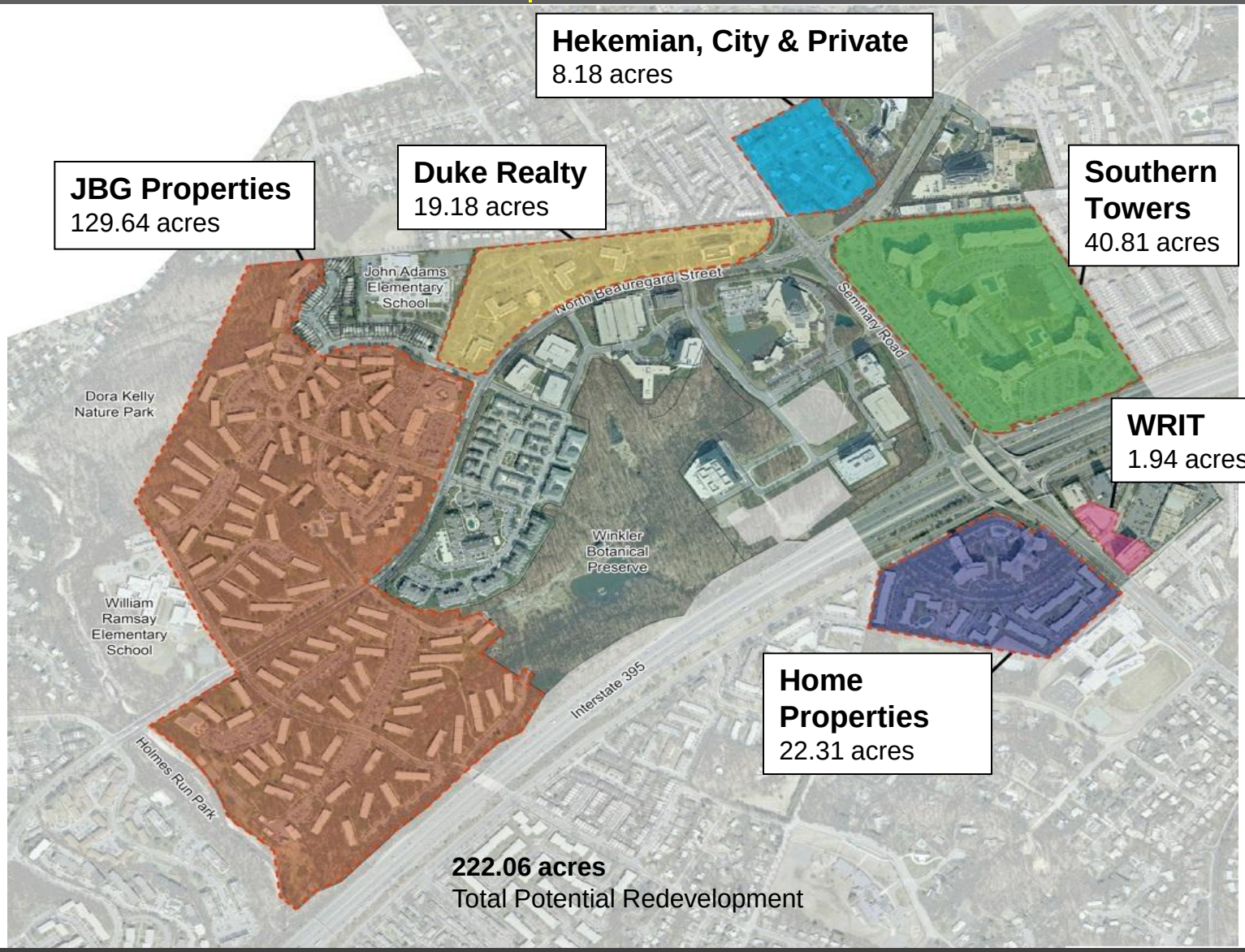
