BEST PRACTICES
APPLYING PRINCIPLES TO CREATE A FRAMEWORK PLAN FOR THE BEAUREGARD CORRIDOR
BEST PRACTICES | RESPECTING ENVIRONMENTAL ASSET BOUNDARIES

EXISTING ENVIRONMENTAL AREAS - RPA's, Floodplain, Steep Slopes, etc.

EXISTING AMENITIES - Parks, School Grounds & Open Spaces
BEST PRACTICES | RESPECTING ENVIRONMENTAL ASSET BOUNDARIES

- To respect resource protection area (RPA) boundaries and buffers.

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EXISTING AMENITIES - Parks, School Grounds & Open Spaces
BEST PRACTICES | RESPECTING ENVIRONMENTAL ASSET Boundaries

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- To adhere to floodplain limitations for (re)development.

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BEST PRACTICES | RESPECTING ENVIRONMENTAL ASSET BOUNDARIES

- To respect resource protection area (RPA) boundaries and buffers.
- To adhere to floodplain limitations for (re)development.
- To respect areas of continuous steep slopes.
- To preserve and protect existing natural amenities including the Winkler Botanical Preserve, Holmes Run, and Dora Kelley Nature Park.

EXISTING ENVIRONMENTAL AREAS – RPA’s, Floodplain, Steep Slopes, etc.

EXISTING AMENITIES – Parks, School Grounds & Open Spaces
BEST PRACTICES | ENHANCING COMMUNITY SCHOOL FACILITIES

- Maintain and enhance the use of school facilities for recreational, social, and cultural activities.
- Provide well-designed schools that are adequate in size and conveniently located.
- Incorporate best building and architectural practices, including flexible design which enables spaces to be easily modified in the future.
- Locate schools to maximize pedestrian and bicycle access and minimize automobile use.
- Integrate an urban school model into planning.

EXISTING SCHOOLS

URBAN SCHOOL MODEL | TUCKER ELEMENTARY SCHOOL – ALEXANDRA, VA
BEST PRACTICES | ENCOURAGING ENVIRONMENTAL IMPROVEMENTS

- Restore and improve the water quality of existing streams and the Winkler Pond.
- Maintain and enhance buffers along streams to promote water quality.
- Facilitate groundwater recharge by reducing impervious surfaces.
- Improve air quality by promoting a multi-modal community.
- Promote the preservation or replacement of tree canopy.
- Minimize the ecological impact of development.
**BEST PRACTICES | CREATING AN INTERCONNECTED OPEN SPACE SYSTEM**

- Linking existing natural resource amenities: Winkler Preserve, Holmes Run, & Dora Kelley Park.

- Expanding the use of stream valleys as connections to existing and future parks and open space areas.

- Acquiring or designating additional land suitable for active or passive recreation.

- Converting developed portions of floodplain and Resource Protection Areas into the open space network.

- Providing green linkages within new development.
BEST PRACTICES | CREATING PATTERNS THAT EVOKE A SENSE OF COMMUNITY

- Create an identifiable community pattern with streets, buildings, and open spaces first.
- Define identifiable edges and centers within the community.
- Promote compact and walkable mixed-use communities with well-defined blocks.
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BEST PRACTICES | CREATING AN INTERCONNECTED STREET NETWORK

- Build a transportation network to support all modes:
  - Automobile
  - Transit
  - Bicycle
  - Pedestrian

- Create a tiered transportation system that:
  - Calms and slows traffic on local and collector streets
  - Optimizes throughput on the arterial streets
  - Provides improved connectivity
  - Improves walkability
  - Provides safe bicycling opportunities

**Existing Network**

**Preferred Network**

**Functional Classification**
- Arterial Street
- Collector Street
- Local Street

**Traffic Characteristics**
- High Volume
- Moderate Volume
- Low Volume
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**Traffic Characteristics**

- High Volume
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BEST PRACTICES | CREATING A HIERARCHY OF STREETS AND BLOCKS

- Design arterial streets to accommodate slower auto traffic and transit systems.
- Design collector streets to provide alternatives to Beauregard Street and improved access/connectivity within the community.
BEST PRACTICES | CREATING A HIERARCHY OF STREETS AND BLOCKS

- Design **arterial streets** to accommodate slower auto traffic and transit systems.

- Design **collector streets** to provide alternatives to Beauregard Street and improved access/connectivity within the community.

- Design **local streets** to support increased pedestrian/cyclist activity and establish the pattern and human scale of the community.
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- Design **arterial streets** to accommodate slower auto traffic and transit systems.

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Enhance pedestrian crossings and walkways by removing barriers.

Provide dedicated bicycle lanes along collector streets.

Locate walkways and pathways along routes likely to be used by most users.

Provide shared parking facilities to reduce the need to use automobiles for short trips between land uses.

Enhance transit service and reliability by providing dedicated lanes for buses along transit routes.
BEST PRACTICES | APPLYING COMMUNITY-FRIENDLY TRANSPORTATION METHODS

Roundabouts
- Slower speeds.
- Reduced delay.

Single Point Diamond Interchange
- Reduced delay due to fewer traffic signal phases.

Direct Access Ramps (Flyovers)
- Can provide access to HOV lanes or to a specific site, offering congestion relief.

