



BEAUREGARD CORRIDOR PLAN

PREPARED FOR | CITY OF ALEXANDRIA, VA
PRESENTED BY | EDSA, INC.
RK&K

JANUARY 20, 2010 – TRANSPORTATION WORKSHOP



BEAUREGARD CORRIDOR | TRANSPORTATION WORKSHOP AGENDA



Welcome & Introductions

6:00 - 6:10 pm

Plan Background and Overview

6:10 - 6:20 pm

Constraints & Best Practices

6:20 - 7:00 pm

Opportunities Break-out Session

7:00 - 8:20 pm

Report Back

8:20 - 8:50 pm

Summary/ Next Steps

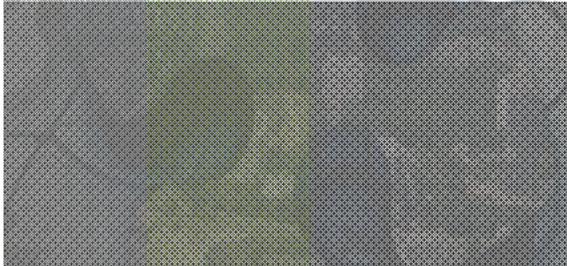
8:50 pm

Client Input + Resident Input + Interest Group Input + Property Owner Input =
Community Input



BEAUREGARD CORRIDOR

CITY & PLANNING TEAM INTRODUCTIONS



BEAUREGARD CORRIDOR | PLANNING PROCESS & METHODOLOGY

PHASE 0: PROJECT PRE-PLANNING & ORIENTATION

Step 1: Research & Observation

PHASE 1: ANALYSIS & RECONNAISSANCE: ISSUES, CHALLENGES & OPPORTUNITIES

Step 2: Listening & Learning

Step 3: Analyzing & Conveying Conditions

Step 4: Market Analysis

PHASE 2: CORRIDOR PLAN DEVELOPMENT

Step 5: Creating Options for the Beauregard Corridor

Step 6: Sifting & Choosing Options

Step 7: Preparing & Evaluating the Preferred Corridor Plan

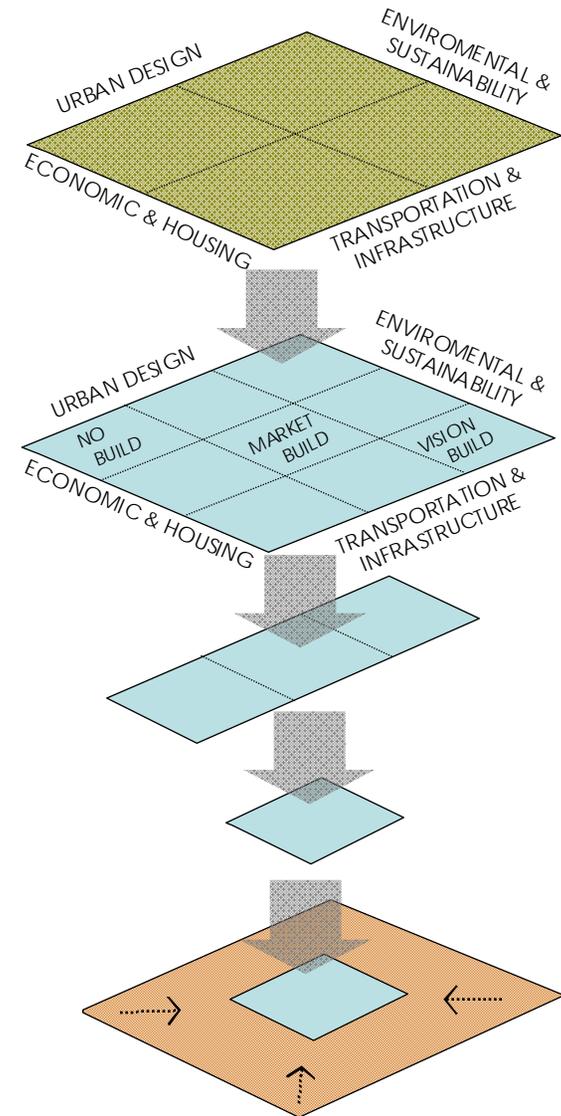
& Development Tools

PHASE 3: PREPARE DRAFT PLAN DOCUMENTS

Step 9: Documenting the Planning Process

PHASE 4: HEARINGS & ADOPTION

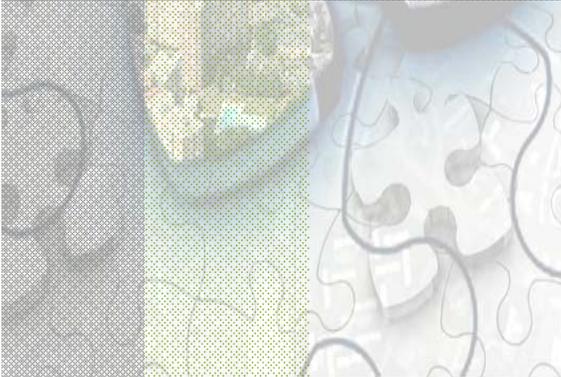
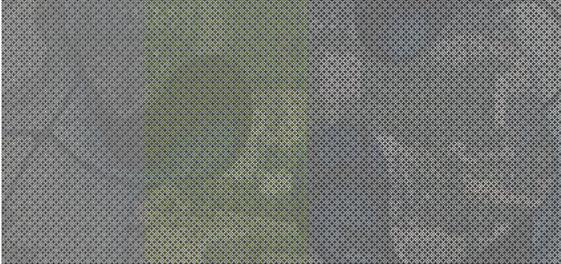
Step 10: Plan Adoption Support





BEAUREGARD CORRIDOR

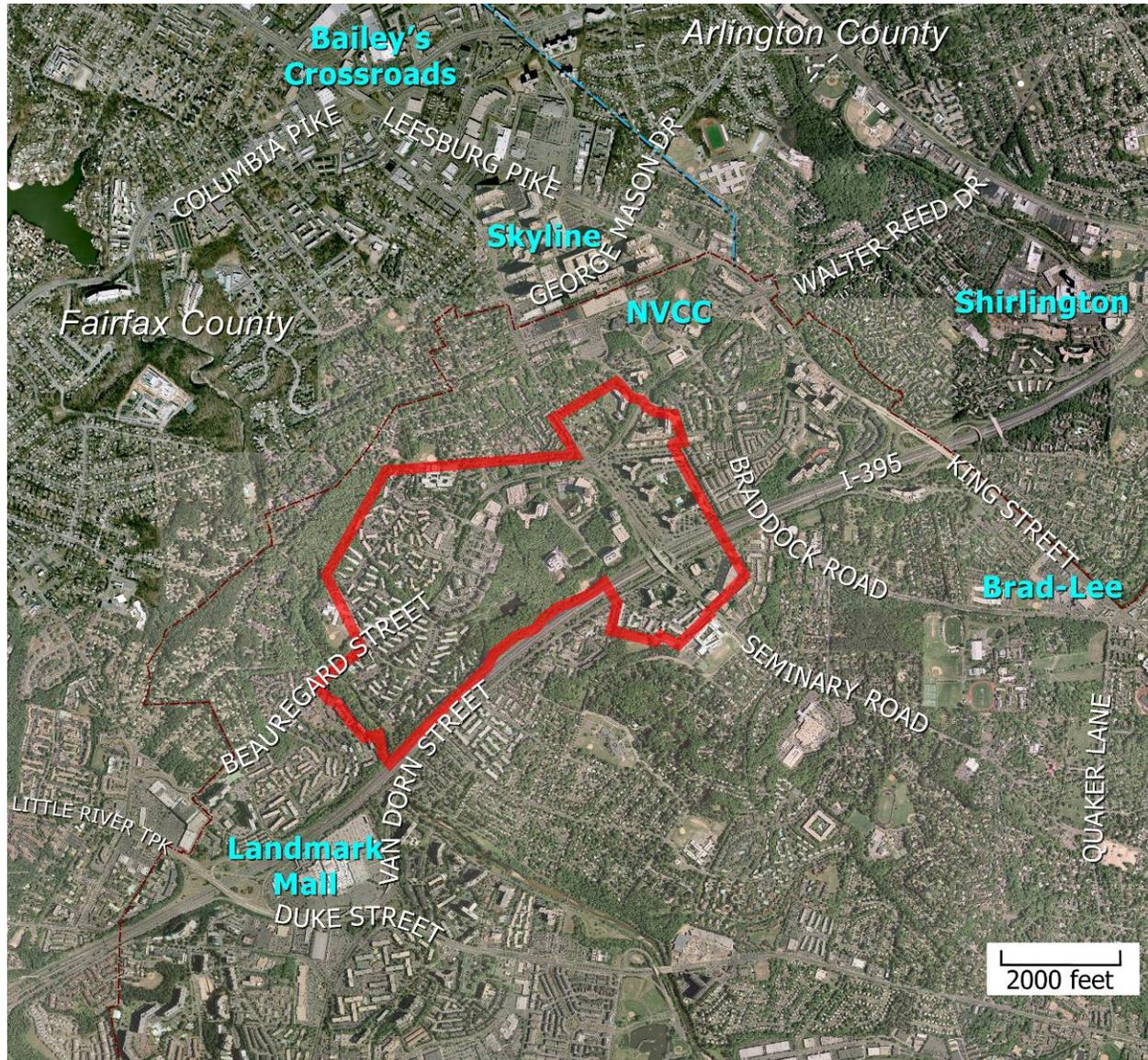
PLAN BACKGROUND & OVERVIEW



BEAUREGARD CORRIDOR PLAN | STUDY AREA



BEAUREGARD CORRIDOR PLAN | CONTEXT AREA



PLAN BACKGROUND & OVERVIEW | CITY GOALS & OBJECTIVES



STRATEGIC OBJECTIVE

“Identify opportunities to create an improved environment that would support the City’s objectives to create a vibrant community with multiple urban villages, reduced dependence on the automobile, walkability, diversity and beauty.”

