I. Welcome
II. Update on Planning Analysis
III. Transportation Analysis
IV. Transit Corridor Feasibility Study
V. Columbia Pike Transit Initiative
VI. Questions – Comments
VII. Closing Comments and Next Steps
Overview

- Quick recap—where we were last May
- What have we been doing since then
- Have not found solution for transportation system needs for level of development tested
- Further testing necessary at lower level of development to determine improvements, needed development and level of development contribution
Why do we need a plan?

Propose solutions for issues resulting from BRAC 133.

Create higher quality of life.

Provide public infrastructure (streets, sewer, dedicated transitway).

Provide public amenities (retail, parks, streetscapes).

Ensure compatibility with adjoining neighborhoods.

Downside of not doing a plan.
Neighborhoods

- Mark Center
- Southern Towers
- Seminary Gateway
- BRAC-133/WH
- Lower Hill Area
- Upper Hill Area
- Lower Hill Area
Development Option for Transportation Analysis

Note: Land use for transportation analysis only.
Analyzing Amount of Development

Need development assumptions in order to test feasibility:

• Transportation
• Economic/Market
• Fiscal
• Infrastructure (utilities, sewer, stormwater)
• Public facility needs (schools, emergency service, etc)
• Affordable Housing

Transportation analysis assumed planning density, refined with a market demand analysis.
Floor Area Ratio (Volume)
Development Options

Cameron Station +/- 90 acres
Landmark Mall +/- 50 acres
Potomac Yard +/- 295 acres
Landmark/Van Dorn +/- 260 acres
Seminary Hills/Towers +/- 22 acres

Beauregard Corridor Study Area +/- 430 acres
Development Options

Existing FAR* = +/- 0.5
(+/- 4.0 million sq ft)*

*Includes only parcels assumed for potential redevelopment in the transportation analysis.
Existing Zoning—what is allowed?

*Includes only parcels assumed for potential redevelopment in the transportation analysis.

**CDD provisions apply to Mark Center and JBG area.
Neighborhood Scale Context—FAR

0.5 to 1.0

1.0 to 1.5

1.5 to 2.0

2.0 to 2.5
Development Options

Existing FAR: +/- 0.5
Sq Ft: +/- 4.0 msf

FAR Tested: +/- 1.2
Sq Ft: +/- 7.5 msf additional
+ 4.0 existing
= 11.5 msf total
Development and Amenities

Amenity $  Amount of Development

[Bar chart showing the comparison between Amenity $ and Amount of Development]
1. Beauregard Corridor Transportation Network Challenges and Opportunities
   - What has been done to Date
   - Alternatives Analyzed
2. Transitway Corridor Feasibility Study
3. Columbia Pike Streetcar
Regional Transportation Initiatives
Challenges

- Limited connectivity within existing transportation network
- Constrained intersections / Interchange
- Lack of Adequate Transit
- BRAC-133 Facility Constraints
- Topography
- Funding
Opportunities

- New Transit Facilities / Services
- Seminary / Beauregard Intersection Improvements
- Short and Mid-Term Roadway Improvements
- Long Term Roadway Improvements
- Redevelopment opportunities
  - Multi-modal Enhanced Street Network
  - Transit Improvements / Funding
  - TMP
Related Studies

- VDOT Concept Designs
  - Short and Mid-Term Improvements
  - Long-Term Improvements
- Transitway Corridor Feasibility Study
- High Occupancy Toll (HOT) Lanes
- Columbia Pike Streetcar
Analysis

- Analyzed 25 intersections (based on land use scenario of approximately additional 7.5 million square feet)
- Have not found solution for transportation system needs for level of development tested
- Further testing necessary at lower level of development to determine if transportation solutions can be identified
Roadway Alternatives Considered

1. I-395 Access Scenarios
2. Sanger Avenue improvements / Interchange at I-395
3. New Parallel Road between Seminary and Rayburn
4. Seminary / Beauregard Traffic Circle
5. Other Improvements
I-395 Access Scenarios (Ramps to/from I-395)

**PROS:**
- Reduces traffic at Seminary / Beauregard intersection

**CONS:**
- Accommodates 350 vehicles / hour
- Accommodates SB traffic only (PM peak)
- Impacts Winkler Botanical Preserve
- Requires IJR and NEPA Analysis
- FHWA does not support
I-395 Access Scenarios
(Direct Access to HOV/ HOT Lanes)

**PROS:**
- Accommodates traffic from HOV
- Encourages use of HOV lanes
- Accommodates traffic from the south
- Accommodates non-BRAC traffic
- Reduces traffic at Seminary / Beauregard

**CONS:**
- Major Impacts to Winkler Botanical Preserve
Sanger Avenue Interchange at I-395

**Pros:**
- Reduces traffic at Seminary / Beauregard intersection
- Reduces traffic at I-395 / Seminary Road
- Reduces traffic at Beauregard / Sanger intersection
- Improves multi-modal network grid

**Cons:**
- Major Impacts to Winkler Botanical Preserve
- Expensive to build ramps
- Requires a new parallel road
- Does not meet FHWA standards
Parallel Road between Seminary and Rayburn

PROS:
- Improves multi-modal network grid
- Reduces traffic at Seminary / Beauregard intersection

