



Beauregard Corridor Plan

City Council Work Session
October 26, 2010

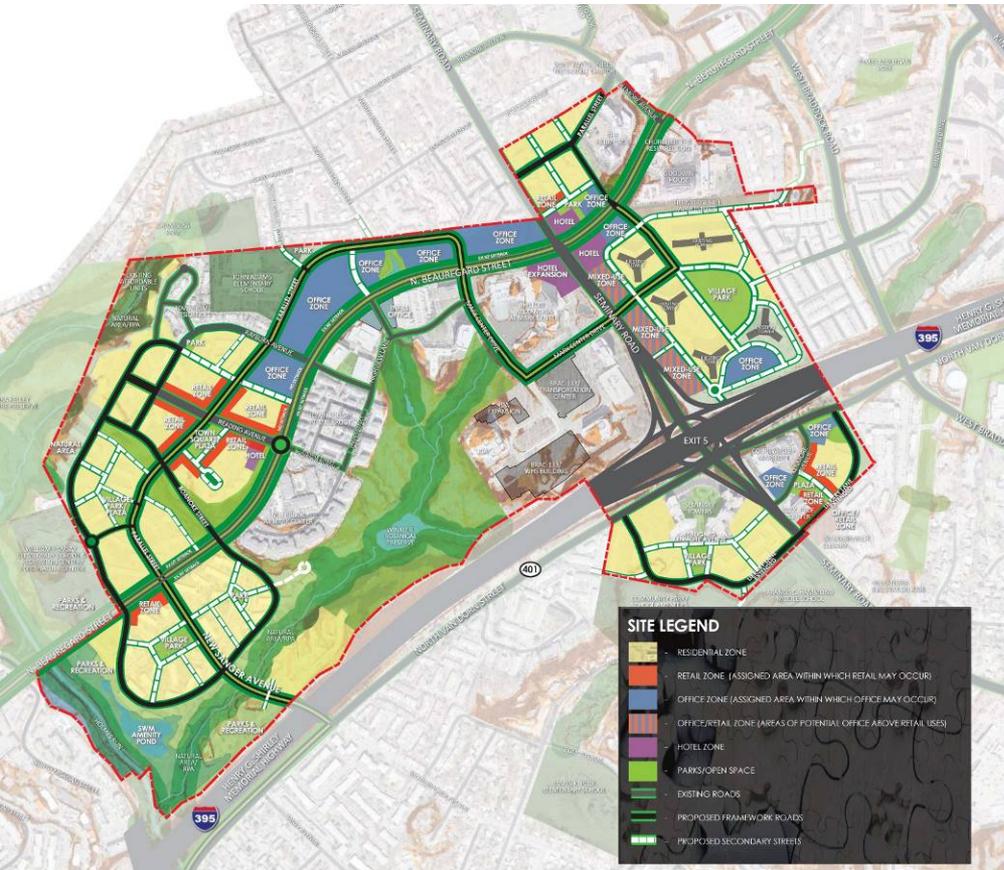
Agenda

- 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

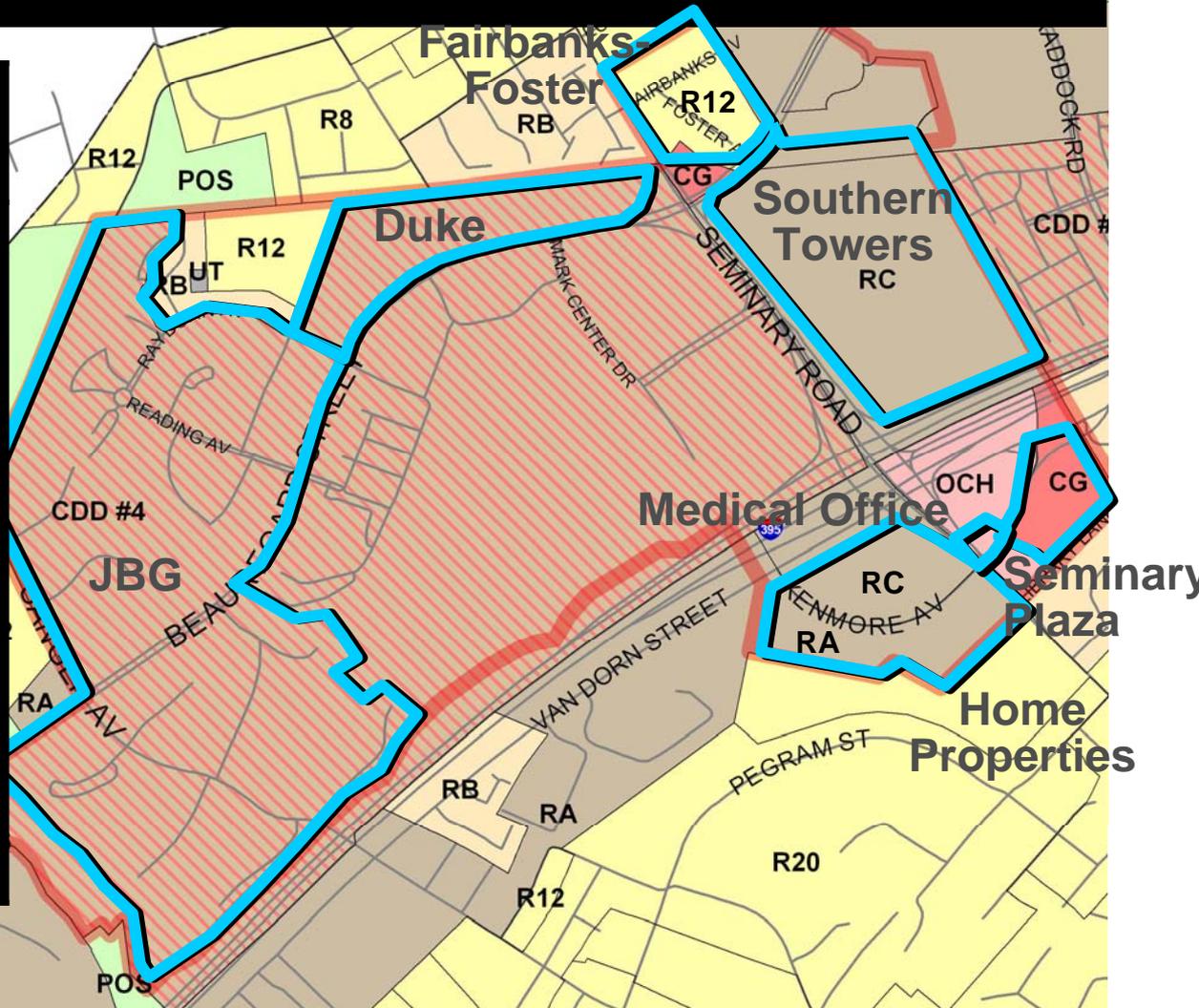
Unpredictable amount of
developer contributions

