BEST PRACTICES
APPLYING PRINCIPLES TO CREATE A FRAMEWORK PLAN FOR THE BEAUREGARD CORRIDOR
BEST PRACTICES | RESOURCE PROTECTION AREAS (RPA’S)

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RPA’s are sensitive environmental corridors that should be preserved in a natural condition.
The floodplain is a sensitive environmental area that holds the overflow of water during a flood event.

Existing development within the floodplain should be removed when possible.
Areas with slopes in excess of 15% are often undevelopable without significant infrastructure costs and environmental impacts.

15-25% SLOPES
25% SLOPES
**BEST PRACTICES | EXISTING PARKS & OPEN SPACES**

**EXISTING PARKS & OPEN SPACES**
- Winkler Botanical Preserve
- Holmes Run
- Dora Kelley Nature Park
- Chambliss Park
- Others
BEST PRACTICES | SCHOOL SITES

EXISTING SCHOOLS

- John Adams Elementary School
- William Ramsay Elementary School
- James Polk Elementary School
- Francis Hammond Middle School

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BEST PRACTICES | ENCOURAGING ENVIRONMENTAL IMPROVEMENTS
**BEST PRACTICES | POTENTIAL OPEN SPACE NETWORK LINKAGES**

Open Space Linkages Between Neighborhoods and Winkler Preserve

Open Space Linkages Between Dora Kelley Nature Park and Winkler Preserve

POTENTIAL LINKAGES

Proposed open space connections would create an interconnected open space system linking with the surrounding community.

Improved linkages over/under Interstate 395 would improve accessibility between eastern and western Alexandria.
Potential future redevelopment in the area may present an opportunity to create a local street network to improve accessibility, interconnectivity and traffic.

Opportunity for Change

- Approved
- Mid-Term Potential
- Long-Term Potential
Lack of Parallel Routes to Beauregard Street and Seminary Road

Existing Gated Communities Limit Connectivity

Lack of Interconnectivity

EXISTING STREET NETWORK CHALLENGES

- Noticeable lack of interconnectivity.
- Lack of options increases traffic pressure on Beauregard St. and Seminary Road.
- Street pattern limits walkability and accessibility.
- Some communities have gated streets, which further limits connectivity (area in red).
- Limited access to Mark Center and the WHS/BRAC-133 Facility.
**BEST PRACTICES**

EXISTING STREET NETWORK - CLASSIFICATIONS

**EXISTING STREET NETWORK - FUNCTIONAL CLASSIFICATIONS**

- **Expressways (Blue)**
  - Interstate 395

- **Arterials (Pink)**
  - Beauregard Street
  - Seminary Road
  - Van Dorn Street

- **Primary Collectors (Orange)**
  - Kenmore Avenue
  - West Braddock Rd.
  - N. Howard Street

- **Residential Collectors (Green)**
  - Sanger Avenue
  - Fillmore Avenue

- **Local Streets (Grey)**
BEST PRACTICES | POTENTIAL LOCAL STREET NETWORK - CLASSIFICATIONS

PROPOSED STREET NETWORK - FUNCTIONAL CLASSIFICATIONS

Expressways (Blue)
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Local Streets (Grey)

Potential New Parallel Road on Western Side of Beauregard Street
Existing Gated Streets Opened to Public
Improved Interconnectivity

Potential Parallel Road on Eastern Side of Beauregard Street
Sanger Avenue Improvements

INTERSTATE 395
W. BRADDOCK ROAD
N. HOWARD STREET
KING STREET
SEMINARY ROAD
SANGER AVENUE
BEAUREGARD
STREET
**Best Practices**

**Potential Local Street Network Linkages**

**Potential Street Network Benefits**

- Improved interconnectivity throughout the community.
- Provides options to Beauregard Street and Seminary Road.
- New street pattern promotes walkability and accessibility in the area.
- Gated streets are opened to the public, improving accessibility.
- More roads can lead to smaller and slower roads.

**Design Team**

Beauregard Corridor Plan | City of Alexandria, VA
BEST PRACTICES | NEIGHBORHOOD / COMPLETE STREETS NETWORK

- Neighborhood Streets Create a Personal Scale and Sense of Place

- Streets with slower traffic and high pedestrian activity.
- Creates a personal scale and sense of place.
- Greatly improves interconnectivity and walkability.
- Reduces the size and scale of potential future redevelopment.
BEST PRACTICES | POTENTIAL 2050 VISION FRAMEWORK PLAN

FUTURE POTENTIAL CHANGE BEYOND 2035

- Extension of the improved transportation network.
- Expansion of the interconnected open space system.
- Enhanced gateways into the community and the City of Alexandria.
BEST PRACTICES | COMPLETE STREETS/ BICYCLE & PEDESTRIAN NETWORK

COMPLETE STREETS/BICYCLE & PEDESTRIAN NETWORK

- New streets will be designed to support greater pedestrian activity.
- More sidewalks = more walkability.
- Designated streets can be designed to incorporate bikeways, which can link into the existing system.

Legend

- Existing Bikeways
- Potential Bikeways
- Improved Pedestrian Connections
- Existing Trails
- Potential Trails
BEST PRACTICES | APPLYING COMMUNITY-FRIENDLY TRANSPORTATION METHODS

OPPORTUNITIES FOR COMMUNITY-FRIENDLY TRANSPORTATION SOLUTIONS

- BRAC-133 Access Alternatives
- Seminary Road Interchange
- Beauregard Street Intersections
BEST PRACTICES | BEAUREGARD CORRIDOR HIGH CAPACITY TRANSIT LINE

ENHANCED TRANSIT CORRIDOR

- Provide a dedicated right-of-way for transit vehicles.
- Choose an alignment that will accommodate the most users.
BEST PRACTICES | WALKING DISTANCES

PROMOTING WALKABILITY & COMMUNITY

- Neighborhoods with an intimate scale allow their residents to be within a five minute walk of many basic needs and services, which improves walkability, decreases traffic and creates a sense of place.
- Five minute walk = ¼ mile.
BEST PRACTICES | POTENTIAL COMMUNITY CHARACTER AREAS

ACTIVITY CENTERS

- Establish a sense of place throughout the community, with defined nodes of community activity.
- Supports the opportunity to create a vibrant community with multiple villages, reduced dependence on the automobile, walk ability, diversity and beauty.
BEST PRACTICES  POTENTIAL TRANSIT STOP LOCATIONS

TRANSIT STOPS

- Propose limited stops at high-profile locations along the corridor.
- Propose stops within a five-minute walk of users to improve ridability.
- Provide centralized parking facilities to reduce the need to use automobiles for short trips between compatible land uses.

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BEST PRACTICES | PARKS & OPEN SPACES

PARK & OPEN SPACE AMENITIES

- Neighborhood Parks
- Tot Lots
- Playgrounds
- Passive Parks
- Active Parks
- Plazas/Squares

Legend
- Potential/Existing Park & Open Space Opportunities
Cultural facilities and public art should be integrated into the community when possible.

Legend

- Potential/Existing Opportunities for Cultural Facilities and Public Art
KEY ELEMENTS

- Interconnected open space system.
- Environmental stewardship – restoration and preservation.
- Improved transportation network.
- Defined community character areas.
- Enhanced pedestrian and bicycle mobility.
- Community scale and character.
- Integrated transit system.
BEST PRACTICES | EMERGING LONG-TERM FRAMEWORK PLAN

POTENTIAL FOR FUTURE CHANGE

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