who are displaced by redevelopment in the Plan area proposed in the DSUP application should be given priority to relocate to the committed affordable units within the Plan area.
- M** (6). The Plan should provide for priority placement of existing income-qualified residents into dedicated affordable housing as redevelopment occurs.
- M** (7). Communicate with existing tenants on a frequent, regular basis and in an open, understanding and compassionate manner providing translation when feasible.
- D** (8). **OPTION 1** — Provide ten percent (10%) or more target rate of committed affordable housing in an Affordable Housing Plan. An Affordable Housing Plan should be developed to ensure that the recommendations of the Plan are met.
- M** (9). **OPTION 2** – Provide twenty percent (20%) of committed affordable housing in an Affordable Housing Plan. An Affordable Housing Plan should be developed to ensure that the recommendations of the Plan are met.
- M** (10). Contribute to the City’s affordable housing trust fund, consistent with guidelines in effect at the time development approvals are sought, and/or provide affordable and workforce housing units, both rental and for sale, throughout the Plan area. Allow these housing trust fund contributions to be used to develop or preserve additional dedicated affordable housing in the Plan area.

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- M** (11). Explore opportunities for public, private and non-profit collaborations to maximize the use of land and to leverage all available resources for the development and preservation of affordable and workforce housing.
- M** (12). In new construction, incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents.
- I** (13). In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.
- M** (4). Ensure adequate community and recreational facilities in new development.
- M** (5). Consider additional "Public Service" (Government) Amenities:
  - (a) Post office
  - (b) DMV office (without road tests)
  - (c) City Hall satellite office and/or consider new technology as a way to enable City services to be better accessed in the Plan area.
  - (d) Police sub-station
  - (e) Other City offices, if a cost/benefit analysis shows the relocation would be beneficial.

## 5. COMMUNITY FACILITIES

- a. Projected Demographics
- b. Collocation and Flexibility

**M** (1). To the greatest extent feasible, community facilities should be collocated, and be designed to provide for flexible use of interior spaces.

### c. Community Facilities

- M** (1). Community facilities and/or public buildings may be included on or in any block and/or building and shall not be deducted from the maximum permitted development. These uses shall be defined as part of the rezoning for the Plan area
- M** (2). Provide a comprehensive Community Facilities proposal depicting the general size and locations of community facilities and/or public buildings proposed within the Plan area. This Proposal shall be submitted as part of the first DSUP and amended as necessary to accommodate future uses and programming.
- M** (3). A fire station should be located at the corner of North Beauregard and Sanger on private property to be dedicated to the City. Dedication of the property is contingent upon the City and landowners agreeing to a financial plan funding the fire station.

## 6. URBAN DESIGN

### a. Urban Design Streets and Blocks

- M** (1). Require the streets depicted in the Framework Plan to be constructed as part of the associated phase of redevelopment and dedicated to the City or provide public access easements. All streets and sidewalks dedicated to the City shall be maintained by the City.
- M** (2). The final design and configuration of streets, blocks, buildings and open space will be determined through the CDD zoning, design standards and development review process. The final configuration of the streets, blocks, buildings and open space shall be subject to the following:
  - (a) Buildings shall have a variety of shapes and forms to avoid monolithic development.
  - (b) Buildings surrounding public open spaces shall be required to provide a primary entrance(s) facing the public space.
  - (c) Development blocks should be sufficiently sized for market-acceptable building floor plates.

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(d) North Beauregard Street shall be configured to accommodate transit and transit stations.

-  (3). Require streets to emphasize the pedestrian and bicyclist.
-  (4). Allow for internal pedestrian connections and alleys within blocks.
-  (5). Improve and enhance the Beauregard Corridor frontage with streetscape improvements, buildings and landscaping.
-  (6). Ensure permeability of blocks and streets to encourage walking and appropriate block sizes with mid-block alleys and paseos.
-  (7). Blocks within the Plan should be shortened from existing lengths to improve pedestrian accessibility to residences and businesses.

#### b. Building Massing & Density

-  (1). Buildings that line the streets should be in scale to pedestrians and the width of the streets.