GOALS

“Pay attention to characteristics that present opportunities to implement the City’s goals for:”

- Urban villages
- Diversity
- Open Space
- Recreation
- Transit
- Pedestrian and bicycle circulation
- Connectivity
- Affordable housing
- Environmental sustainability

BEAUREGARD CORRIDOR | EXISTING CONDITIONS MAP



EXISTING CONDITIONS

The Beauregard Corridor is prominently located along the I-395 Corridor and at the gateway into the City of Alexandria. The study area has a core of office and retail uses, with several residential communities along its edges.

OPPORTUNITIES

- Gateway into Alexandria
- Access and visibility from I-395
- Winkler Botanical Preserve
- Most of study area is controlled by only a few landowners
- Future Transit Corridor

CHALLENGES

- Access and Traffic Issues
- Topography
- Constraints – Environmental, Existing Development, etc.

SITE LEGEND

- - OFFICE/BUSINESS
- - RETAIL/SHOPPING
- - RENTAL APARTMENTS
- - SINGLE-FAMILY/TOWNHOMES
- - HOTEL
- - CIVIC USE/SCHOOL/CHURCH
- - PARKS/OPEN SPACE

BEAUREGARD CORRIDOR | SEMINARY ZONE



SEMINARY TOWERS & APARTMENTS



SEMINARY PLAZA, COURTYARD BY MARRIOTT & ALEXANDRIA PROFESSIONAL CENTER



EXISTING CONDITIONS

The Seminary Zone is ideally situated at the gateway into Alexandria, but lacks a pedestrian-oriented environment and integration between land uses.

OPPORTUNITIES

- Gateway into Alexandria
- Access and visibility from I-395
- Existing shopping center is successful

CHALLENGES

- District is dominated by surface parking
- Existing development is disjointed
- Lacks pedestrian-oriented scale
- Parking shortages for office buildings
- Seminary Plaza “backs” to adjacent neighborhood



BEAUREGARD CORRIDOR | SOUTHERN TOWERS/GOODWIN HOUSE ZONE



SOUTHERN TOWERS, HERMITAGE HILL, GOODWIN HOUSE & THE CHURCH OF THE RESURRECTION



EXISTING CONDITIONS

The Southern Towers Zone features several high-rise apartment buildings, which are oriented around a central park and green space. Adjacent uses include the Goodwin House, Hermitage Hill and Church of the Resurrection.

OPPORTUNITIES

- Gateway into Alexandria
- Access and visibility from I-395
- Direct access from I-395 Ramp
- Established park/green space
- Parking areas ideal for redevelopment

CHALLENGES

- District is dominated by surface parking
- Towers lack a streetscape presence
- Lacks pedestrian-oriented scale
- Uses "back" to one another



BEAUREGARD CORRIDOR | FAIRBANKS-FOSTER & HERMITAGE ZONE



FAIRBANKS-FOSTER NEIGHBORHOOD AND THE HERMITAGE

EXISTING CONDITIONS

Although it is ideally situated at the intersection of Beauregard Street and Seminary Road, the Fairbanks-Foster & Hermitage Zone consists primarily of underutilized single-family homes and the Hermitage Senior Living Community.

OPPORTUNITIES

- Prominent location at the intersection of Beauregard Street and Seminary Road
- Existing single-family homes are an optimal location for redevelopment

CHALLENGES

- Challenging vehicular access
- Steep grades along Beauregard Street
- Compatibility with adjacent neighborhood



BEAUREGARD CORRIDOR | WINKLER BOTANICAL PRESERVE ZONE



WINKLER BOTANICAL PRESERVE



EXISTING CONDITIONS

Located along I-395 and amongst the Mark Center Office and Residential Developments, the Winkler Preserve features natural amenities, walking trails and educational programs for the public.

OPPORTUNITIES

- Central location makes the Preserve an amenity for a large number of users
- Topography creates a quaint and secluded atmosphere
- Existing walking trails connect to adjacent land uses

CHALLENGES

- Challenging vehicular access
- Poor way-finding signage leading to the Preserve
- Potential impacts from roadway improvements



BEAUREGARD CORRIDOR | MARK CENTER ZONE



MARK CENTER & HILTON HOTEL



EXISTING CONDITIONS

The Mark Center is ideally situated at the I-395/Seminary Road Interchange and features a variety of Class A Office uses, Hilton Hotel and a handful of retail/restaurant establishments.

OPPORTUNITIES

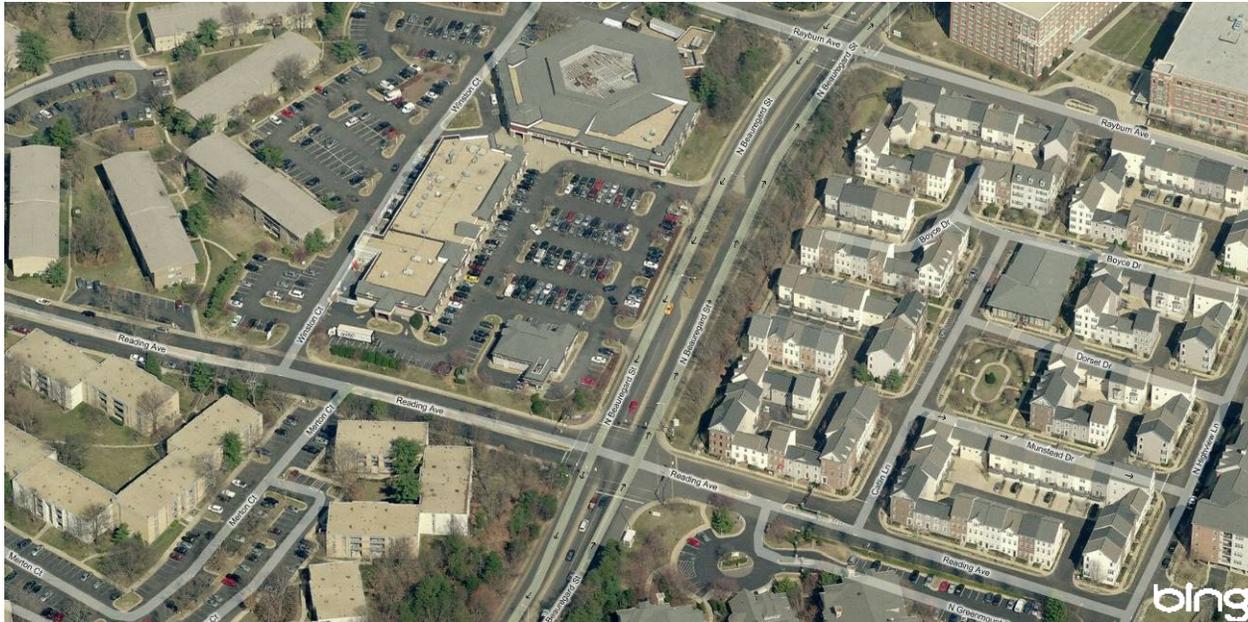
- Surface parking areas are potential redevelopment sites
- Adjacent to the Winkler Preserve
- Numerous jobs create a high demand for uses and services
- Hilton Hotel is a destination anchor

CHALLENGES

- Challenging/limited vehicular access
- Potential traffic concerns
- Poor connections to adjacent land uses
- Federal Security Standards for design



BEAUREGARD CORRIDOR | UPPER HILL ZONE



THE SHOPS AT MARK CENTER AND ADJACENT RESIDENTIAL COMMUNITIES



EXISTING CONDITIONS

The Upper Hill Zone is primarily a mixed residential community with apartments, condominiums and town homes. The Zone has two activity hubs - the Shops at Mark Center and John Adams Elementary School.