Neighborhood retail expansion
not permitted

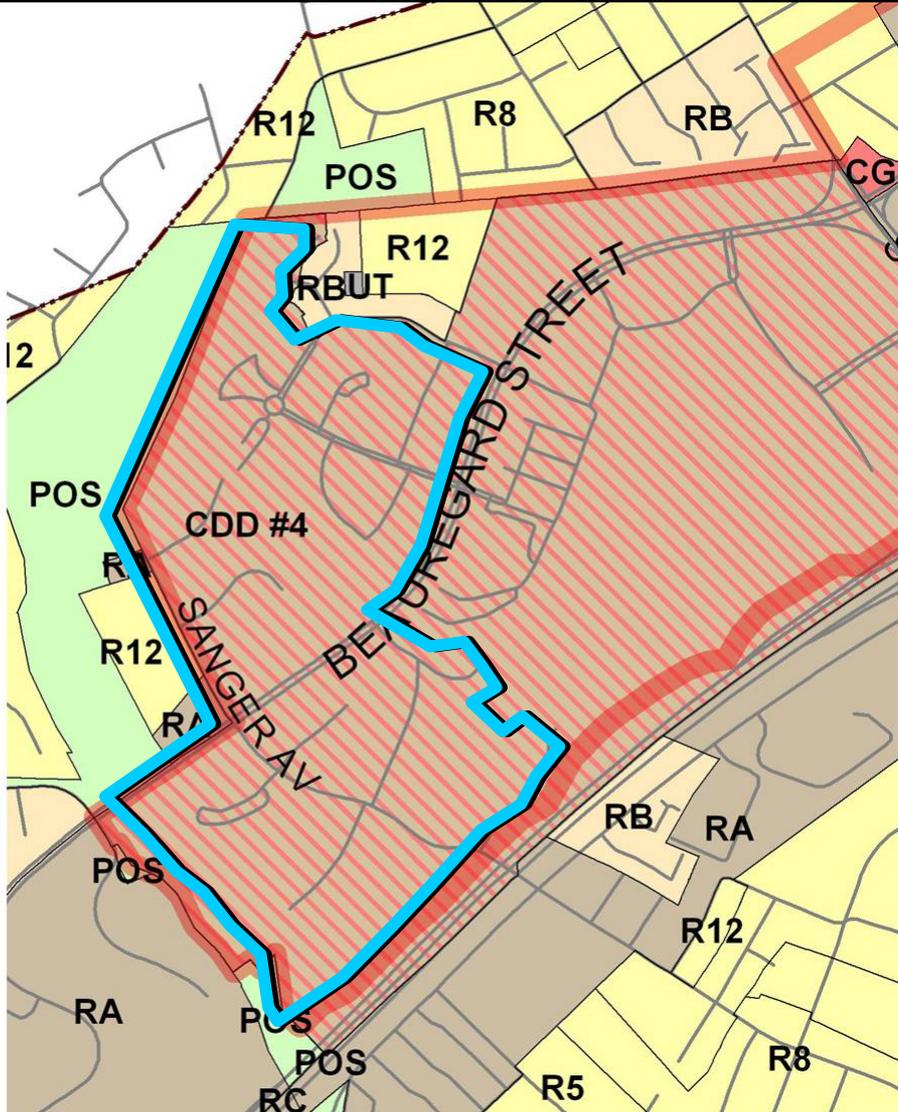
+/- 4.0 million sq ft - net new

Zoning – Potential Redevelopment Areas

Development Sites	Area (ac)
JBG	130
Duke	19
R-12	9
So. Towers	46
Steak & Ale	1
Sem. Plaza	6
Home Prop	23
Total	234



Zoning – JBG



CDD #4 129.8 ac

Existing:

0.38 FAR

2,318 dwelling units

60,000 sq ft retail

Permitted (DSUP):