#### c. Setbacks & Transitions

-  (1). In the Plan, there should be variation in building heights and transitions should be used where appropriate (i.e. adjacent to single family homes or townhouses).
-  (2). Design standards should be developed to determine the appropriate setbacks for buildings based upon the context in which they are located (i.e. commercial and mixed use buildings should be at back of sidewalk).

#### d. Street Hierarchy

-  (1). The street grid within the Plan area should have a sense of hierarchy and communicate to residents and visitors the best way to easily reach parks, all retail nodes, and other destinations on foot.
-  (2). Require the street hierarchy to define space and differentiate the character of streetscand neighborhoods.

#### e. Creation of Distinct Urban Areas

-  (1). The neighborhoods within the Plan area should be connected to one another as much as possible.
-  (2). A series of distinct neighborhoods within the Plan area should be created, recognizing and respecting existing neighborhoods. Encourage the use of history as inspiration for the design of open space, public realm and buildings. Encourage the use of public art to establish distinct neighborhood identities and create unifying themes for the neighborhoods.
-  (3). Encourage a mix of innovative building typologies within each neighborhood.
-  (4). Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.
-  (5). Separate neighborhoods may well have individualized design aspects but they should nevertheless feel like integral parts of a broader community.
-  (6). Streetscapes through the Plan area should have a common feel but be specific to individual neighborhoods and adjacent uses.

#### f. Urban & Building Forms

-  (1). Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.
-  (2). Design standards should to be developed to ensure that the buildings constructed are attractive and compatible with the existing established neighborhoods.
-  (3). Create “durable” and sustainable development
-  (4). While certain neighborhoods may have consistent building massing, design and height, ensure variety in those elements in the overall Plan area.
-  (5). Balance the aesthetic and functional criteria of sustainable design.

- M** (6). Create an urban building scale and relationship between buildings, streets and open spaces that ensures urban relationships of the buildings and sidewalks, and maximizes walkability and the use of transit.

g. Public Art & History

- M** (1). Integrate small and large-scale public art which considers the history of the site, as well as thematic, artistic and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings (bike racks, benches, trash receptacles, etc.), lighting, gateways, wayfinding, sidewalks and fountains.
- D** (2). If artwork is incorporated, priority should be given to designs from local, Commonwealth, and regional artists in that order of preference.

7. INFRASTRUCTURE

a. Stormwater Management

- M** (1). Any redevelopment proposal should include an effective stormwater management plan with the DSUP application.
- (2). Clean Water Act standards must be met.
- (3). Stormwater management by developers should be done with an eye towards appearance and possible public use.
- (4). Strike a balance with the environment and utilities.
- (5). Carefully study water management.
- (6). Wherever practical, retention basins should be designed in such a manner that they visually enhance the area. Care needs to be taken to ensure water levels are easily maintained.

- M** (7). Stormwater management should be integrated as part of the street and open space design to improve the site's hydrology to reduce runoff, improve water quality, and provide residents and visitors opportunities to participate in the natural processes of their environment.

- M** (8). Where feasible, encourage use of pervious surfaces on sidewalks, driveways, parking areas, and streets to reduce generation of stormwater runoff. Maximize use of rooftop space for other sustainability practices (for example, for open space, community gardens, green roofs, energy generation, etc).

- M** (9). Maximize on-site stormwater reduction and reuse techniques to reduce impact on public stormwater infrastructure.

- M** (10). Remove impervious surfaces within RPA's and revegetate to restore function and quality as part of the DSUP process for applicable areas.

- M** (11). Encourage water conservation through reuse of captured rainwater to meet irrigation demand.

- M** (12). Maximize exposure of stormwater management facilities as functional amenities to promote citizen awareness and understanding of stormwater quality issues.

- M** (13). Encourage the use of "green friendly" stormwater management techniques (i.e. rain gardens).

b. Wastewater Management

- M** (1). Use water conservation measures to reduce the generation of municipal wastewater and explore reuse of greywater.

c. Solid Waste Management

- I** (1). Every new or re-development proposal must include an effective sanitary sewer plan approved as part of the DSUP by the City's Transportation and Environmental Services Department.
- I** (2). Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any DSUP application.

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d. Utility undergrounding

-  (1). Undergrounding of utilities should be required as part of any DSUP application for any new construction in the Plan area.
-  (2). Undergrounding of existing aboveground utilities in the Plan should be a City priority.