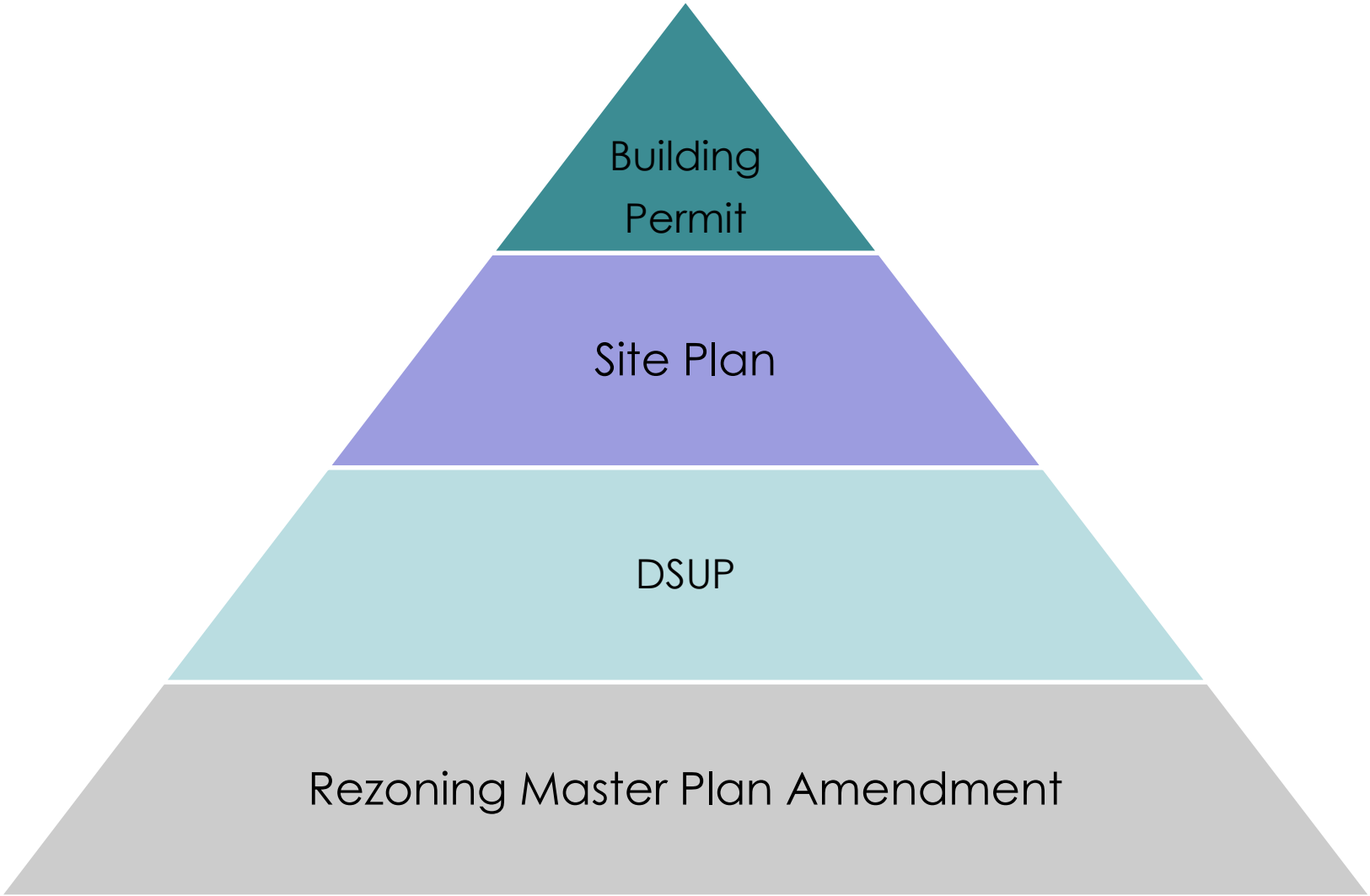
Beauregard Corridor