1.0 FAR

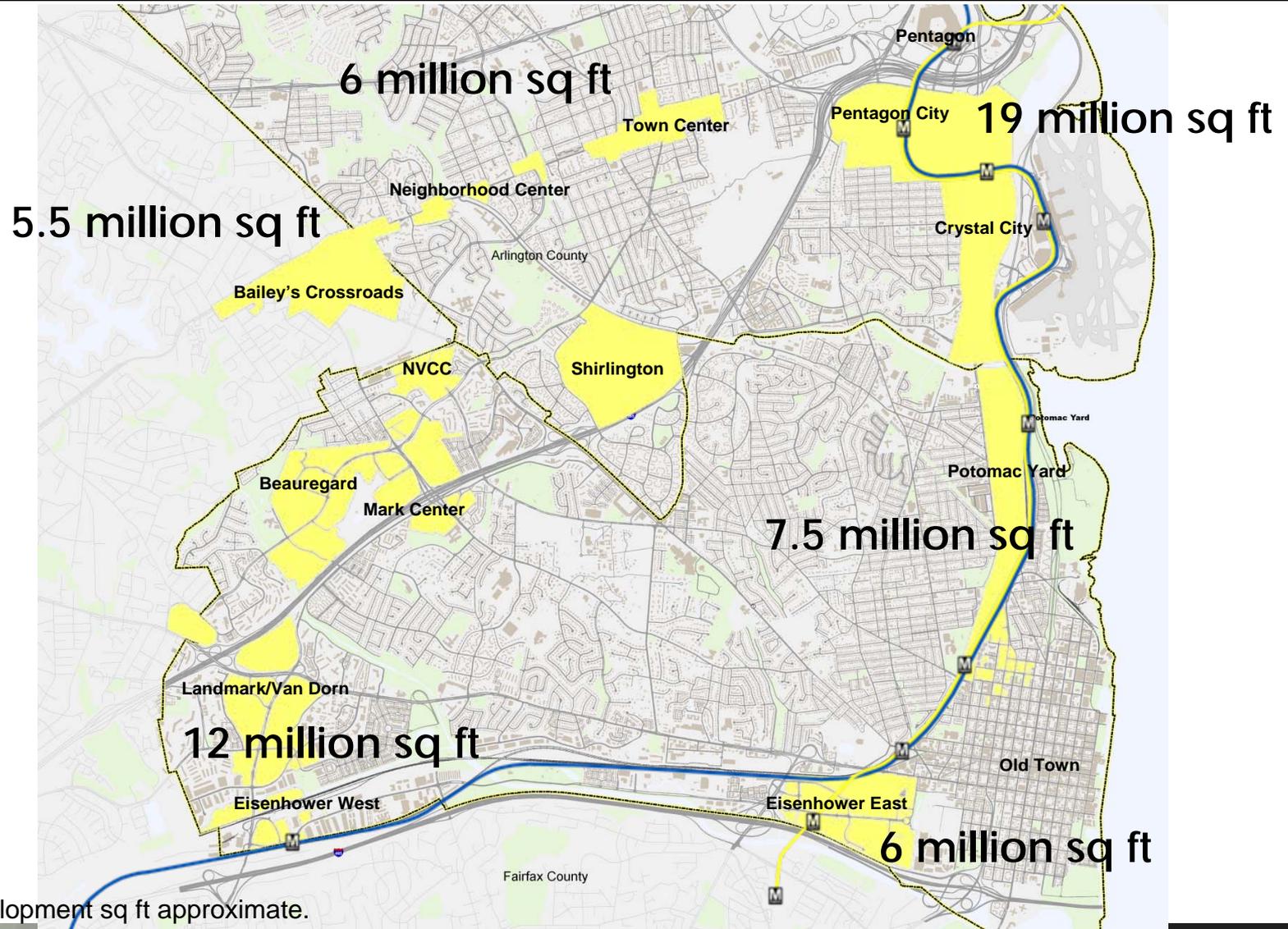
5,650,000 sq ft

(+3,500,000 sq ft)