8. ENVIRONMENTAL SUSTAINABILITY

-  (1). Require the submission of a Sustainability Plan as part of the first DSUP application and amended for subsequent DSUP applications. The Sustainability Plan should demonstrate the compliance with anticipated goals and recommendations of the Plan and the goal of neighborhood-wide sustainability measures.
-  (2). Comply with the City's green building policy at the time of DSUP application.
-  (3). Explore neighborhood sustainability through a minimum of LEED-ND Certification or comparable where feasible.
-  (4). Encourage the provision of green roofs for new development.
-  (5). Require development of or participation in a recycling program for commercial and multi-family buildings.
-  (6). Incorporate "green mobility" such as car share, bike share, electric vehicle charging stations, etc.

9. IMPLEMENTATION

- a. Cost of Amenities
- b. Funding
- c. Timing / Phasing

-  (1). Development in the Plan area should correspond to a phased implementation plan that identifies timelines and mechanisms needed to develop infrastructure and community amenities identified in this Plan.
-  (2). **OPTION 1** — With any rezoning of the property, the provision and timing for the Ellipse, other streets and other public amenities are required.
-  **OPTION 2** – With any rezoning of the property, the provision of streets and other public amenities are required.

- d. Recommendations – Implementation responsibilities / action steps

## B. HISTORICAL CONTEXT - REGION & NEIGHBORHOOD

### A. Native American History

Archaeological surveys and excavations have identified locations of 24 Native American sites within and near the Plan area. This represents more than 70 percent of the total number of Indian sites discovered in Alexandria. Native Americans traversed the area for hunting and gathering. They collected cobbles, primarily of quartz and quartzite, to manufacture stone tools. About 2,500 years ago, they established small temporary camps on the low terraces of the creeks, carrying with them the ceramic pots that they had recently begun to produce. A section of Holmes Run and several of these small tributary streams have not been undergrounded and remain as natural refuges within the Plan area. From the map below, Native American sites in the Plan area were located along the Mark Center properties, Winkler Preserve and lower town of Millbrook residential development.

The Stonegate residential neighborhood (outside the Plan area) contains the City of Alexandria's first archaeological preserve. Several uncovered "chipping clusters" and projectile points ranging from 3,500 to 1,000 B.C. led researchers to believe the site served as several temporary settlements where Native Americans would form tools from cobbles found in the streambed.

In addition, archaeologists found pottery shards bearing cord and net impressions, which suggested that later temporary settlements where Native Americans may have assembled for seasonal activities in this area.

### B. Land Grants, Plantations & Agricultural Diversification (1649 – 1850)

The Plan area was, originally granted by King Charles II to seven loyal supporters in 1649, giving them all the rights of English court barons, including the ability to give, grant or sell the land. The Plan area eventually passed to Thomas Lord Fairfax, who controlled all shares of the proprietary by the end of the seventeenth century and continued to issue grants.

### C. Terrett Family:

In 1741, William Henry Terrett obtained a grant of a 982-acre parcel that contained the land within the Plan area. Terrett was a prominent member of Virginia society and served as the Fairfax County Justice of the Peace from 1742 until his death in 1758. Terrett's widow, Margaret Pearson, later married John West, one of the founders of Alexandria, who owned a large parcel in the Plan area. During this time, the Plan area was primarily agricultural in nature. Terrett's plantation, like those of his neighbors, concentrated on cultivation of tobacco. The plantation relied heavily on the labor of enslaved African Americans.

The Terret Family had numerous land transactions over the years. During his lifetime, he acquired 982 acres that consisted of the Plan area. Historical information collected on the Terret family confirms that they established a family home which if it was standing today would be located on the southern side of I-395.

In January 1852, the property formerly owned by George Hunter Terret containing 1,172 acres was surveyed and divided into twelve lots of land. These properties would serve as the primary property divisions within the Plan area. By the late eighteenth century, wheat and other grains had replaced tobacco as the major cash crops. To serve the needs of the changing economy, merchant grist mills sprang up along newly constructed mill races. The race for Cloud's Mill, about a mile southeast of the Plan area, originated on Holmes Run just outside of the south boundary of the Plan area. The Terretts probably would have taken grains to Cloud's Mill for grinding or to others along Four Mile Run. Flour from the mills were then transported to Alexandria's wharves for export.

