I. Status of Land Use and Transportation Planning Process

II. Planning Options Going Forward

III. Proposed Processes

IV. Proposed Schedule

V. Discussion
Status of Planning and Transportation Processes

• Community Meeting September 30
• Community Petition
• Planning Commission Work Session October 5
• City Council discussion October 12
• Discussion with Beauregard Ad-hoc group October 21
• High-Capacity Transit Corridors Work Group Kick-Off October 21
Implications of NOT Planning

- Individual rezonings - transportation analyses
- Less coordination
- Unpredictable amount of developer contributions
- Neighborhood retail expansion not permitted
- +/- 4.0 million sq ft - net new
## Zoning – Potential Redevelopment Areas

<table>
<thead>
<tr>
<th>Development Sites</th>
<th>Area (ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBG</td>
<td>130</td>
</tr>
<tr>
<td>Duke</td>
<td>19</td>
</tr>
<tr>
<td>R-12</td>
<td>9</td>
</tr>
<tr>
<td>So. Towers</td>
<td>46</td>
</tr>
<tr>
<td>Steak &amp; Ale</td>
<td>1</td>
</tr>
<tr>
<td>Sem. Plaza</td>
<td>6</td>
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<tr>
<td>Home Prop</td>
<td>23</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>234</strong></td>
</tr>
</tbody>
</table>
Zoning – J BG

CDD #4  129.8 ac

Existing:

0.38 FAR
2,318 dwelling units
60,000 sq ft retail

Permitted (DSUP):

1.0 FAR
5,650,000 sq ft
(+3,500,000 sq ft)
2,318 dwelling units
60,000 sq ft retail
Zoning Summary

Existing:
0.54 FAR
+- 6.0 million sq ft
5,655 DUs
178,000 sf retail
320,000 sf office

Permitted
(DSUP - DSP)
+- 10 million sq ft
(+/- 4.0 million sq ft)
Regional Development and Transportation

Regional development sq ft approximate.

- 6 million sq ft
- 5.5 million sq ft
- 7.5 million sq ft
- 19 million sq ft
- 12 million sq ft
- 6 million sq ft

Locations:
- Bailey’s Crossroads
- Shirlington
- Pentagon City
- Crystal City
- Eisenhower East
- Potomac Yard
- Landmark/Van Dorn
- Eisenhower West
- Eisenhower East
- Old Town
- NVCC
- Pentagon City
- Mark Center
- Neighborhood Center
Regional Development and Transit Corridors
Beauregard Corridor Traffic Analysis
Projected PM Peak Traffic Volume Change
(2010 to 2035 Baseline)
Beauregard Corridor Traffic Analysis
Projected PM Peak Traffic Volume Change
(2010 to 2035 Baseline)

Change in PM Peak Hour Volumes (2010 to 2035 Baseline)

Segment
Beauregard St | Seminary Rd | Van Dorn St | Sanger

PM % change from Existing

0% 5% 10% 15% 20% 25% 30%
Existing Transit Service – Beauregard Corridor

Enhanced transit service and shuttle service provided by BRAC-133 at 10 min. headways starting in 2011 from:

- King Street Metro
- Franconia / Springfield Metro
- West Falls Church Metro
- Pentagon
- Ballston Metro

Existing Corridor Transit Ridership

Avg. Weekday DASH Ridership: 5,153
Avg. Weekday WMATA Ridership: 7,530
Local Intersection Overall Performance – PM Peak

![Local Intersection Overall Performance - PM Peak](chart.png)
Why Planning is Important

- Trails Connections
- Public Parks
- Regional Transportation Solutions
- Pedestrian Neighborhood Connections
- Env Restoration
- Open Space
- Pedestrian Neighborhood Solutions
- Amenities
- Maintain Green Open Space Character
- Possible Civic Uses
- Neighborhood Serving Retail
Planning Options Moving Forward

- Continue meeting with Ad-hoc Beauregard Plan group to discuss both process and alternatives needed to inform transportation analysis

- Establish standing Beauregard Corridor stakeholder group with monthly meetings
Process Moving Forward

**SHORT TERM**
- Meeting and coordination with community
- Intersection Analysis
- Launch Transit Work Group process
- Planning and outreach for transportation analysis
- Background and preparation for stakeholder group process

**MID-TERM**
- Convene stakeholder group
- Monthly stakeholder group meetings, subcommittees as needed
- Coordinate with and analyze information found from other studies—VDOT, Transit Corridor, Housing, BRAC

**PLAN ADOPTION**
Considerations for Schedule

- Integration of transportation and land use
- Time to establish the Beauregard Stakeholder Group
Implications to Work Program

• Anticipate approximately 12-month planning process for Beauregard from first stakeholder meeting
• Eisenhower West will include several months of background research before commencing the process
• There will be some overlap with the Eisenhower West planning effort
• Additional staff and resources may be necessary to make up for overlap
Grant Update

- Grant obligations require preparation of a plan document
- Plan could include findings and a recommendation of no increase in density/zoning, pending the results of the on-going transportation analysis
- City can pursue extension of grant up to 18 months (beyond December 2010), to enable additional coordination of the transportation and land use and additional community involvement