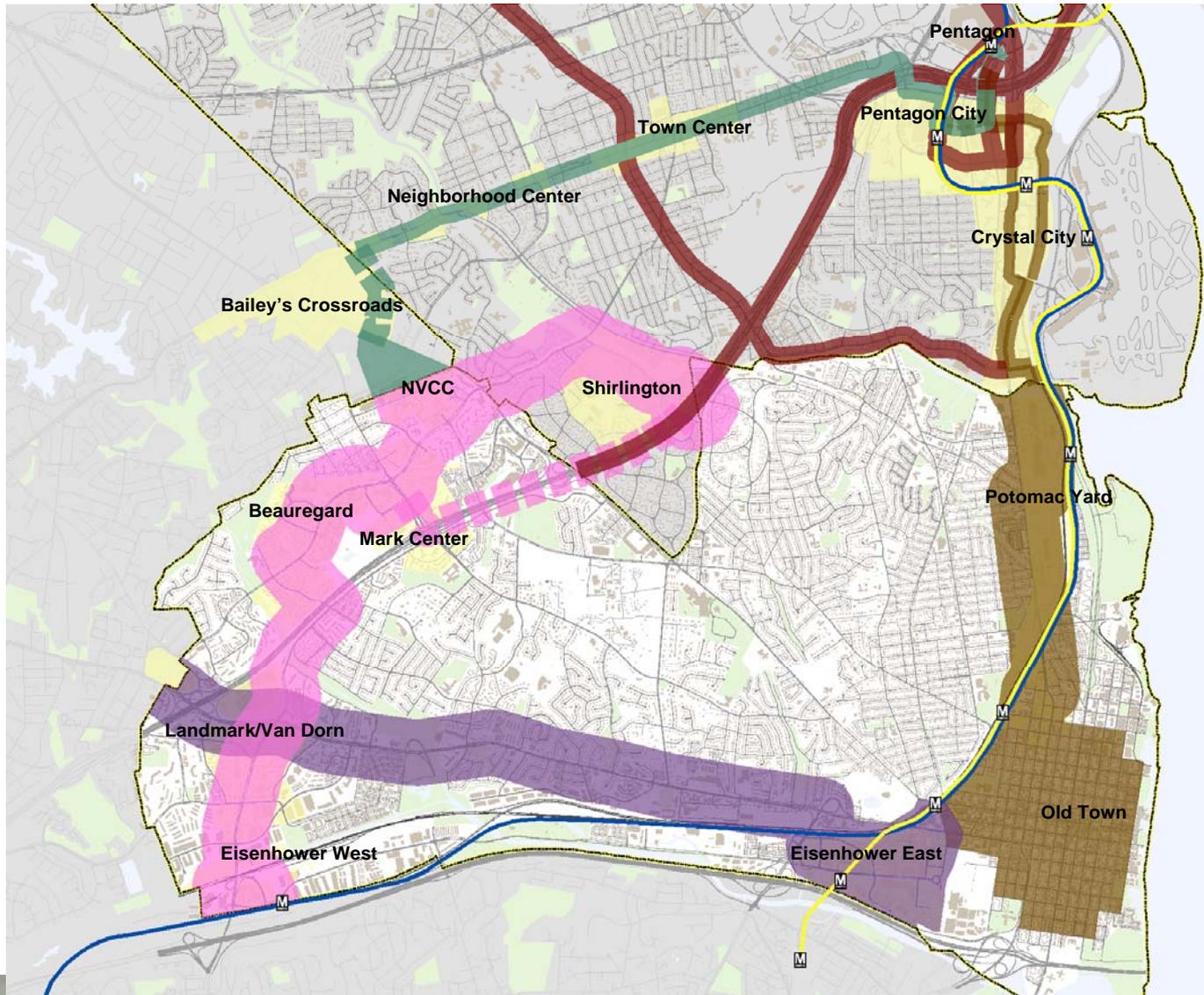
2,318 dwelling units

60,000 sq ft retail

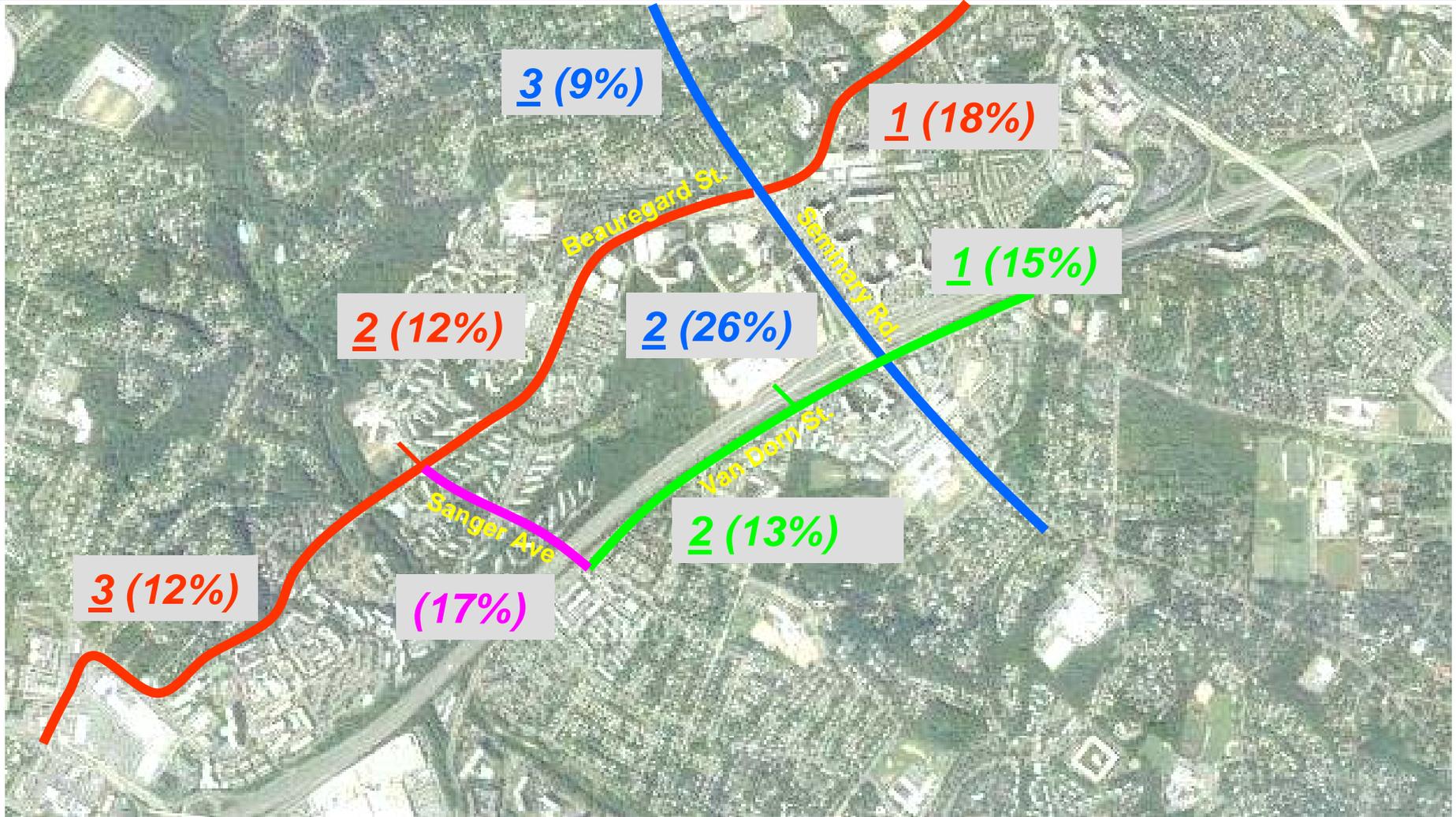
Regional Development and Transportation