Shown on a 1747 plat, the plantation home of the Terretts, known as Oakland, remains standing today at 1060 Palmer Place on the east side of I-395 outside of the Plan area. The family cemetery also remains nearby, at 1025 Palmer Place.

An 1854 account, by Samuel M. Janney, provides a glimpse of what the landscape within the Plan area might have looked like throughout this period:

"In passing through that unfrequented part of Fairfax, which lies between the Little River Road [Rte. 236] and the Middle Turnpike [i.e. the Beauregard area of today], the traveller finds himself in a wilderness of pine and journeys for miles without seeing a single habitation. In a distance of twelve miles which we travelled through this district, we saw but two or three cabins, and nothing that is entitled to the appellation of a comfortable dwelling..."

Archaeological discoveries of evidence of backwoods cabins, as described by Janney, impart a sense of the historical significance of this area. Archaeologists have found remnants of a small, two-room, early nineteenth-century wood dwelling, probably occupied by slaves or tenants of William Henry Terrett, located between what is now the BRAC building and the parking structure to the northwest. In addition, remains of a log cabin, most likely a tenant home occupied from about 1790 to 1830, was found on the Stonegate development property just north of the Plan area.

D. American Revolution, 1840-1865:

Goods and travelers from western Virginia entered the City via several turnpikes, including the Little River Turnpike (Duke Street). The cluster of businesses and homes in this area were known as "West End." There are

several possible Civil War sites located within or immediately adjacent to the Plan area. Post-Civil War sites or structures found at the Duke Realty property and upper and middle portions of the JBG property site. Pre-Civil war sites are also found included a cabin for slave tenants in the area known today as the Winkler Preserve.

#### E. Agrarian Economy, 1778-1830s:

The natural topography of the area would shape development patterns in Beauregard. When George Hunter Terrett died in 1843, he left his property, which by that time included 1,172 acres, to his wife and 12 children. Surveyors platted division of the estate, identified as “Oakland” for the first time, into 12 lots, some of which were advertised for sale in 1852.

On the uplands area between the two main turnpikes heading west (now Routes 7 and 236) and between the two tributaries of the Potomac (Holmes Run and Four Mile Run), the area was divided by Seminary Road and an old alignment of Braddock Road, which runs roughly along the ridge between the two watersheds. With Fort Ward about a half mile to the east, the Beauregard area was outside of the ring of protective forts and batteries surrounding the capital during the Civil War. However, military historian Kim Holein cites the Seminary and old Braddock intersection at the northwest corner of Seminary Road and Route 395 (Seminary Towers property) as the location for a camp of the Iron Brigade.

The area where Dora Kelly Park is located was once called Lebanon prior to the Civil War. There was a church and a one-room schoolhouse. The Church was called Lebanon Union Church. During the war, there were several Union Army units who occupied this area and one unit burned the church to the ground in retaliation for the Union Army’s loses at the Battle of Bull Run. The area was known for Confederate spying and the residents were never fully trusted. In fact, after the war, the residents of Lebanon were forced to swear a loyalty oath to the Union and the name of the area was changed from Lebanon to Lincolnia, after the 16th President. Today the cemetery, which is maintained by the City, is all that remains of where the Lebanon Union church once stood.

#### F. Annexation, Suburbanization and Growth, 1930s – Present:

The making of the “West End” area of the City, began during the era of annexation, suburbanization and growth for Alexandria. The “West End” neighborhood got its name from John West and his family whom owned large tracts of land in this area. He subdivided his property in 1796.

Construction of Shirley Highway (Rte. 395), Virginia’s first limited access freeway, began in 1944. Named for Henry Shirley, Virginia Highway Commissioner and a major supporter of the interstate highway, the four-lane freeway ran for 17.3 miles when it was completed in 1952. The development of the Shirley Highway had a significant impact on the

development of Beauregard. Neighborhood change began in the 1930s with the construction of homes in the Washington Forest subdivision as suburban growth intensified throughout the 1940s through the 1960s. The impact of I- 395, annexation, suburbanization and population growth had a profound impact on the Beauregard. The major residential complexes of this neighborhood were built during this time including Shirley Gardens subdivision, Southern Towers, Seminary Towers, and the Hamlets East and West.