Urban Deck (Over Highway)
- Softens perception of highway overpasses as obstructions to mobility for pedestrians.
BEST PRACTICES | INTEGRATING THE TRANSIT LINE

- Implement a Bus Rapid Transit (BRT) or streetcar system with limited stops at high-profile locations along the corridor.

- Provide dedicated right-of-way for transit vehicles.

- Improve pedestrian walkways along the corridor to improve access to the transit stops.

- Provide local circulator bus routes to connect the transit stops to more closely-spaced bus stops not located along the transit route.

- Provide links to Metrorail.
To create a greater sense of place/community and to maximize walkability, the following uses and amenities should be located within a 5-minute walk of residents:

- Shopping, services and other retail uses
- Public parks and open spaces
- Civic amenities and social services
- Others

Proposed improvements will improve the walkability of the community.
BEST PRACTICES  REINFORCING COMMUNITY CHARACTER AREAS

- Create activity hubs, focal points and centers within the community.
- Provide central locations for community services and amenities.
- Reinforce areas of unique character to establish a well-defined sense of place.

THE SHOPS AT MARK CENTER

ROCKVILLE TOWN CENTER – ROCKVILLE, MD

CROCKER PARK, OH
BEST PRACTICES | PROMOTING TRANSIT-ORIENTED DEVELOPMENT

- Include a hub for local and regional transit routes to serve as a transfer point for commuters.
- Locate transit rider uses and amenities at transit stops to encourage ridership.
- Provide centralized parking facilities to reduce the need to use automobiles for short trips between compatible land uses.
Establish a pattern of civic greens, pocket parks and plazas.

Consider innovative opportunities such as rooftop gardens and recreational spaces.

Continue to provide community/recreation centers that are accessible, adequate in size, and affordable to the residents they serve.
BEST PRACTICES | INCORPORATING ARTS & CULTURE IN PUBLIC SPACES

- Take advantage of development and redevelopment opportunities to introduce and integrate cultural facilities and public art into the community.

- Incorporate public art into public streetscape elements, including paving, street furniture, lights, etc.

- Use public art to highlight existing assets such as the Winkler Botanic Preserve and the Dora Kelly Nature Center.

PUBLIC ART EXAMPLES

- Shirlington Library & Signature Theater – Shirlington, VA
BEST PRACTICES/POLICIES
APPLYING PRINCIPLES TO CREATE A FRAMEWORK PLAN FOR THE BEAUREGARDE CORRIDOR
BEST PRACTICES | GREEN INFRASTRUCTURE & SUSTAINABLE DESIGN

- Educate the public on environmentally friendly green building topics.
- Explore opportunities to introduce green technologies: passive solar & photovoltaic, geothermal, etc.
- Green roof systems can be incorporated on both public and private facilities.
- Use rain gardens to capture run-off.
- Use green streets to filter and slow run off.
- Route stormwater to wet or dry retention ponds to mitigate impacts to Holmes Run, Winkler Pond and other waterways.
BEST PRACTICES | PROMOTING SOCIAL SUSTAINABILITY

- Promote civic life and activities in the community.
- Provide multiple opportunities for social interaction, including a community center, play areas for children, local events, and public spaces.
- To maintain and improve accessibility to City social services for residents of the community.
- Ensure that new development incorporates spaces for on- or near-site community support services (e.g., child care), where feasible and appropriate.
- Continue to increase the location of City services in the western part of the City.
BEST PRACTICES | BLENDING AFFORDABLE & MARKET RATE HOUSING

- Encourage dispersion, not concentration, of affordable housing.
- Implement incentives to encourage retention/replacement of affordable housing
  - Public-private partnerships
  - Approval process efficiencies
  - Density bonuses
  - Tax abatements
- Create regulatory controls which require the inclusion of affordable housing.
- Ensure a mixture of both rental and ownership opportunities for a wide variety of income levels.
BEST PRACTICES | ENSURING FISCAL RESPONSIBILITY & SUSTAINABILITY

- Phase development activity to prevent overbuilding and a decline in market conditions.

- Test fiscal viability of all proposed private development to ensure prevent negative impacts to the tax base.

- Facilitate economic and physical connections between new and existing development to enhance efficiencies of public services.

- Foster collaborative efforts between public and private interests to fund necessary improvement projects.
NEXT STEPS
DEVELOPMENT PROGRAM, LAND USE & SCENARIOS
NEXT STEPS | PLANNING PROCESS

- Further understanding the real estate market potential.

- Proposing land uses within the Beauregard Corridor based on market findings and site analysis.

- Continued evaluation and study of existing and future traffic issues.

- Evaluating the need for community and social services and locating potential uses.

- Response to Community input and comments.

- Creation of alternative scenario plans for the Beauregard Corridor.

- Continued Community input meetings.

FRAMEWORK PLAN IDEAS & BEST PRACTICES

COMMUNITY COMMENTS & INPUT

CONTINUED ANALYSIS & PLANNING

SCENARIO PLANS

COMMUNITY INPUT MEETING ON MAY 24, 2010
QUESTIONS & ANSWERS
COMMUNITY FEEDBACK, AFFIRMATION & REFINEMENT
Community Meetings and Workshops

Web Page
- [www.alexandriava.gov/](http://www.alexandriava.gov/)

Review Documents (on web, with comment log)

E-mail comments

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