OPPORTUNITIES

- The Shops at Mark Center is a retail destination and is centrally located
- The John Adams Elementary School is a hub of activity and features play fields and spaces
- Topography provides views and unique features

CHALLENGES

- The John Adams Elementary School does not have a “street presence”
- How to blend areas of private town home ownership vs. apartments?
- Steep topography in areas makes access/interconnections difficult
- Newer communities are gated



BEAUREGARD CORRIDOR | LOWER HILL ZONE



THE SHOPS AT MARK CENTER AND ADJACENT RESIDENTIAL COMMUNITIES



EXISTING CONDITIONS

The Lower Hill Zone is a rental apartment community built on the hillsides leading from the Winkler Preserve to the Holmes Run.

OPPORTUNITIES

- Adjacent to Winkler Preserve and Holmes Run
- Mature vegetation

CHALLENGES

- Topography
- Floodplain



BACKGROUND | TRANSPORTATION MASTER PLAN PRINCIPLES

City of Alexandria Comprehensive Transportation Master Plan

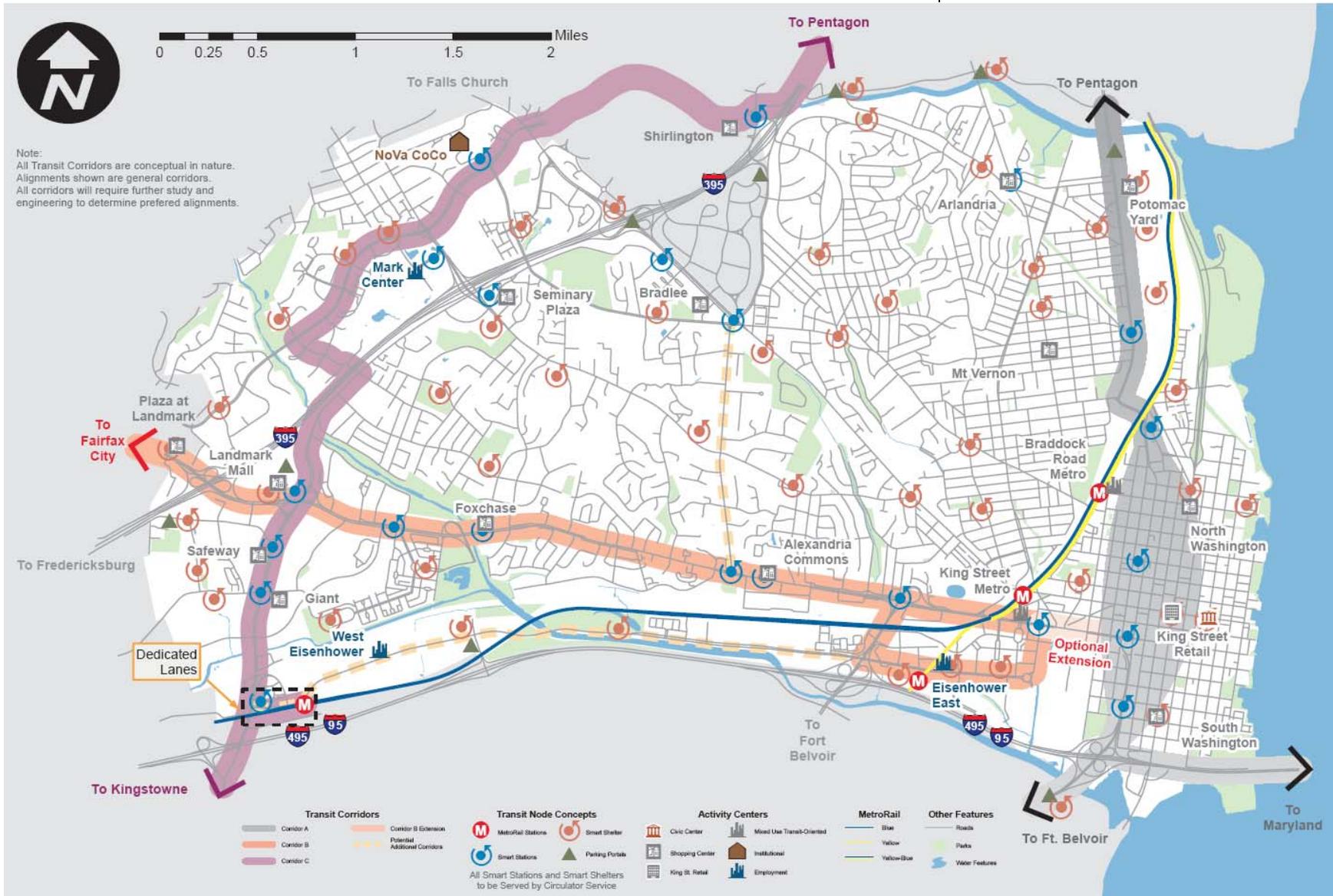


March 21, 2008

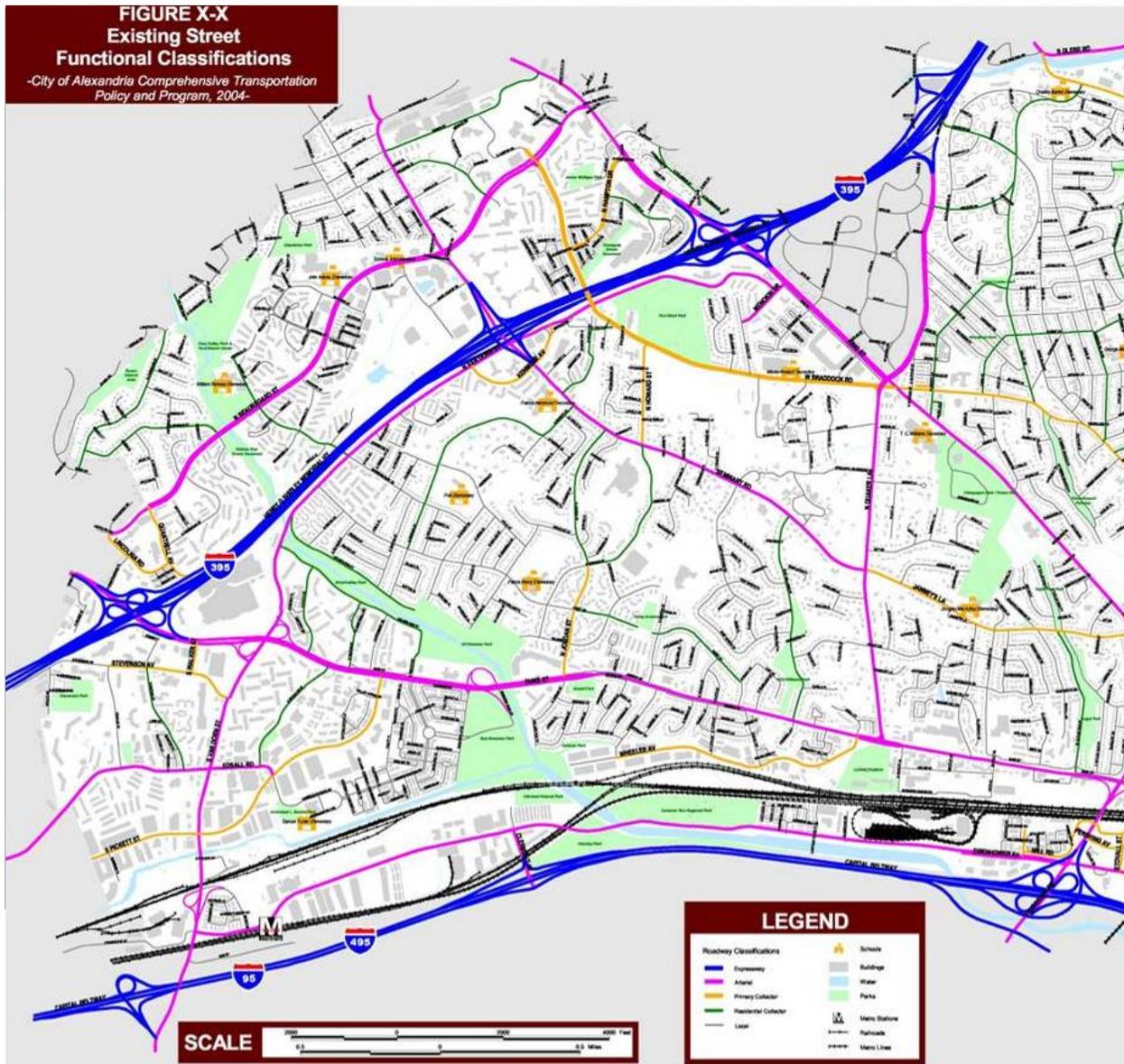
ALEXANDRIA TRANSPORTATION MASTER PLAN PRINCIPLES

- People First approach to transportation
- Innovative local and regional transit systems
- Quality bicycle and pedestrian accommodations
- Accessibility, reliability, and mobility for all users
- Intelligent Transportation Systems
- Implement policies to:
 - Enhance quality of life
 - Support livable, urban places
 - Preserve neighborhoods
- Environmentally sensitive transportation policies
- Minimize auto impacts
- Lead the region

