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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

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**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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**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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**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.

**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

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%