Regional Development and Transit Corridors

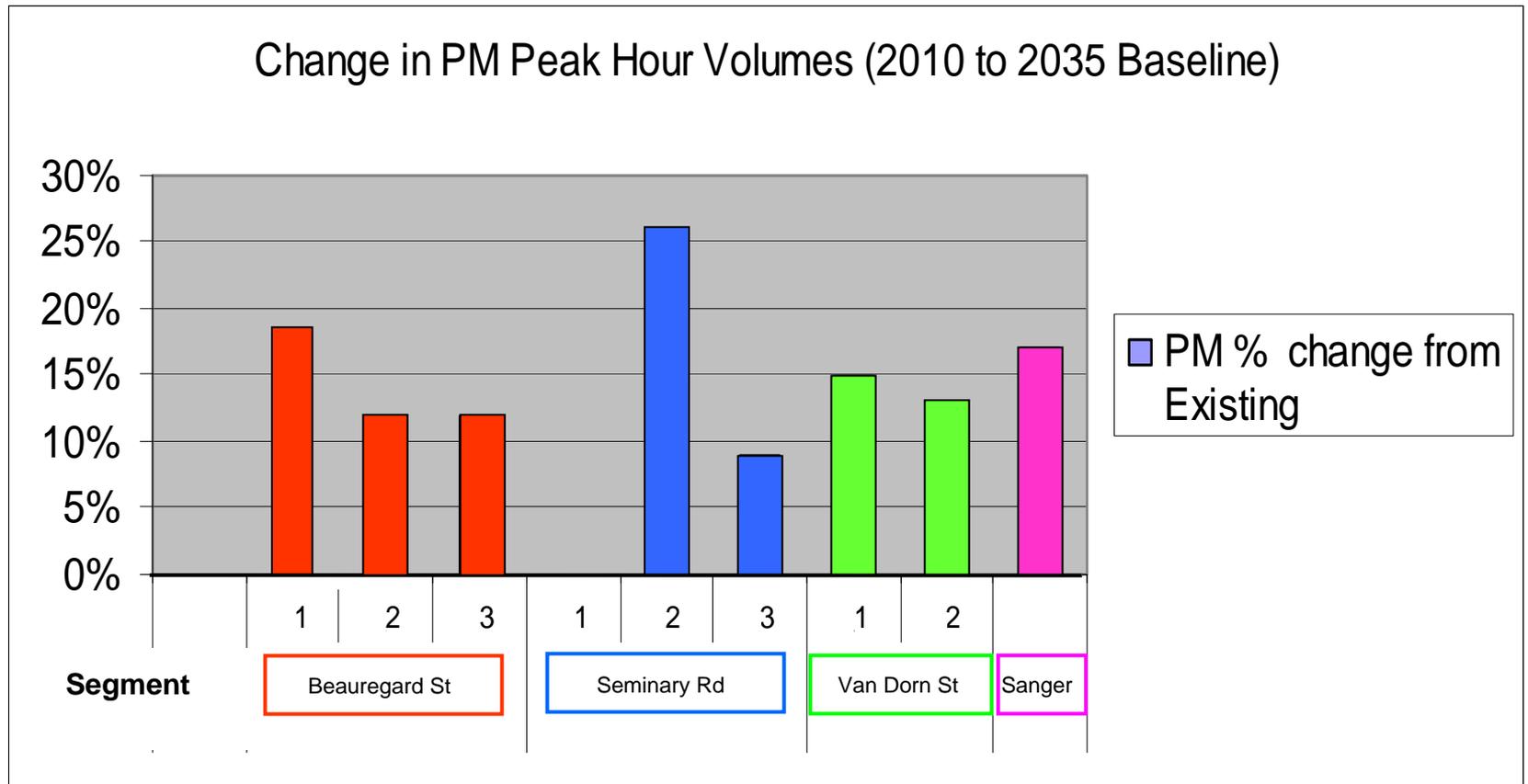


Beauregard Corridor Traffic Analysis Projected PM Peak Traffic Volume Change (2010 to 2035 Baseline)