BACKGROUND | FUTURE TRANSIT CORRIDORS



BACKGROUND | FUNCTIONAL CLASSIFICATION FOR ROADS



EXPRESSWAYS (blue)

- I-395

ARTERIALS (pink)

- Beauregard Street
- Seminary Road
- Van Dorn Street

PRIMARY COLLECTORS (yellow)

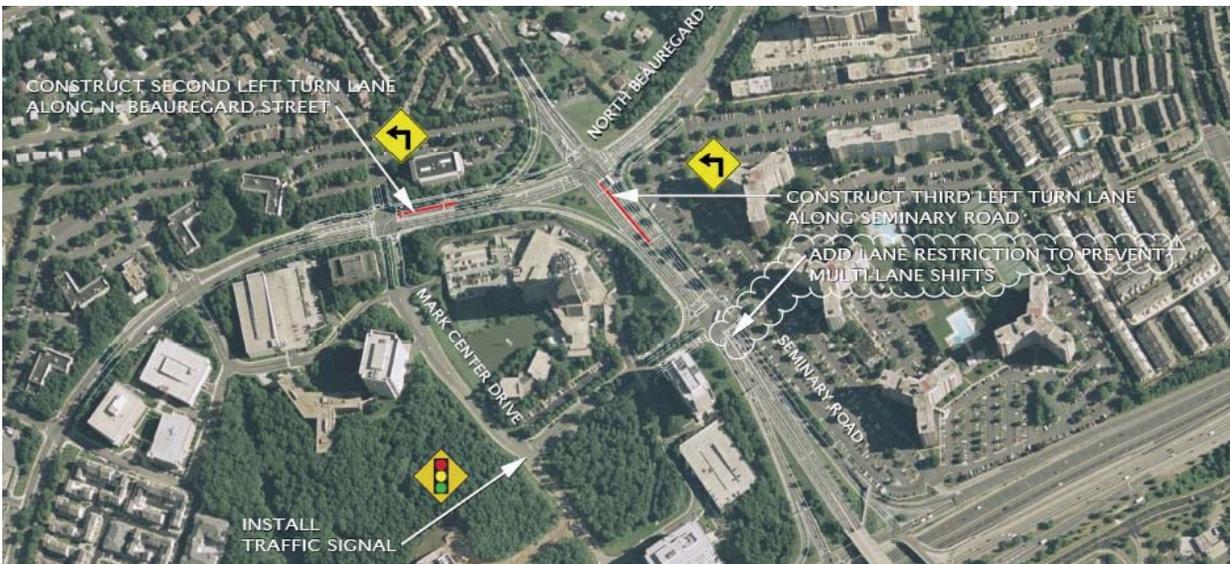
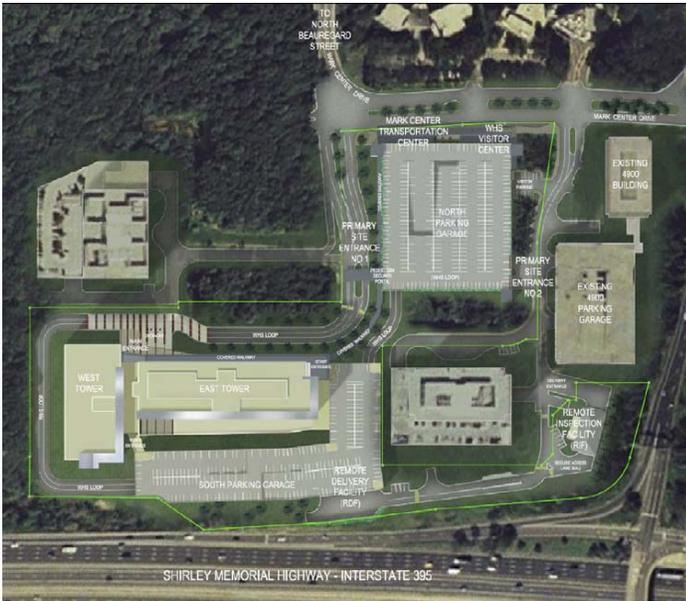
- Kenmore Avenue
- West Braddock Road

RESIDENTIAL COLLECTORS (green)

- Sanger Avenue
- Fillmore Avenue

LOCAL STREETS (gray)

BEAUREGARD CORRIDOR | IJR, TDM, TMP TRANSPORTATION UPDATES



IJR Timeline

February:

- Preliminary Draft IJR Report

March:

- Public Comment

April:

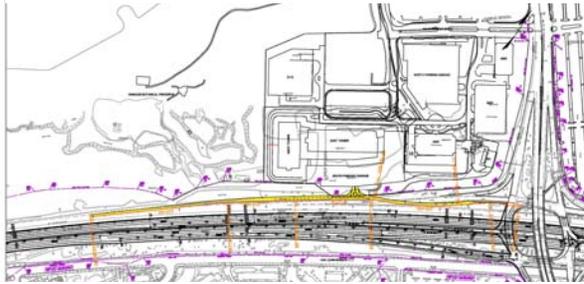
- Receive Draft TMP

May:

- Initial Submittal of IJR to FHWA

BEAUREGARD CORRIDOR | MARK CENTER DIRECT ACCESS STUDY UPDATE

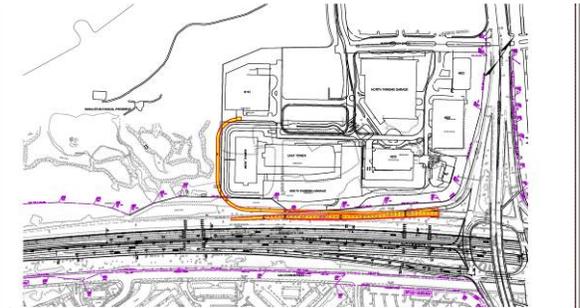
Alternative A1 -
Flyover with Right-In/Right-Out to South
Parking Garage



Alternative A2 -
Ramp with Right-In/Right-Out to
South Parking Garage



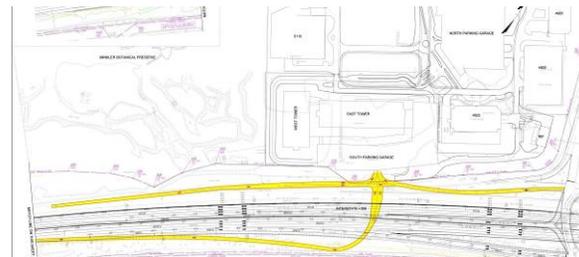
Alternative B1 -
SB Loop Road to IDA East



Alternative B2 -
SB Loop Road to IDA West



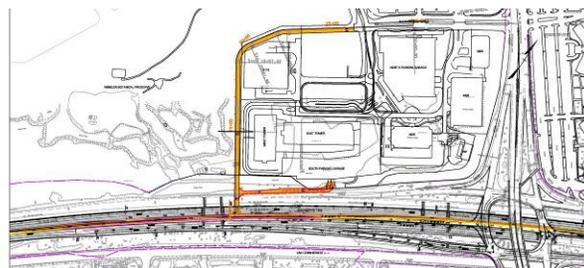
Alternative C -
NB GP Flyover to South
Parking Garage with SB RI/RO