City Council and Planning Commission Joint Work Session

September 19, 2011

- Overview Introduction
- Existing - Proposed
  - Development
  - Zoning
  - Open Space
  - Developer Contributions
- Overview of Beauregard Corridor Stakeholder Group Process Recommendations
- Transportation
- Fire Station
- Affordable Housing
- Next Steps


Hekemian, City & Private
8.18 acres
JBG Properties
129.64 acres
Duke Realty
19.18 acres
Southern Towers
40.81 acres
WRIT
1.94 acres
Home Properties
22.31 acres
John Adams Elementary School
North Beauregard Street
Seminary Road
Dora Kelly Nature Park
Winkler Botanical Preserve
William Ramsay Elementary School
Interstate 395
Holmes Run Park
222.06 acres
Total Potential Redevelopment


Building Permit
Site Plan
DSUP
Rezoning Master Plan Amendment

BEAUREGARD | Proposed Developer Plan

BEAUREGARD | Open Space

Development Summary							
					Residential Units (DU)		
Developer Land Owner	Acres	Existing Development (sq. ft)	Zoning Maximum (sq. ft.)	Proposed (sq. ft.)	Existing	Zoning	Proposed
Duke Realty	19.18 ac.	304,894	835,481	1,135,764	0	0	0
Hekemian	8.18 ac.	16,500	109,707	759,469	15	28	535
Home Properties 1	22.31 ac.	918,074	1,027,953	1,607,163	843	878	1,472
JBG Properties	129.64 ac.	2,291,789	5,647,118	6,415,751	2,264	2,264	5,009
Southern Towers 1	40.81 ac.	1,921,770	2,221,964	2,321,770	2,378	2,222	2,378
WRIT	1.94 ac.	141,963	253,519	240,110	0	106	0
TOTAL	**222.06 ac.**	**5,594,990**	**10,095,742**	**12,480,027**	**5,500**	**5,498**	**9,394**

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

- 2,384,279 additional square feet within the Plan Area
- 3,894 Added units/density within the Plan Area (6,469 total new units with the Plan Area)
- Ability to Provide Mixed – Use within the Plan Area
- Additional Land Value As Part of Small Area Plan Amendment
- Potential Funding for elements such as Affordable Housing, Fire Station, Open Space/Landscaping, and Transportation, Transit
- City still discussing funding of potential plan elements – current status of Developer Contributions +/- $90,000,000
- Timing – Phasing – Construction Responsibilities

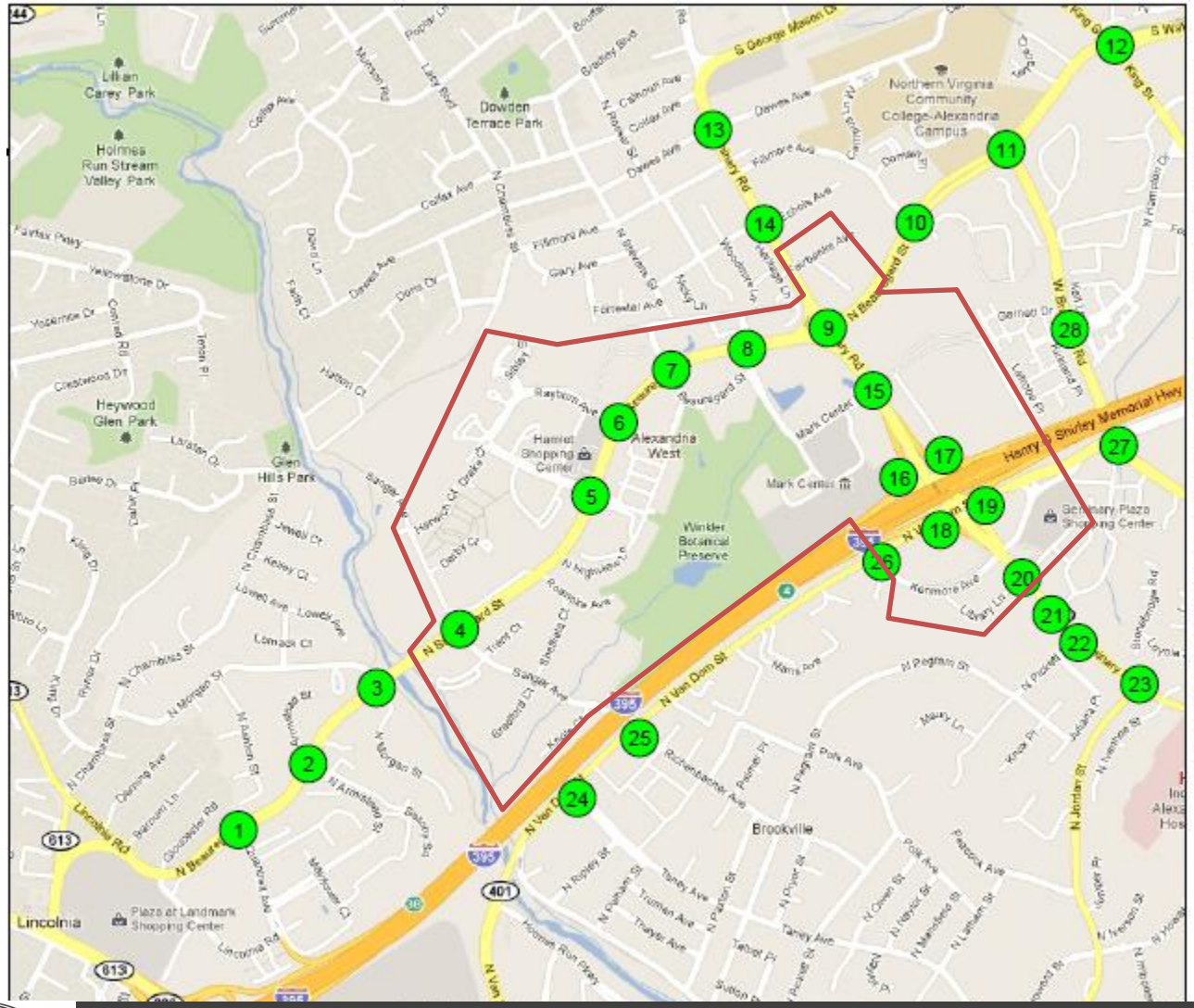
Goals (What we heard from the Community)