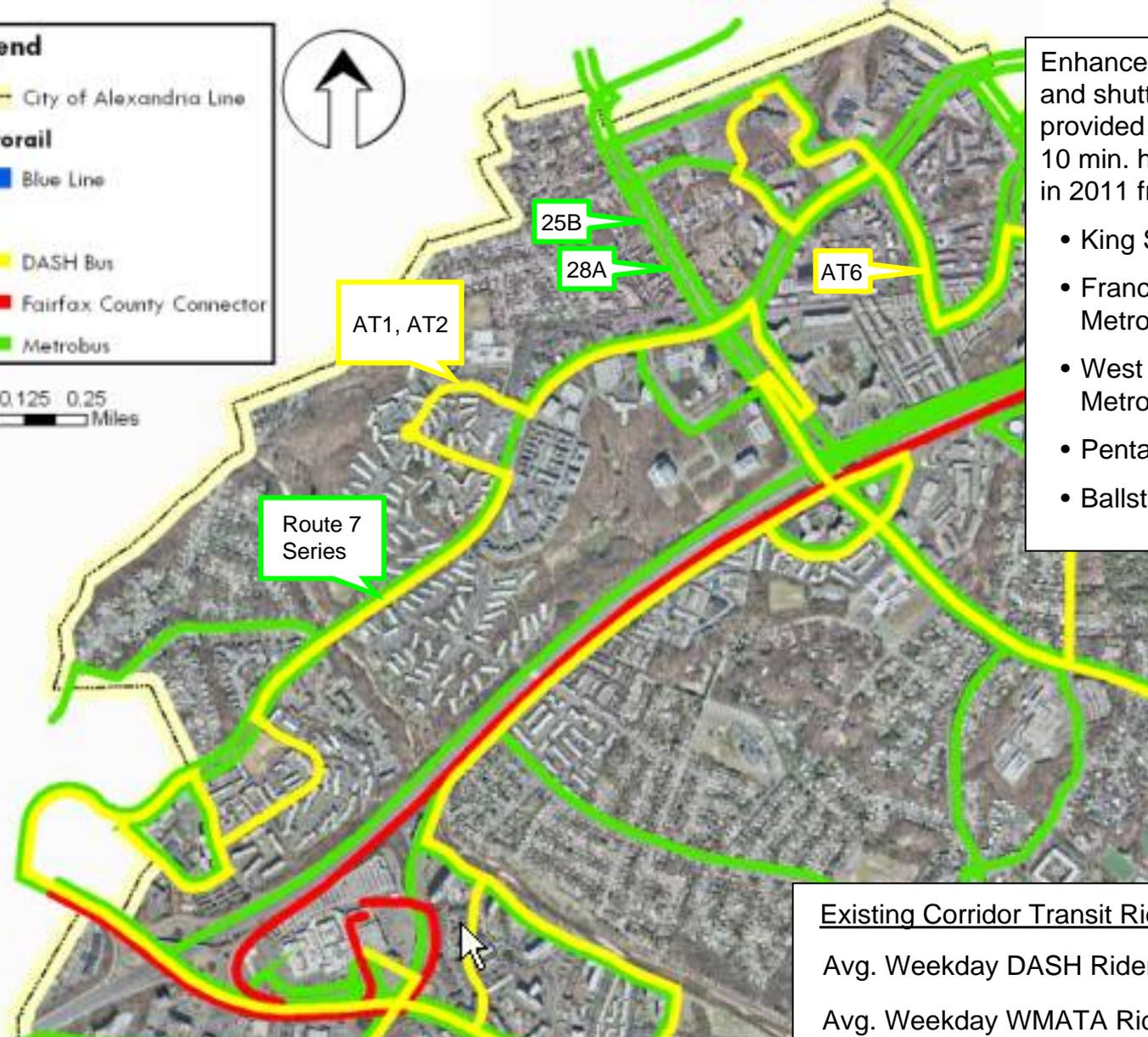


Beauregard Corridor Traffic Analysis

Projected PM Peak Traffic Volume Change (2010 to 2035 Baseline)