Alternative D -
NB HOT Lane Flyover to
IDA West/SPG Exit to SB GP Lanes

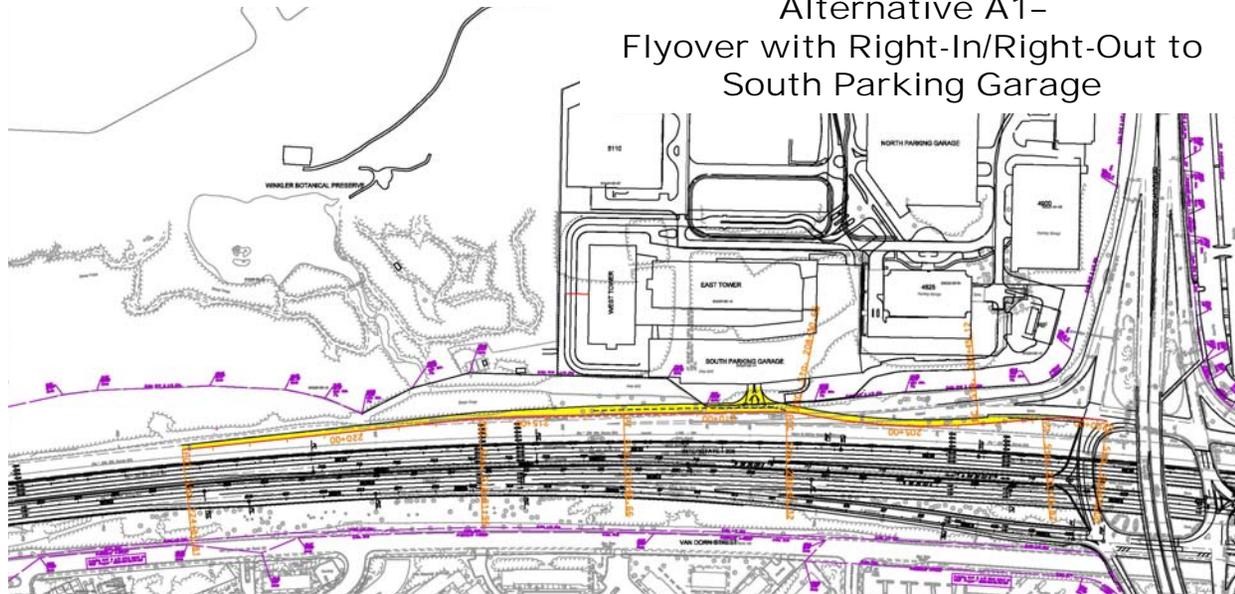


Alternative E -
HOT Lane Flyover to
IDA West + SPG Exit



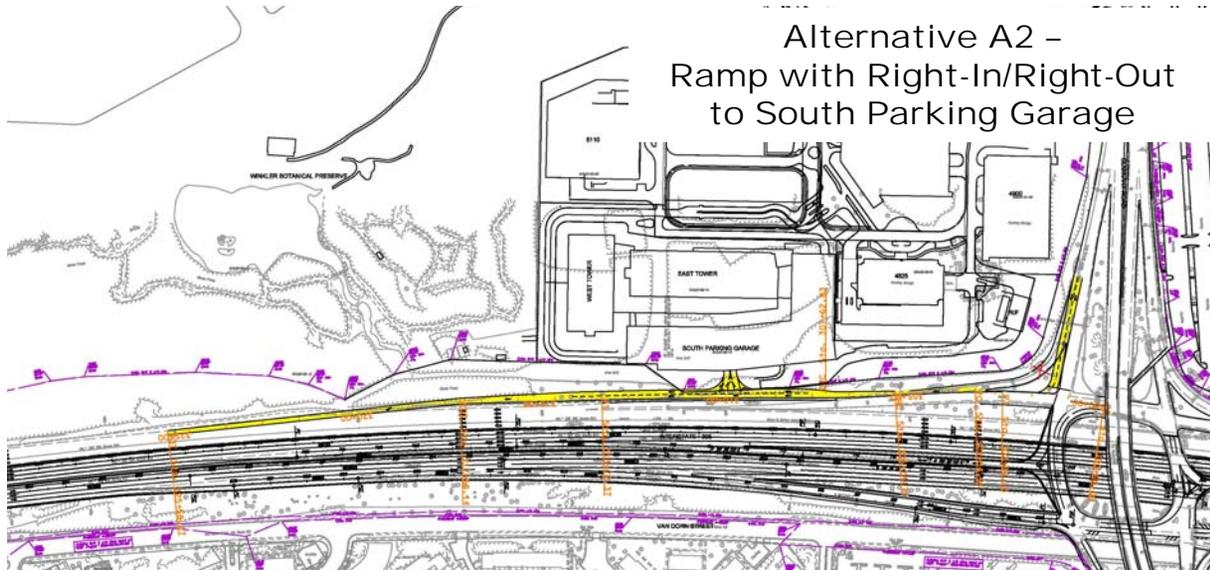
BEAUREGARD CORRIDOR | MARK CENTER DIRECT ACCESS STUDY UPDATE

Alternative A1 –
Flyover with Right-In/Right-Out to
South Parking Garage



- Provides direct connection to BRAC garage
- Can process approximately 350 vehicles per hour
- Does not impact Winkler Preserve

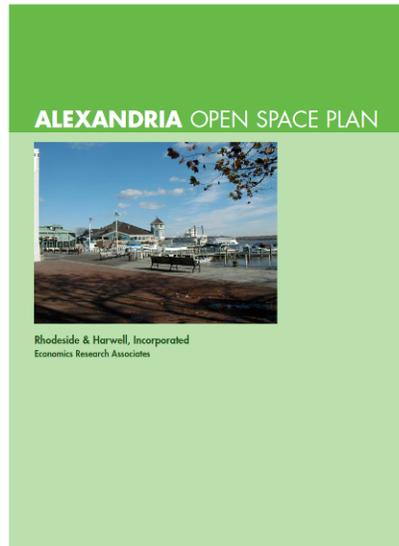
Alternative A2 –
Ramp with Right-In/Right-Out to
South Parking Garage



BACKGROUND | OPEN SPACE MASTER PLAN GOALS



Figure 15: Open Space Opportunity Sites



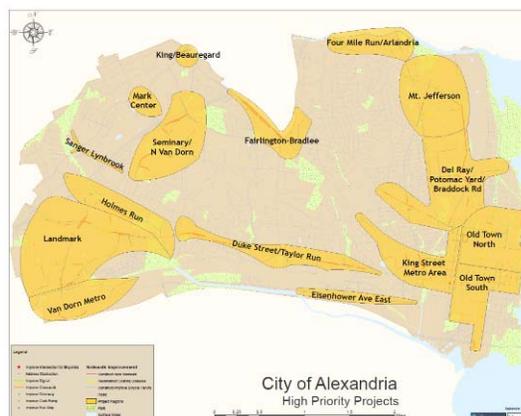
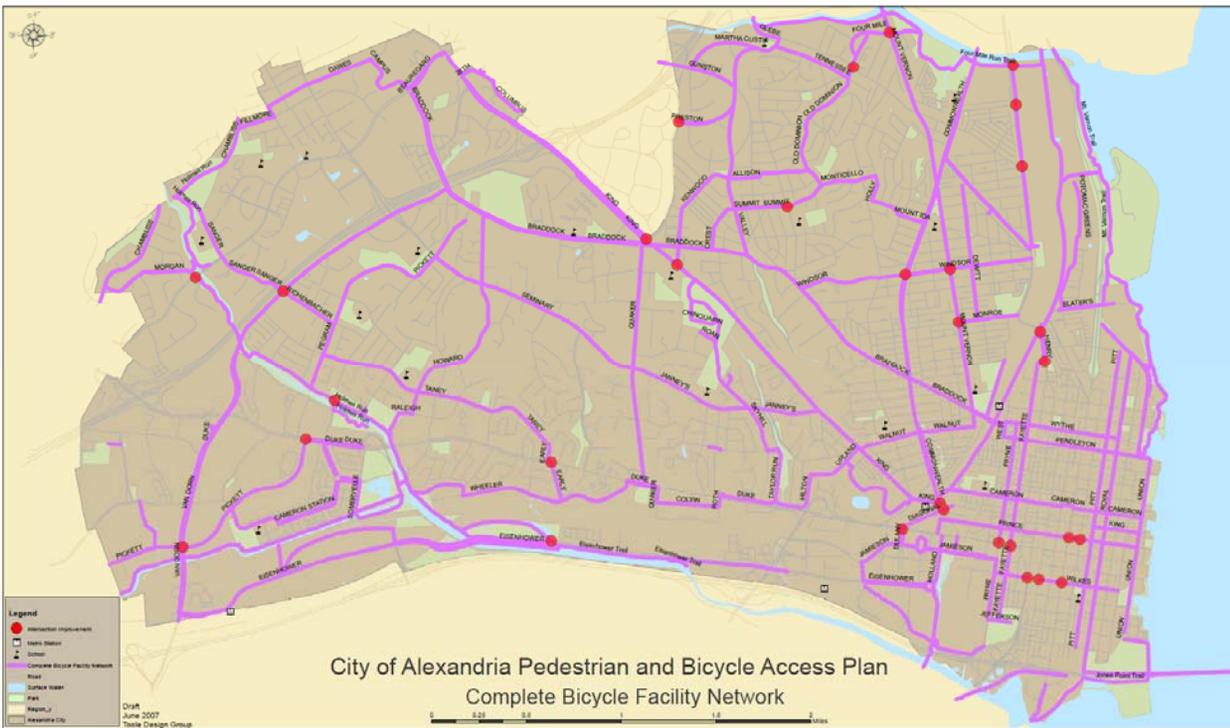
Goals & Ideals

- Protecting and enriching existing parks
- Developing innovative opportunities for creating additional open space
- Protecting, expanding and connecting stream valleys and other environmentally sensitive areas
- Creating an open space network, "The Green Crescent", in new development areas
- Protecting and preserving institutional open space
- Maximizing use of public school open space areas to satisfy local needs
- Linking and expanding the pedestrian, bicycle and trail system
- Enhancing streetscapes and gateways
- Expanding the citywide street tree program and protecting existing trees and woodland areas
- Beautifying interchanges and highway corridors
- Protecting privately-owned open space

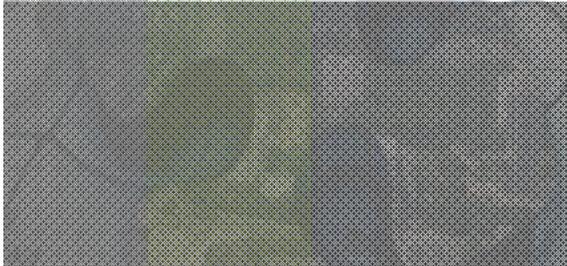
BACKGROUND | BIKE & PEDESTRIAN MASTER PLAN PRINCIPLES

Alexandria Bike and Pedestrian Master Plan Ideals

- The City will make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.
- The City will become bicycle-friendly by making routine accommodations for bicyclists on 'complete' streets and pathways that enable safe travel for all users.



