Beauregard Small Area Plan

Beauregard Community Meeting
November 21, 2011
• INTRODUCTION

• OVERVIEW OF POTENTIAL PUBLIC AMENITIES
  • Open Space
  • Ellipse
  • Transitway
  • Landscaping
  • Fire Station
  • Affordable Housing

• POTENTIAL DEVELOPER CONTRIBUTIONS

• OVERVIEW OF TRANSPORTATION ANALYSIS

• UPCOMING MEETINGS – SCHEDULE

• NEXT STEPS
## BEAUREGARD – Comparison of Development (Zoning)

<table>
<thead>
<tr>
<th>Developer Land Owner</th>
<th>Acres</th>
<th>Existing Development (sq. ft)</th>
<th>Zoning Maximum (sq. ft.)</th>
<th>Proposed (sq. ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duke Realty</td>
<td>19.18 ac.</td>
<td>304,894</td>
<td>835,481</td>
<td>1,135,764</td>
</tr>
<tr>
<td>Hekemian</td>
<td>8.18 ac.</td>
<td>16,500</td>
<td>109,707</td>
<td>759,469</td>
</tr>
<tr>
<td>Home Properties 1</td>
<td>22.31 ac.</td>
<td>918,074</td>
<td>1,027,953</td>
<td>1,607,163</td>
</tr>
<tr>
<td>JBG Properties</td>
<td>129.64 ac.</td>
<td>2,291,789</td>
<td>5,647,118</td>
<td>6,415,751</td>
</tr>
<tr>
<td>Southern Towers 1</td>
<td>40.81 ac.</td>
<td>1,921,770</td>
<td>2,221,964</td>
<td>2,321,770</td>
</tr>
<tr>
<td>WRIT</td>
<td>1.94 ac.</td>
<td>141,963</td>
<td>253,519</td>
<td>240,110</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>222.06 ac.</strong></td>
<td><strong>5,594,990</strong></td>
<td><strong>10,095,742</strong></td>
<td><strong>12,480,027</strong></td>
</tr>
</tbody>
</table>

(1) – Numbers include proposed development and existing building(s) that will remain.

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BEAUREGARD – Multi-Purpose Field
BEAUREGARD – Elipse
Beauregard – Proposed Transitway

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Beauregard – Proposed Fire Station

- Building area – +/- 19,000 sq. ft.
- Two-story structure
- 4 Bays
- Community Room – +/- 900 sq. ft.
- 8 parking spaces onsite / approximately 20 parking spaces to be located east of the existing apartment building
• Total New and Replacement Units Proposed to be Constructed = 6,469 units

• Proposed Goal of 10% (647 units) as long term affordable/workforce housing

• Short Term vs. Mid-Long Term

• Mix of household income levels served also impacts cost
Developers/Land Owners

JBG
Hekemian
Home Properties
Duke Realty
Southern Towers

City Departments

Planning & Zoning
Transportation and Environmental Services
Recreation, Parks and Cultural Activities
Office of Housing
City Manager’s Office
Office of Management and Budget

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Negotiate a proposed financing plan in regard to the specific Beauregard Small Area Plan public benefits to be paid by developers as part of the proposed development which may be contained in the eventual Beauregard Small Area Plan, including the timing, amount and form of contributions.
• Consider public discussions and work of BCSG
• Define individual development-paid public improvements
• Identify desired area-wide public improvements
• Price the proposed public improvements
• Review financing options
• Negotiate form, timing and amount of contributions
### BEAUREGARD – Public Benefits

<table>
<thead>
<tr>
<th>A. Transportation Improvements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ellipse</td>
<td>$29,310,704</td>
</tr>
<tr>
<td>2. Transitway for BRT</td>
<td>$23,000,000</td>
</tr>
<tr>
<td>3. Other Transportation Improvements</td>
<td>$501,600</td>
</tr>
<tr>
<td><strong>Transportation Subtotal</strong></td>
<td><strong>$52,812,304</strong></td>
</tr>
</tbody>
</table>

| B. Fire Station Facility #211                          | $9,256,025             |

| C. Enhanced Landscaping and Streetscape for Beauregard Street | $3,000,000             |

| D. Athletic Field / Recreation Enhancements             | $8,150,500             |

| E. Affordable and Workforce Housing                     |                        |
| 1. Public Amenity Contribution                          | $22,426,504            |
| 2. Voluntary Formula Contribution Housing               | $25,817,136            |
| **Housing Subtotal**                                    | **$48,243,640**        |

| F. Right-of-way Dedication for Transportation and Fire Station Land | $18,046,718$^{3}        |

| **Total**                                               | **$139,509,187$^{1,2}** |

**Notes:**

1. All costs in 2011 Dollars
2. Excludes developer-paid sanitary sewer tap fees
3. Represents in-kind non-cash contribution
• Costs to write down housing costs vary substantially
• Driven by family/unit size, family income and cost
• Cost Range = $48,000 to $251,000 for 30-year preservation
• Average Cost = $123,000 per unit estimate
• City-proposed Goal = 10% of new units over 30 years
• 10% of new = 647 units
• 647 units x $123,000 per unit average cost = $ 79.8 million
Funding Proposal for 647 units over 30 years:

Developers: Existing Voluntary Contribution $22.4 million
Developers: Public Amenity Contribution $25.8 million
Federal/State/City Long-Term Funding $31.6 million
Total $79.8 million
How would the contributions be paid?