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

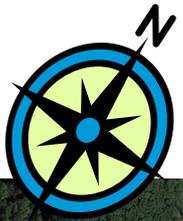
Existing Corridor Transit Ridership

Avg. Weekday DASH Ridership: 5,153

Avg. Weekday WMATA Ridership: 7,530

Average Queues and Level of Service

PM Peak Hour

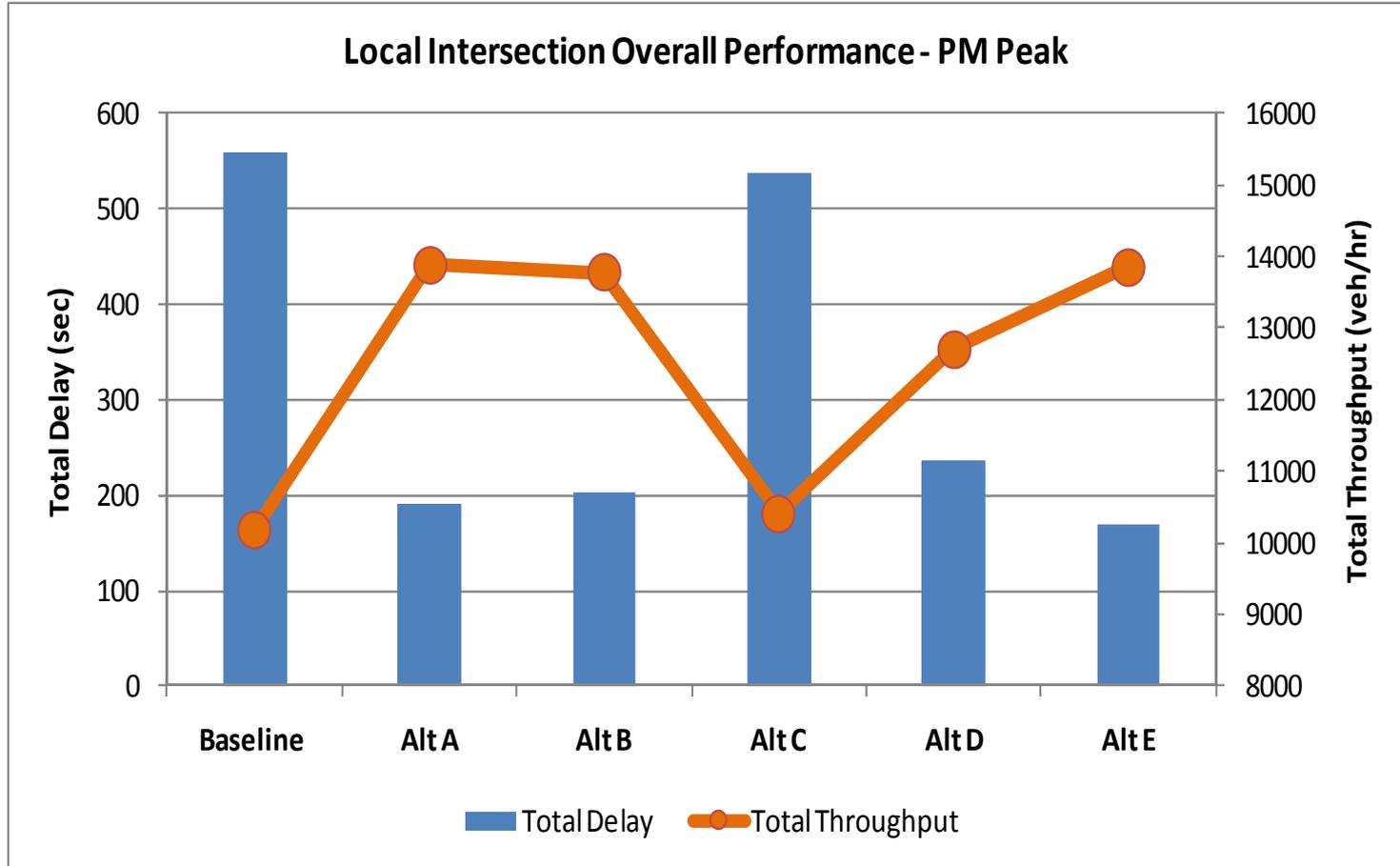


2015 Baseline

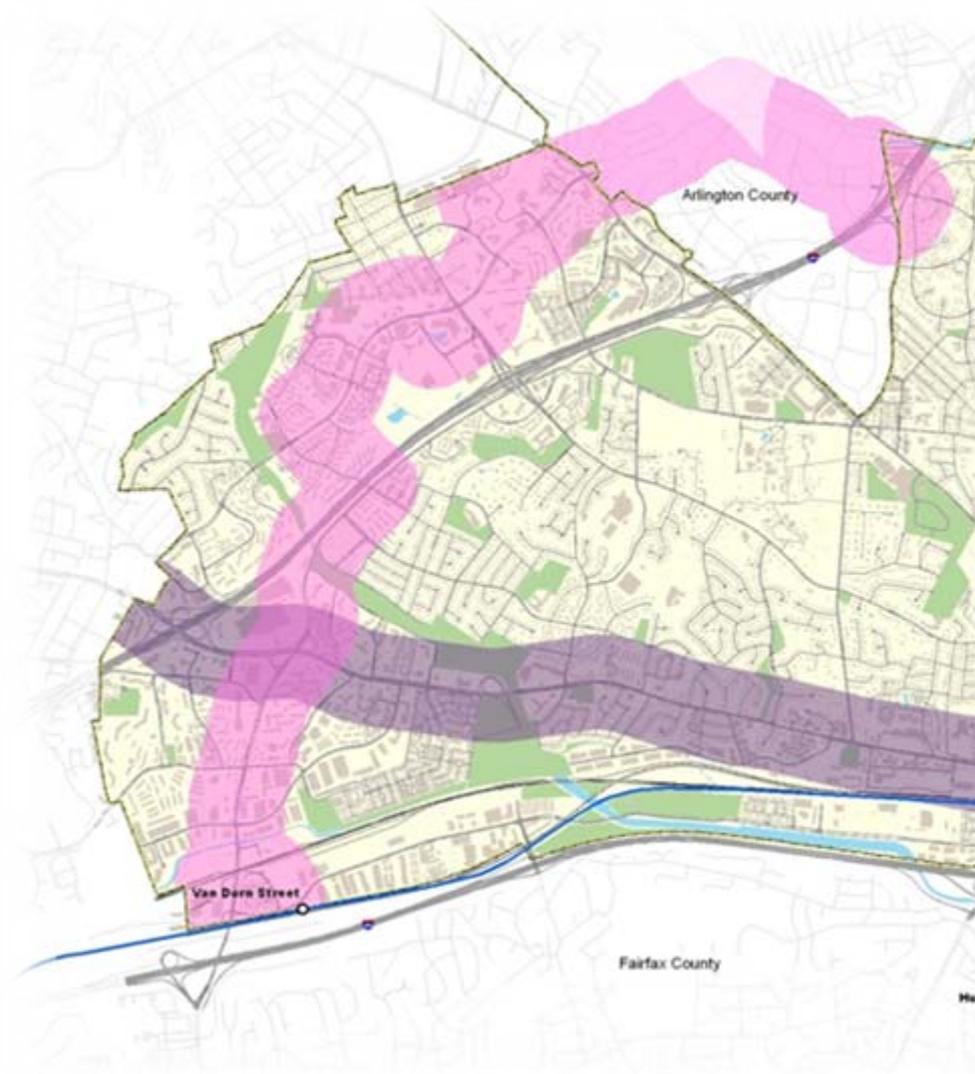
BRAC 133
Mark Center



Local Intersection Overall Performance – PM Peak



Planned Transit Service Beauregard / Van Dorn Corridor



Why Planning is Important

**Trails
Connections**

**Env
Restoration**



**Public Parks
Open Space
Amenities**



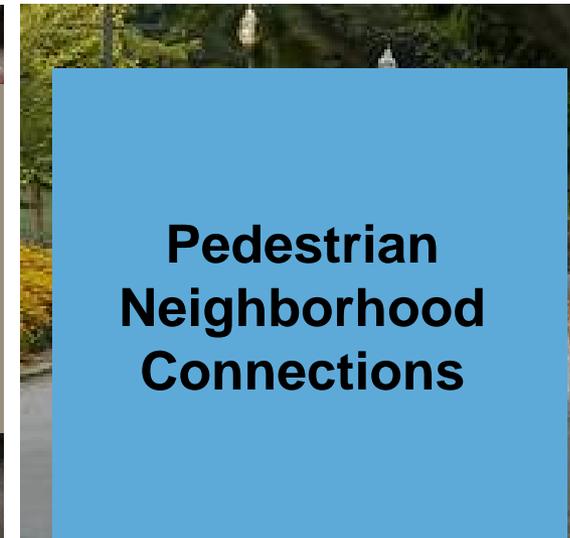