City of Alexandria
Pedestrian and Bicycle
Mobility Plan
June 2008
FINAL

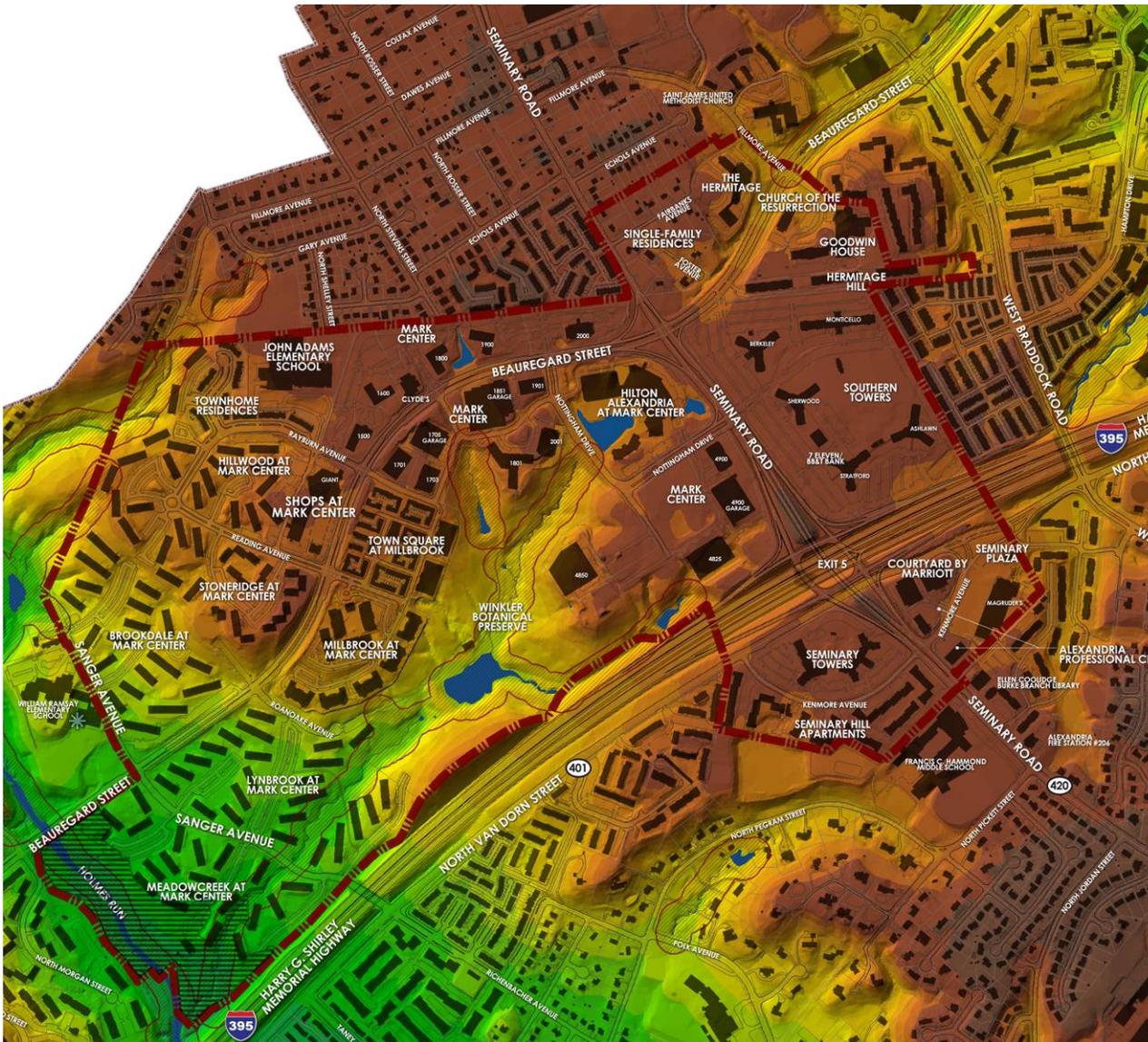


BEAUREGARD CORRIDOR

CONSTRAINTS & OPPORTUNITIES

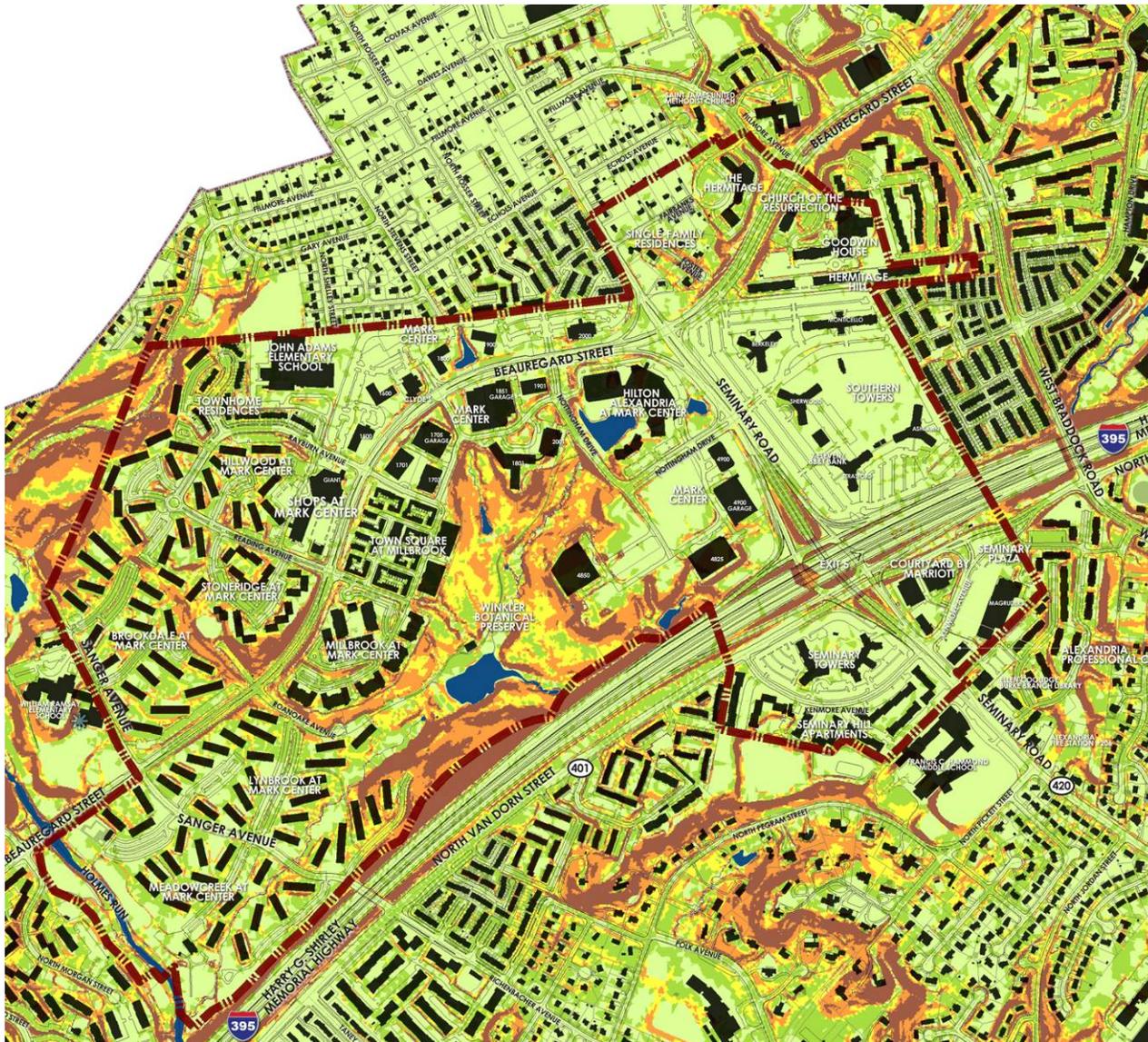


BEAUREGARD CORRIDOR | ENVIRONMENTAL CONSTRAINTS TO ADDRESS



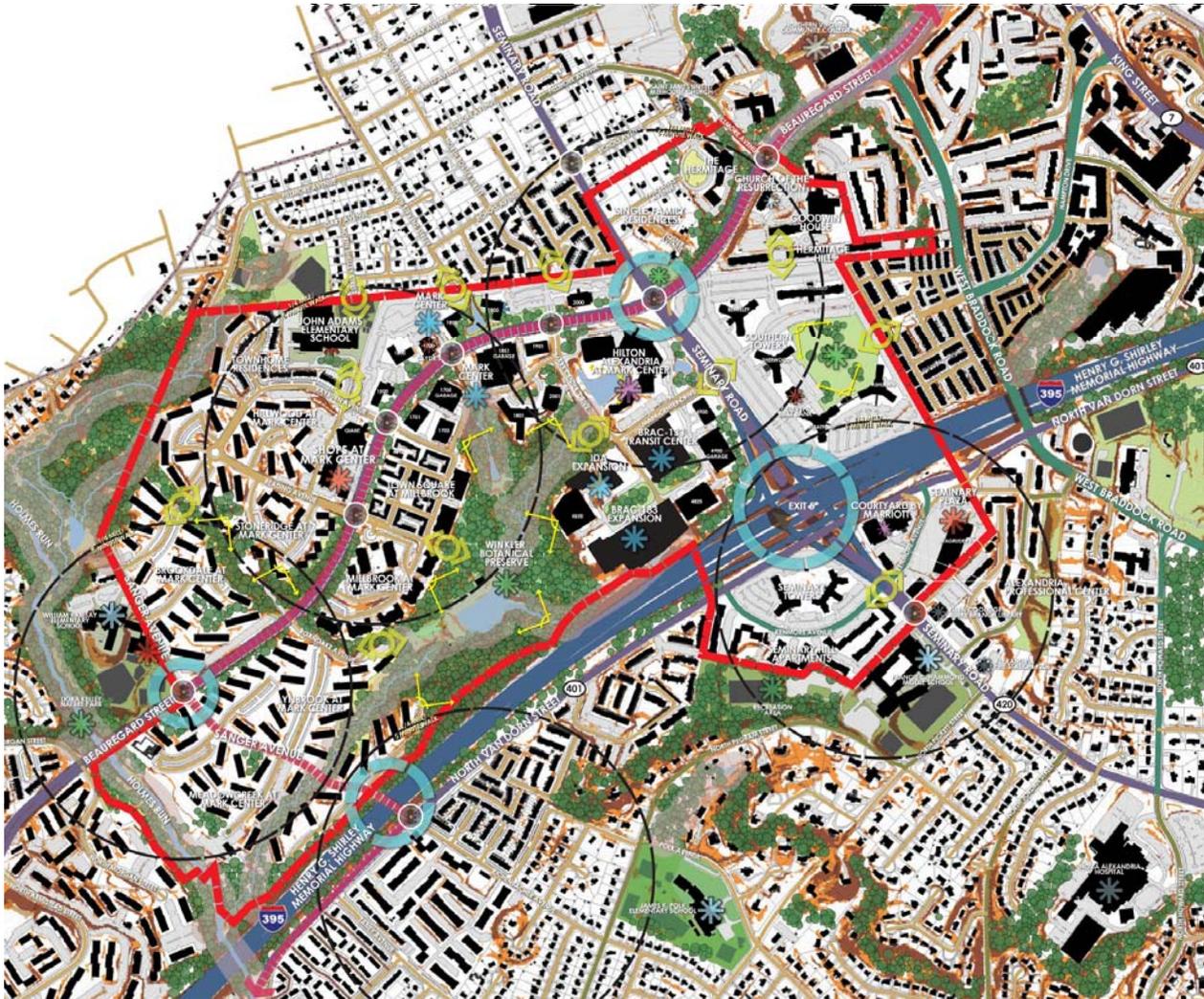
- Flood plain areas
- Resource protection areas
- Steep slopes
- Topographic barriers
- Winkler Botanical Preserve
- Forested areas/Areas of mature vegetation
- Existing dedicated storm water management areas

BEAUREGARD CORRIDOR | ENVIRONMENTAL CONSTRAINTS TO ADDRESS



- Flood plain areas
- Resource protection areas
- Steep slopes
- Topographic barriers
- Winkler Botanical Preserve
- Forested areas/Areas of mature vegetation
- Existing dedicated storm water management areas

BEAUREGARD CORRIDOR | ENVIRONMENTAL OPPORTUNITIES TO EXPLORE



- Enhanced pedestrian/cyclist linkages to the Winkler Preserve
- Open space linkage from Winkler Preserve to Holmes Run Greenway
- Additional park spaces within 5 minute walk of all areas

BEAUREGARD CORRIDOR | LAND USE CONSTRAINTS TO ADDRESS



- Existing schools & recreation areas
- Dedicated open spaces
- Gated communities
- Owner occupied single-family neighborhoods
- Higher density office buildings
- Higher density residential towers – rental income
- Surrounding development edges