- Minimize impacts of development
- Construct infrastructure prior to development
- Develop a comprehensive, multi-modal approach

Beauregard Corridor Small Area Plan Transportation Analysis

- Conducted comprehensive Transportation Analysis
- Studied 28 intersections throughout study area
- Analysis conducted in cooperation with developers
- Coordinated multiple traffic studies
  - BRAC-133
  - Transitway Corridor C
  - Regional Studies

Study Area



Study Intersections

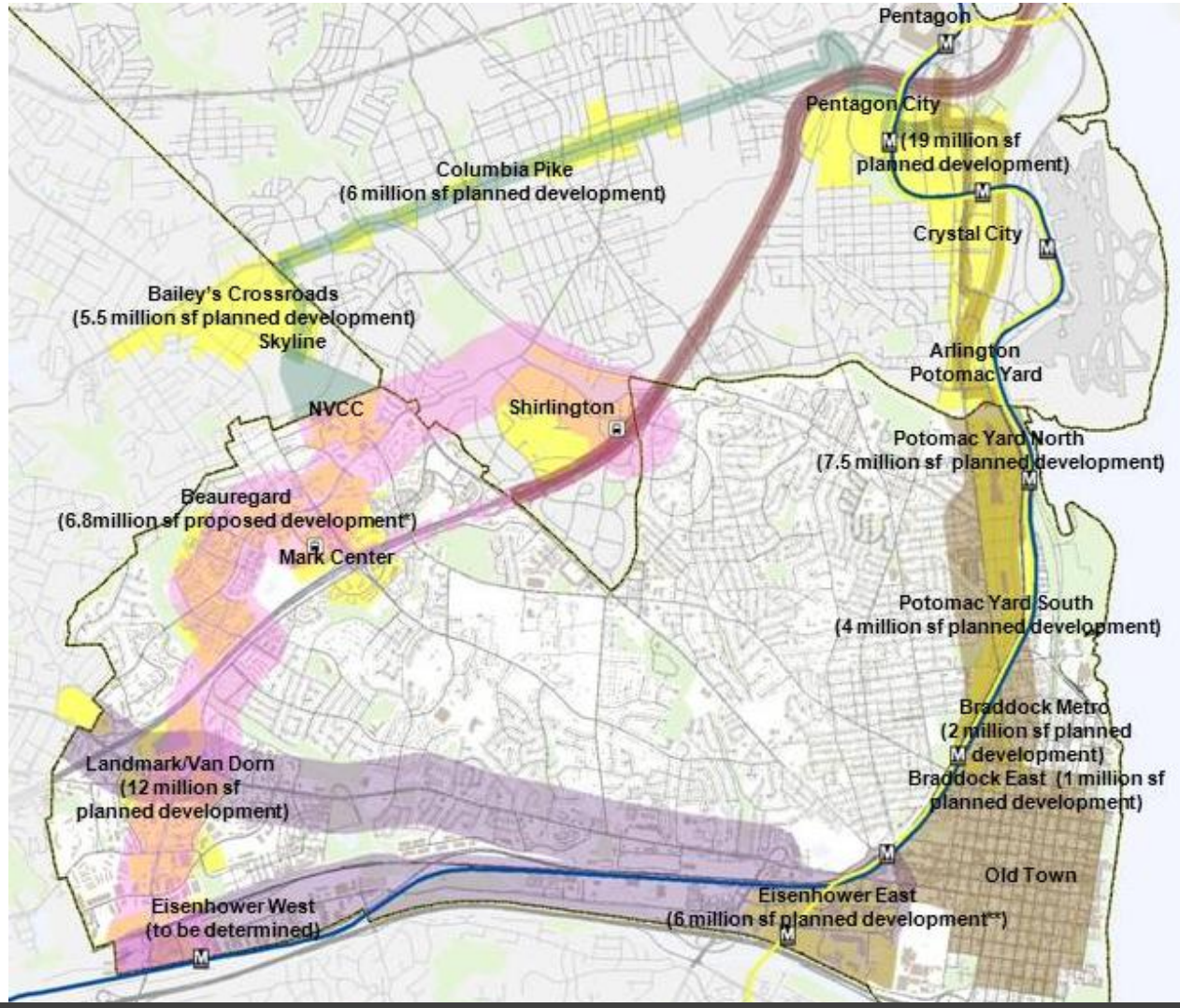
1. Beauregard St/Quantrell Ave
2. Beauregard St/N Armistead St
3. Beauregard St/N Morgan St
4. Beauregard St/Sanger Ave
5. Beauregard St/Reading Ave
6. Beauregard St/Rayburn Ave
7. Beauregard St/Highview Ln
8. Beauregard St/Mark Center Dr
9. Beauregard St/Seminary Rd
10. Beauregard St/Fillmore Ave
11. Beauregard St/W Braddock Rd
12. Beauregard St/King St (Rt. 7)
13. Seminary Rd/Dawes Ave
14. Seminary Rd/Echols Ave
15. Seminary Rd/Mark Center Dr
16. Seminary Rd/Ramp to 395 SB
17. Seminary Rd/Ramp from 395 SB
18. Seminary Rd/Ramp from 395 NB
19. Seminary Rd/Ramp to 395 NB
20. Seminary Rd/Library Ln
21. Seminary Rd/Hammond School
22. Seminary Rd/N Pickett St
23. Seminary Rd/N Jordan St
24. N Van Dorn St/Taney Ave
25. N Van Dorn St/Sanger Ave
26. N Van Dorn St/Kenmore Ave S
27. N Van Dorn St/W Braddock Rd
28. W Braddock Rd/Hampton Dr

Traffic Analysis Scenarios

- Existing Condition (2010)
- 2035 Baseline
- 2035 Market Demand

Assumptions:

- Transitway
- VDOT Short / Long Term Improvements
- Multi-modal
- Regional Growth