**Maintain
Green Open
Space Character**



**Possible
Civic
Uses**



**Regional
Transportation
Solutions**



**Pedestrian
Neighborhood
Connections**



**Neighborhood
Serving Retail**

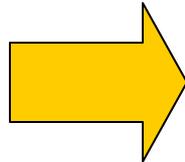
Planning Options Moving Forward

- 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

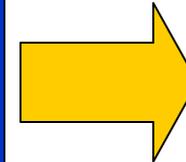
SHORT TERM

- 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



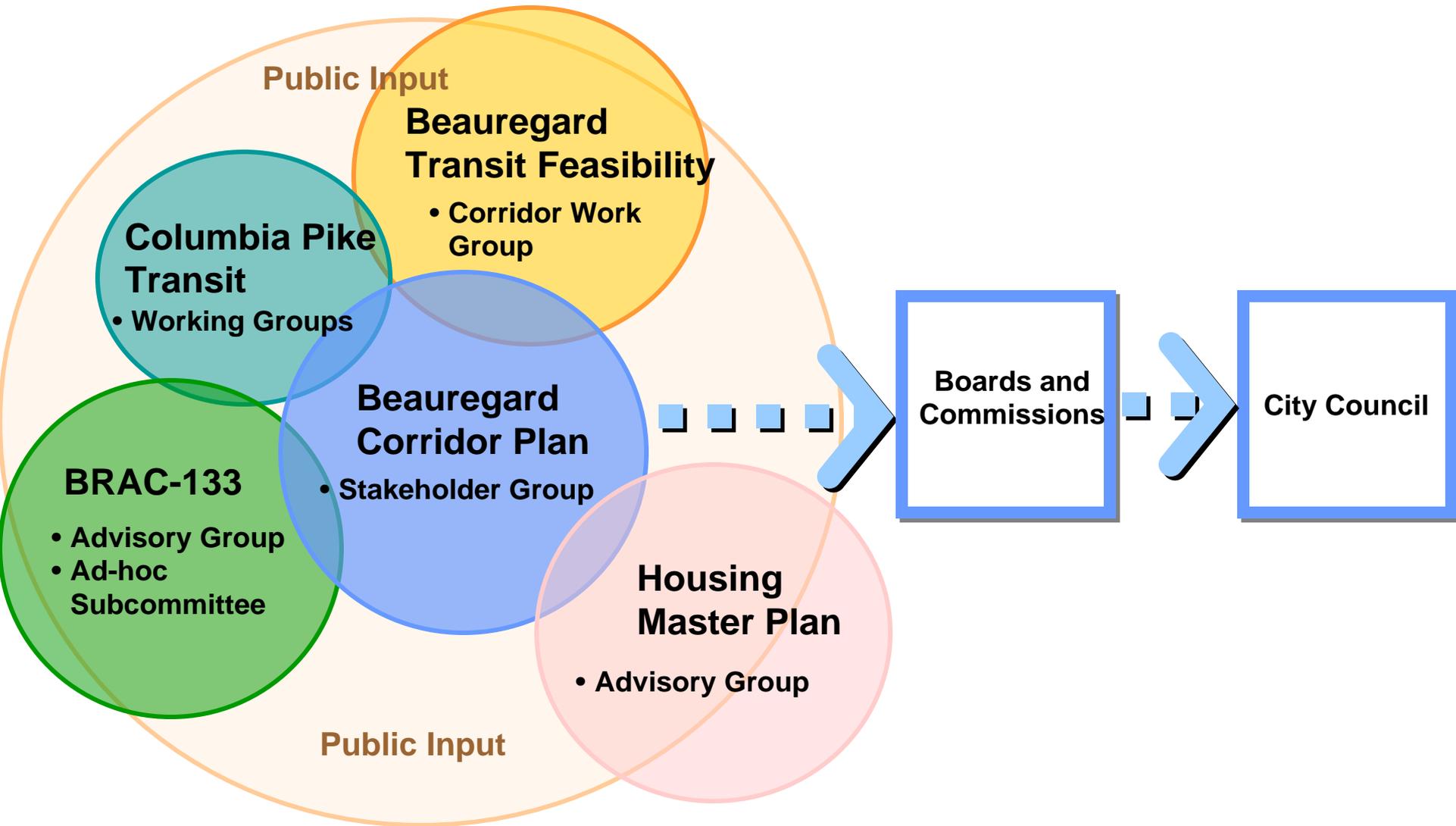
MID-TERM

- 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**

Relationships of Groups and Process



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