- Separated land uses
- Transitions to surrounding uses
- Narrow development parcels

BEAUREGARD CORRIDOR | TRANSPORTATION ISSUES



- **Dedicated Transitway in the Beauregard Corridor**
- **BRAC-133**
 - New Employees
 - Proposed Transit Center
 - Direct Access from I-395
 - Intersection Improvements at Seminary/Beauregard
- **I-95 / I-395 HOT Lanes**
- **Limited street grid and connectivity**
- **Gaps in Bike / Pedestrian network and safety**
- **Limited access from I-395**
- **Intersection capacity**
- **Private roadway control on Kenmore Avenue**
- **Gated private roads**
- **One-way road access to Van Dorn Street**
- **Dead End Streets and Parking**

BEAUREGARD CORRIDOR | TRANSPORTATION OPPORTUNITIES TO EXPLORE



- Road realignments
- Connections over/under I-395
- I-395 access
- Transit
- Bike and Pedestrian improvements
- Parallel roadways
- Split Interchanges
- New interchange configurations
- Traffic Circles
- Create better grid and increase connectivity



BEAUREGARD CORRIDOR

BEST PRACTICES IN TRANSPORTATION PLANNING



BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES



Less efficient design:

- Large surface parking lots
- Isolated parking garages
- Widely-spaced development



Best practice:

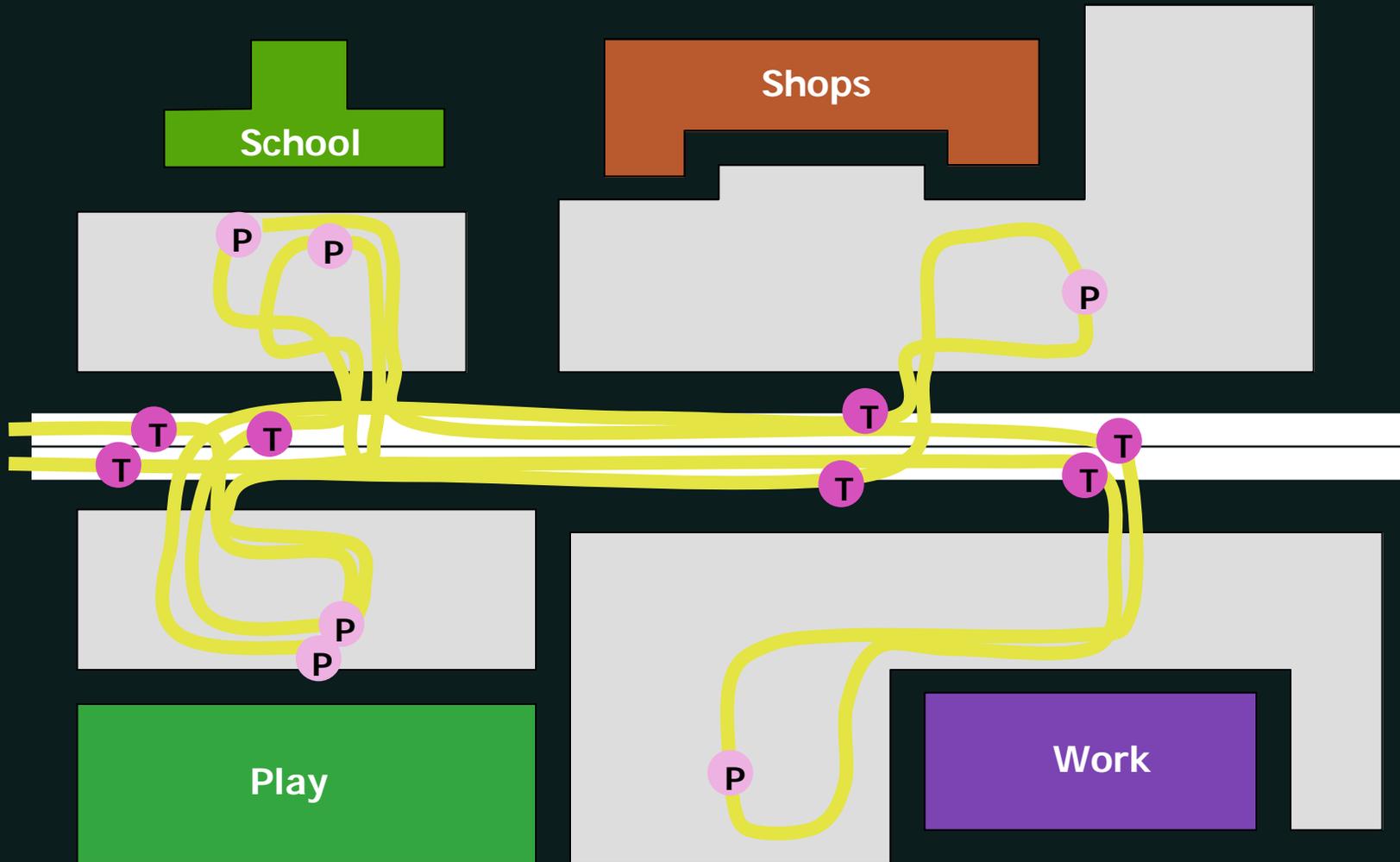
- Central parking facility
- Compatible land uses in close proximity