Transportation Analysis Process

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

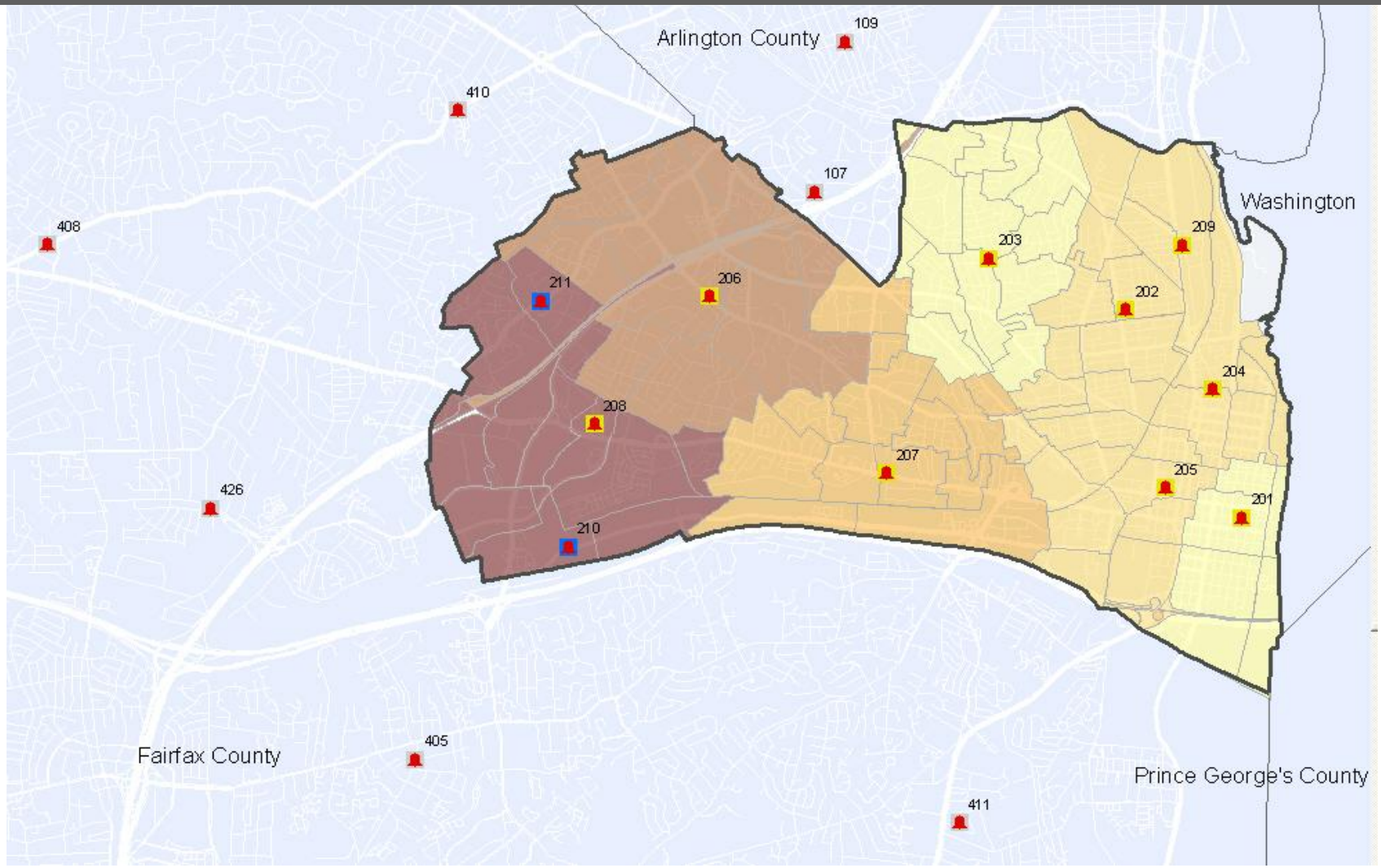
- Future site specific transportation analysis as part of future development applications.