• $121.5 million in cash contributions divided by 9.7 million square feet of gross new construction equals $12.55 per square foot

• 9.7 million square feet of gross new less 2.9 million square feet of demolition = 6.8 million of net new

• Paid into a “Beauregard Fund” upon building completion
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**Cumulative Net New Development by Year**

- **Ellipse**
- **Athletic Field / Recreation Enhancements**
- **Transitway and Landscaping**
- **Affordable and Workforce Housing**
- **Fire Station # 211**

**Add New Real Estate Tax Revenues from Tax Base Growth**
Solution to Cash Flow Problem

- Defer timing on some projects
- Value captured with development generated
- New real estate tax revenues
- Start Affordable/Workforce Housing later
- Create interim affordable housing preservation plan
Questions and Feedback
Transportation Analysis

T&ES
Goals (What we heard from the Community)

- Minimize impacts of development
- Infrastructure in place prior to need
- Develop a comprehensive, multi-modal approach
Transportation Analysis

• Conducted comprehensive Transportation Analysis

• Studied 28 intersections in / near the study area

• Analysis conducted in coordination with developer technical team

• Coordinated multiple traffic studies
  • BRAC-133
  • Transitway Corridor C
  • Regional Studies
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Traffic Analysis Scenarios

- Existing Conditions
- 2035 No Development
- 2035 Development
- 2020 Interim Development

Assumptions:
- Transitway
- VDOT Short / Long Term Improvements
- Multi-modal
- Regional Growth
Traffic Analysis Scenarios

A: Existing Conditions:
• Actual Traffic Counts

B: 2035 No Development:
• (2035 Scenario without the Planned Development)
  o Regional Growth
  o Approved DSP/DSUP Development
  o Transitway
  o VDOT Improvements
Traffic Analysis Scenarios

C: 2035 Development:
• (Includes all elements above)
  o Development in Beauregard Plan
  o Enhanced Road Network
  o Recommended Transportation Improvements

D: 2020 Development-Interim:
• Interim year to determine phasing of Transportation Improvements
Transportation Analysis Process

• Small Area Plan provides opportunity for a comprehensive mitigation package (rather than piece-meal approach) and allows regional coordination

• Future site specific transportation analysis as part of future development applications
Transportation Analysis Process

- Existing Traffic Counts
- Trip Generation
- Trip Distribution
- Mode Split
- Trip Assignments
2035 Traffic Analysis (Simulation)

No Development and Development Scenarios

- Used 2035 projected turning movement volumes
- Analyzed No Development scenario with baseline improvements
- Analyzed Development scenario with transportation enhancements
- Determined Level of Service, delay, queues
No Development (2035) Scenario

- Regional Growth
- Approved (DSP/DSUP) Development in Study Area
- Transitway
- VDOT Short and Mid-Term Improvements
- King & Beauregard Improvement
- VDOT HOV/Transit Ramp
- I-95/I-395 HOT Lanes (to Turkeycock)
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Transitway (Corridor C)
BEAUREGARD – Transportation

Short / Mid Term Improvements

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I-395 / Seminary Road HOV Ramp (Illustrative Concept)
I-395 / I-95 HOT Lanes

- **Build 9-mile extension of existing HOV lanes** from Dumfries to Garrisonville Rd in Stafford County

- **Expand existing HOV lanes from 2 to 3 lanes for 14 miles** between Prince William Parkway to vicinity of Edsall Road on I-395 (Turkeycock Run)

- **Improve the existing two HOV lanes for six miles** from Rt. 234 to Prince William Parkway

- **Add new or improved access** to and from HOV/HOT network at key interchanges
Beauregard/Sanger
Queue Length
No Development (2035)
Beauregard/Reading

Queue Length
No Development (2035)
Beauregard/ Seminary

Queue Length
No Development
(2035)
2035 Development Scenario

- No Development Land Use Assumptions
- No Development (baseline) Transportation improvements
- Additional land use associated with proposed development
- Additional transportation network improvements
Transportation Improvements in 2035 Development Plan

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BEAUREGARD – Overall
### Transportation Improvements in 2035 Development Plan