#### Winkler Influence:

From 1943 to 1956, Mark and Catherine Winkler acquired many lands that comprise what now consists of much of the Plan area. Development by the Winklers of their various property holdings began along the new highway (Shirley Gardens in the late 1940s to early 1950s, Hamlet East and West in the late 1950s to early 1960s. The Shirley Gardens single-family subdivision homes were developed from 1950 to 1959.

The Alexandria Campus of the Northern Virginia Community College opened in 1973. Suburban-style office buildings were built in the late 1970s on approximately 19 acres along Beauregard Street. In 1985, a 500 room multi-story hotel, was constructed directly across from Southern Towers. Today it is the Mark Center Hilton Hotel and Conference Center. The 30-story hotel is one of the tallest buildings in

the Washington DC metropolitan area. The Winkler Botanical Preserve serves many functions including providing programs especially for children at the Catherine Lodge. The Botanical Preserve is privately owned property.

The Mark Winkler Company sold their real estate holdings in 2006. These holding included both residential and commercial holdings. The office and commercial developments were sold to Duke Realty. The residential development properties from the Mark Winkler Company were sold to JBG Properties.

## C. DEMOGRAPHICS AND FORECASTS

There are four census tracts that include nearly all of the housing units in the Beauregard Plan area. These four tracts also include the single-family homes and townhouses north of the planning area west of Seminary Road to Dowden Terrace, and a number of condominium and apartment units along Van Dorn Street south of Seminary Towers to Richenbacher Avenue.

Table 9 summarizes some key economic, demographic and housing characteristics from the 2010 Census and the American Community Survey 2005-2009 5-year average for these tracts, and compares these characteristics to those of the West End (west of Quaker Lane), the City, and the United States.

Table 9: Comparative Demographic Profile for Beauregard Corridor Planning Area

CHARACTERISTIC	BEAUREGARD CORRIDOR TRACTS	ALEXANDRIA WEST END	CITY OF ALEXANDRIA	UNITED STATES
<b>Notes:</b>				
All values based on 2010 Census unless otherwise noted below. Beauregard Corridor Tracts do not exactly correspond to Beauregard Corridor.				
<b>Planning Area</b>				
1. Based on American Community Survey 2005-2009 5-year average data. Dollar values are normalized to 2009.				
2. Estimated by City of Alexandria based on data for constituent census tracts.				
Population	15,272	74,218	139,966	308,745,538
Households	6,913	36,418	68,082	116,716,292
Family Households, percent	46.6%	44.1%	45.5%	66.4%
Single-person households, percent	40.6%	44.6%	43.4%	26.7%
Average Household Size	2.21	2.02	2.03	2.58
Average Family Size	3.052	2.872	2.85	3.14
Age – Under 18, percent of population	19.0%	17.2%	17.1%	24.0%
Age – 18 – 64, percent of population	76.1%	74.2%	73.8%	63.0%
Age – 65 and over, percent	4.9%	8.6%	9.1%	13.0%
Median Age	32.22	34.32	35.6	37.2
Median Household Income <sup>1</sup>	\$59,0002	\$68,0002	\$80,186	\$51,425
<b>RACE AND ETHNICITY</b>				
White alone – percent	40.8%	50.0%	60.9%	72.4%
Non-Hispanic White – percent	30.8%	41.7%	53.5%	63.7%
Black or African American alone – percent	32.9%	29.3%	21.8%	12.6%
Asian alone – percent	9.6%	8.5%	6.0%	4.8%
All other races alone	12.3%	7.9%	7.6%	7.3%
More than one race	4.4%	4.3%	3.7%	2.9%
Hispanic – percent	23.9%	17.5%	16.1%	16.3%
Foreign Born – percent <sup>1</sup>	42.8%	32.2%	23.9%	12.4%
<b>HOUSING</b>				
Housing Units	7,202	38,430	72,376	131,704,730
Occupied Housing Units	6,913	36,418	68,082	116,716,292
Renter-occupied Units – percent	86.8%	65.4%	56.7%	34.9%
Owner-occupied Units – percent	13.2%	34.6%	43.3%	65.1%