Next Steps

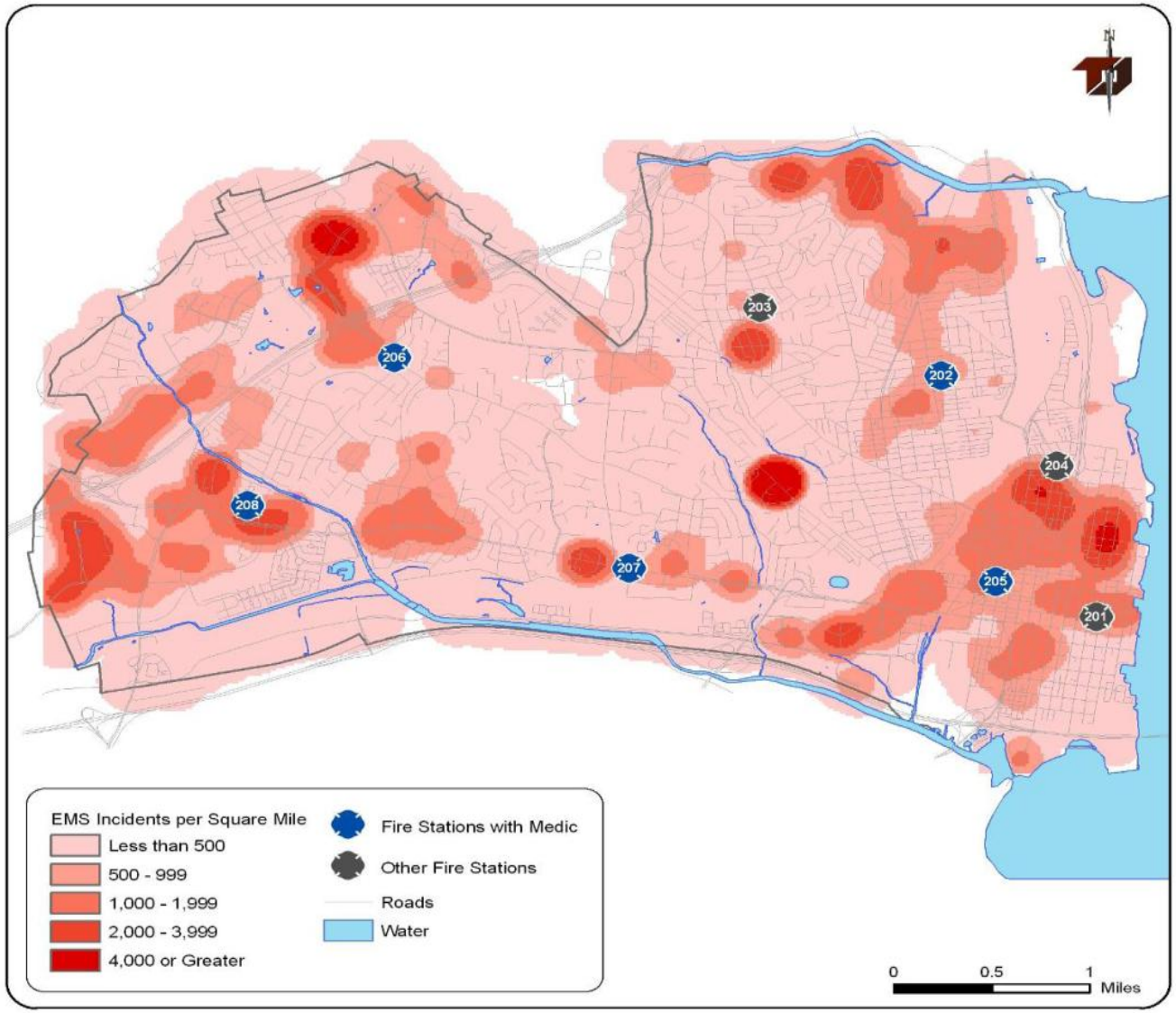
- Present 2035 Market Demand traffic results – BCSG 9/26
- Details of comprehensive mitigation package – BCSG 9/26
- Phasing of Improvements – Future Meeting

Existing Need

- Continuing future regional development and recent location of BRAC-133 Mark Center to Beauregard study area.
- City Fire Stations #206 (built in 1958) and #208 (built in 1976) experience high call volumes in this part of the City.
- High number of older high-rise buildings without sprinkler systems poses a challenge for response to fire and emergency service needs.
- High EMS and Fire service call demand and strained resources in the West End results in Fairfax and Arlington Counties providing significant mutual aid response.
- Enhancing the emergency service response time to this neighborhood is an important goal of the City's Fire Department.



Call Volume by Station Area

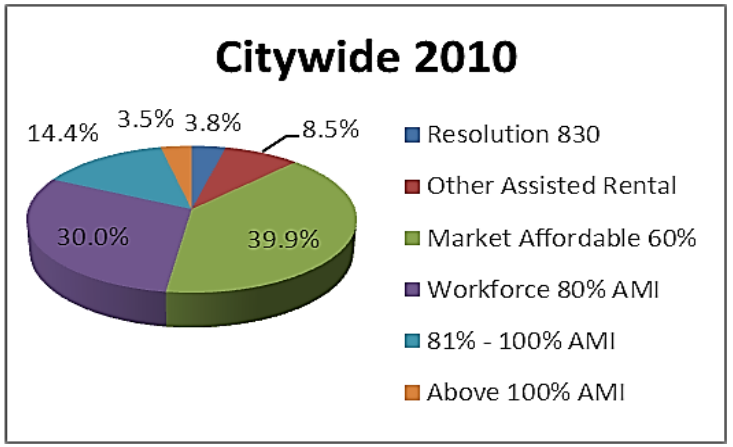

N
203
206
202
204
208
207
205
201
EMS Incidents per Square Mile
Less than 500
500 - 999
1,000 - 1,999
2,000 - 3,999
4,000 or Greater
Fire Stations with Medic
Other Fire Stations
Roads
Water
0
0.5
1
Miles

As of FY 2010, the Plan Area had 4,843 market affordable rental units (i.e., no subsidy or commitment)and no Resolution 830 or other publicly-assisted rental units.