<table>
<thead>
<tr>
<th></th>
<th>Improvement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Southern Towers</td>
<td>New road and transitway through Southern Towers</td>
</tr>
<tr>
<td>B</td>
<td>Beauregard at Seminary</td>
<td>Ellipse at Seminary Road and Beauregard Street (Exclusive of ROW Costs)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transitway Improvements for BRT</td>
</tr>
<tr>
<td>C</td>
<td>Beauregard between Hekemian and Southern Towers</td>
<td>Construct transitway</td>
</tr>
<tr>
<td>D</td>
<td>Beauregard between Mark Center Drive and Existing Sanger</td>
<td>Provide necessary right of way and widen Beauregard Street and construct a transitway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Build Mult-use trail (For bicycles and pedestrians)</td>
</tr>
<tr>
<td>E</td>
<td>Mark Center Drive (Beauregard to Seminary)</td>
<td>Provide Bicycle Facilities</td>
</tr>
<tr>
<td>F</td>
<td>Seminary between Fairbanks and Mark Center Drive</td>
<td>Construct multi-use trail</td>
</tr>
<tr>
<td>G</td>
<td>Relocated Kenmore Avenue and Library Lane Extended</td>
<td>Construct Relocated Kenmore Avenue</td>
</tr>
<tr>
<td>H</td>
<td>Beauregard Street at Mark Center Drive</td>
<td>Right turn lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reconfigure WB approach</td>
</tr>
<tr>
<td>I</td>
<td>Beauregard St at Existing Sanger Ave</td>
<td>Reconfigure Sanger Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide permissive left-turn phasing for the Sanger Ave left turns</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide permissive right turn phasing for WB Sanger Ave</td>
</tr>
<tr>
<td>J</td>
<td>Seminary Rd from Beauregard to Hekemian property line</td>
<td>Add westbound left turn lane to Fairbanks</td>
</tr>
<tr>
<td>K</td>
<td>Seminary at Mark Center Drive</td>
<td>Widen Mark Center Dr to allow for dual lefts</td>
</tr>
<tr>
<td>L</td>
<td>Van Dorn St at Braddock Rd</td>
<td>NB/SB Lane Approach Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NB/SB Lane Approach Improvements</td>
</tr>
<tr>
<td>M</td>
<td>Van Dorn St at Sanger Ave / Richenbacher Ave</td>
<td>Restriping and sidewalk widening under I-395</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Restripe WB approach</td>
</tr>
<tr>
<td>N</td>
<td>New Parallel Road to Beauregard</td>
<td>Construct new parallel road</td>
</tr>
<tr>
<td>O</td>
<td>Relocated Sanger</td>
<td>Construct new Sanger Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construct transitway and construct multi-use trail</td>
</tr>
<tr>
<td>P</td>
<td>New Local Streets Parallel to Relocated Sanger</td>
<td>Construct new local streets</td>
</tr>
<tr>
<td>Q</td>
<td>Parallel road from I-395 to Mark Center Drive</td>
<td>Construct new parallel road</td>
</tr>
<tr>
<td>R</td>
<td>Seminary Road at I-395</td>
<td>VDOT Short / Mid Term Improvements</td>
</tr>
</tbody>
</table>
### Key Transportation Improvements

<table>
<thead>
<tr>
<th>Improvement</th>
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<tbody>
<tr>
<td>Ellipse at Beauregard Street at Seminary Road</td>
</tr>
<tr>
<td>Transitway along Beauregard and Sanger Avenues</td>
</tr>
<tr>
<td>Relocate Kenmore Avenue and extend Library Lane</td>
</tr>
<tr>
<td>Bicycle facilities on Beauregard Street, Seminary, Sanger Ave.</td>
</tr>
<tr>
<td>New parallel road to Beauregard Street</td>
</tr>
</tbody>
</table>
Ellipse at Beauregard / Seminary

Hekemian – Foster Fairbanks

Southern Towers
Ellipse at Beauregard / Seminary
Ellipse at Beauregard / Seminary
Relocated Kenmore Avenue / Library Lane

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Bicycle Facilities along Beauregard Street, Seminary Road and Sanger Avenue
Traffic Results – No Development (2035)

LEGEND
- LOS Condition Same or Better Than Existing Conditions
- LOS Condition Degraded As Compared to Existing Conditions

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Traffic Results – With Development (2035)

**LEGEND**
- LOS Condition Same or Better Than 2035 No Development
- LOS Condition Degraded As Compared to 2035 No Development

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Beauregard/Sanger - Queue Length (2035 Development)
Beauregard/Reading - Queue Length (2035 Development)

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Beauregard/ Seminary - Queue Length (2035 Development)
Findings

- Minimize impacts of development ✓
- Infrastructure in place prior to need ✓
- Develop a comprehensive, multi-modal approach ✓
Next Steps

• Refinements to phasing of improvements
• Transportation Section of Small Area Plan
• Final Transportation Technical Report
Questions?
Next Steps

Beauregard Community Meeting
Monday, December 12, 2011@ 7:00 PM
John Adams Elementary School
Media Center – 2nd Floor
5461 Rayburn Avenue, Alexandria, VA

Tentative Agenda:
• Developer Contributions
• Plan Schedule Details

January – Beauregard Small Area Plan