CONS:
- Requires private property acquisition
- Construction is 10 to 15 years away and dependent on development of private parcels
- High Cost
Seminary / Beauregard Traffic Circle

PROS:
- Eliminates triple left turn lanes
- Improves traffic operations for selected movements
- Can be used to enhance aesthetics
- Allows grid expansion

CONS:
- Right-of-Way Impacts
- Special accommodations needed for pedestrian safety
- Potential queues onto I-395
- Land Acquisition and Cost Considerations
Next Steps in Planning Process

- Continued community engagement
- Assess infrastructure needs associated with lower levels of development
  - Community amenities
  - Transportation
- Continued evaluation / implementation of short and mid-term improvements
- Assess and implement Long Term interchange improvements
- Complete Transitway Corridor Feasibility Study
- Coordinate with High Capacity Transit Corridor Work Group to identify multi-modal enhancements
Transitway Corridor Feasibility Study
City Transitway Initiatives

- Development of a plan for dedicated transit services in three corridors
  - A. North-South
  - B. Duke Street
  - C. Beauregard/Van Dorn

- Policy Direction and Needs
  - Council Strategic Plan Objectives
  - City’s Transportation Master Plan, Mark Center studies, Landmark/Van Dorn study, Potomac Yard area planning
City Transit Today and Tomorrow

Vision for Transit

- Reliable and convenient
- Integrated with land uses and transportation
- Travel time savings and an enjoyable transit experience
- Advanced technology and passenger amenities
- Connectivity with regional transitway network

Consistent with Regional Mobility Policy Directions

- Regional increase in investment in transit
- Substantial increase in high-capacity transit services
- Regional network
- I-395 HOT Lanes transit expansion
- Wilson Bridge transit provision
- Arlington’s transit expansion plans (Crystal City and Columbia Pike)
General Study Goals

- Define location and configuration of the transitway in each corridor
- Identify preferred transit mode technology for each corridor
- Develop plans for operations for each corridor
- Identify potential station locations
- Develop action plan - environmental documentation, funding levels/request, design, operations, governance, etc.
Land Use and Transportation Connectivity

- Old Town
- Shirlington
- Columbia Pike Initiative in Arlington
- NOVA Community College master plan
- Arlington and Alexandria’s Potomac Yard Plans
- Eisenhower East area development
- Eisenhower West area development
- Crystal City plan
- Pentagon City development
- Landmark/Van Dorn initiative
- Beauregard plan
- Mark Center plan
- Pentagon
- Metrorail: Blue and Yellow Lines
Technical Process

- Outreach and Public Involvement
  - Public information sessions
  - High Capacity Transit Corridor Work Group
- Inventory, Review, and Analysis
- Concept Development
- Land Use and Development Coordination
- Implementation and Action Plan
Project Status

- Initiating outreach and coordination
- Collecting information and conducting preliminary evaluations
- Coordinating with Arlington and Fairfax Counties
  - Update presentation to follow on Columbia Pike
- Coordinating with Mark Center/Beauregard planning efforts
- Beginning concept studies for Beauregard/Van Dorn corridor
Transit Modes

Study Transit Modes

Other Bus Transit
- Circulators
- Commuter Bus
- Special Shuttles
- Heritage Trolleys

Standard Bus
- Local bus
- Express bus

Enhanced Bus
- Rapid Bus
- Moderate Investment BRT
- High Investment BRT

Rail
- Streetcar

Other Rail Transit
- Light Rail Transit
- Heavy Rail
- Commuter Rail
- Intercity Rail

Examples

- King Street Trolley
- Loudoun County Transit
- Employer shuttles

- DASH
- Arlington Transit (ART)
- Metrobus
- Fairfax Connector

- REX (Fairfax/Alexandria)
- Eugene Emerald Express
- HealthLine (Cleveland)
- Quickline (Houston)
- MBTA Silver Line (Boston)

- Toronto Streetcar
- Portland Streetcar

- Baltimore LRT
- Houston LRT
- Metrorail
- VRE
- MARC
- Amtrak
Van Dorn/Beauregard Corridor

- Several possible alignments and configurations
- Connection to Van Dorn Street Metro and Duke Street transitway
- Potential connection to Columbia Pike corridor (possible maintenance/instructional facility)
- Connectivity between key destinations, including Pentagon
- Anticipated service to Mark Center and redeveloped Landmark Mall area
Van Dorn/Beauregard Corridor

- Pike Transit Initiative with Van Dorn/Beauregard corridor
  - Terminus options at NVCC/Skyline
  - Facilities options at NVCC/Skyline
  - Long-term and short-term alignments of Beauregard corridor
Next Steps

- Beauregard corridor concept development
- Coordination with High Capacity Transit Corridor Work Group
- Beauregard corridor concept refinement
- Preliminary concepts for Corridors A, B, and C
- Public Input
  - Public Meetings
  - High Capacity Transit Corridor Work Group
  - Project Web Site
Columbia Pike Transit Initiative Presentation
THANK YOU!

Questions and Answers
Upcoming Beauregard Corridor Plan Meetings

Planning Commission Work Session:
   Tuesday, October 5, 6:30 p.m.

City Council Work Session:
   Tuesday, October 26, 5:30 p.m.