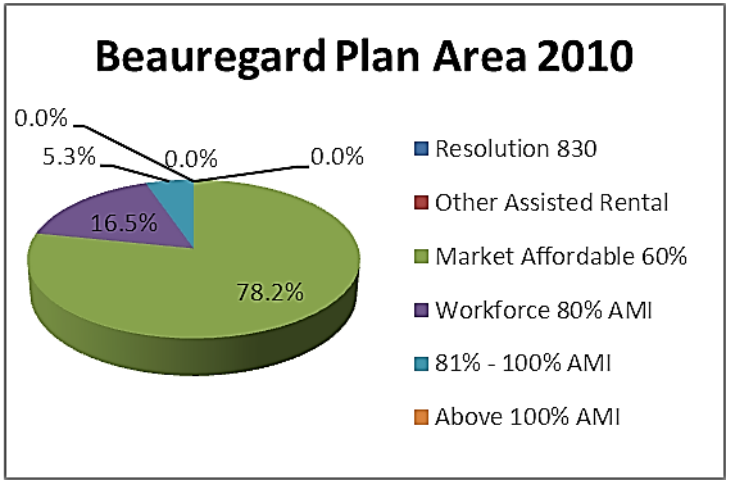
The market affordable units represent 78.2% of the area's 6,194 rental units and 40% of the City's market affordable rental units.

The remaining 1,711 rental units were affordable to families under 100% AMI.

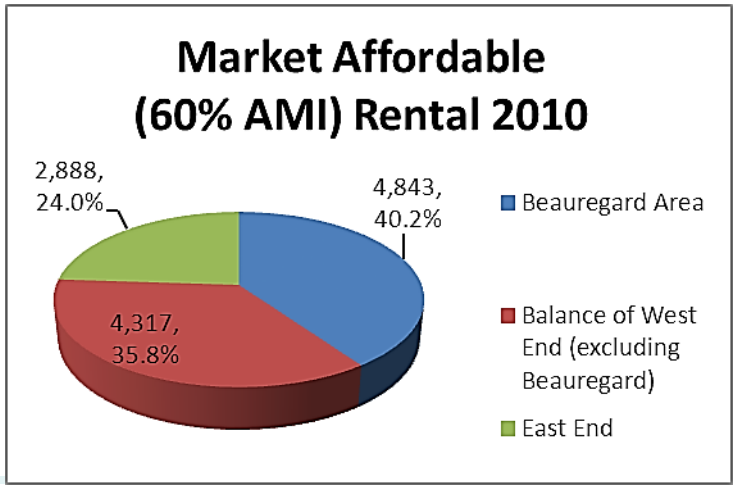
Distribution of rental housing within City:



Distribution within Plan Area:



Citywide distribution of market affordable:



Proposed Development and Impacts

Current Developer proposals would demolish about 2,500 of the units that were market affordable in FY 10

Total new units planned: 6,769

Goal: Establish 10% of total new units (677) as affordable and workforce housing to serve income ranges of between 55% and 80% of AMI

Average subsidy cost of $123,325 per unit; Total cost $83,500,000

Developer Voluntary Contribution $26,2 million; Additional Developer Contribution under discussion

Developer total contribution could provide approximately 6% (approx. 450 units) of new units, assuming staff's desired contribution from public amenity fund (still under negotiation)

To reach 10% goal, over 200 additional units would need to be funded by city/state/federal or other funding sources

Developers will be an active participant in partnering with the City to achieve the additional units but would not be required to provide additional funding

Other Issues to Be Addressed (Future Discussion)

- Plans in regard to existing affordable/workforce housing prior to redevelopment

- Plans in regard to the City's existing Voluntary Conversion Assistance Policy

- Plans in regard to existing income qualified tenants in regard to moving to the new affordable/workforce housing units (prioritization in regard to the elderly, disabled, long term tenants, etc.)