Concentrate growth with compatible land uses

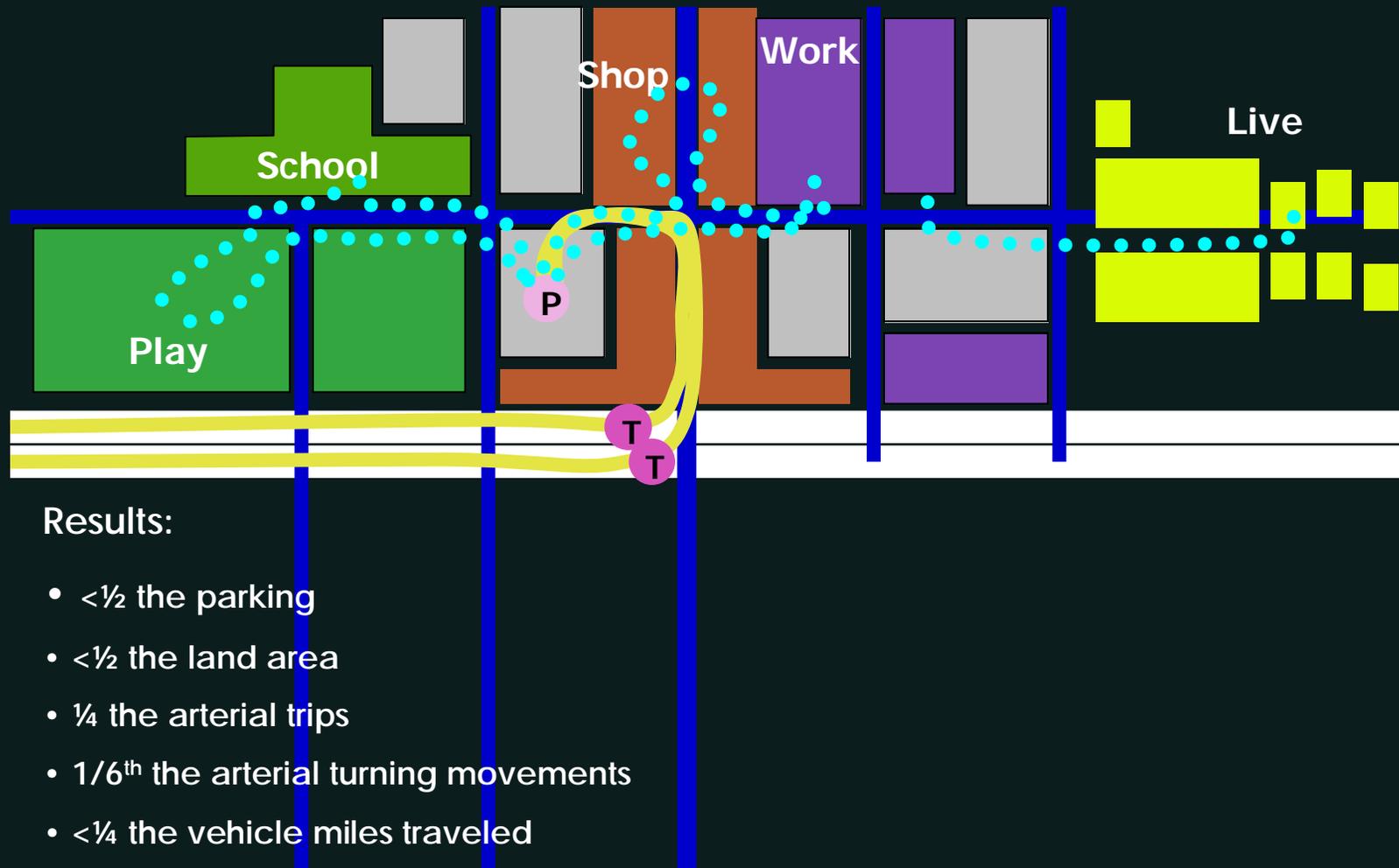
- Creates opportunities:
 - Shared parking facilities
 - Fewer vehicle trips
 - Facilitates walking, bicycling, and transit usage



Access and Mobility in a Conventional Development Pattern



Mixed Use, Park Once District

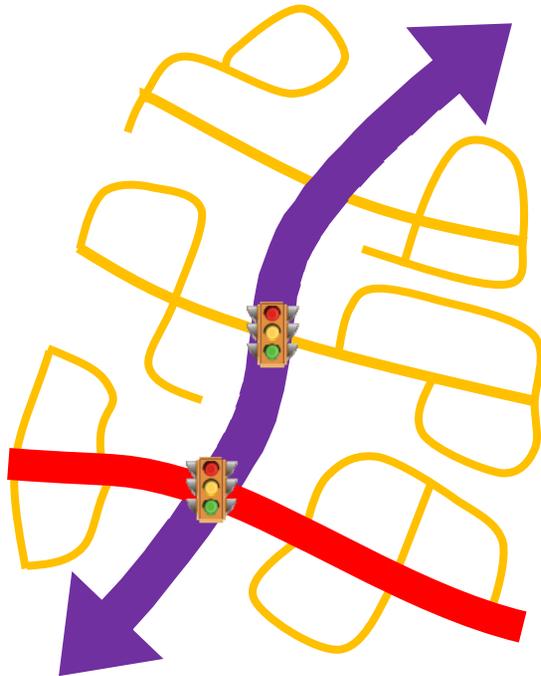


Results:

- $< \frac{1}{2}$ the parking
- $< \frac{1}{2}$ the land area
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6}$ th the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES

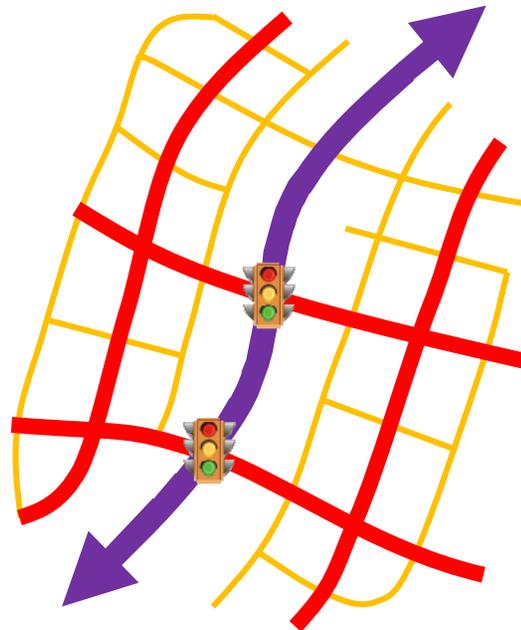
Existing Network



Functional Classification

- Arterial Street
- Collector Street
- Local Street

Preferred Network



Traffic Characteristics

- High Volume
- Moderate Volume
- Low Volume

Build a transportation network to support all modes

- **Transportation modes: Automobile, Transit, Bicycling, Walking**
- **Tiered classification of streets: Arterial, Collector, Local**
- **A tiered transportation grid...**

Calms traffic on local and collector streets

Optimizes throughput on arterial streets

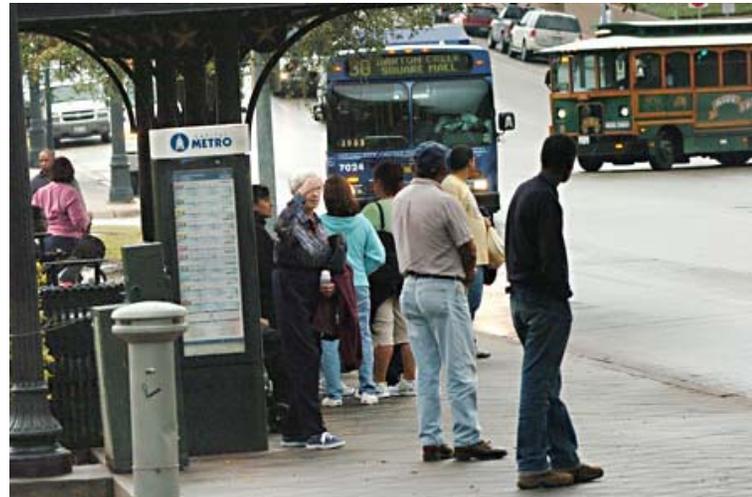
Improves walkability

Provides safe bicycling opportunities

Adds opportunities for on-street parking

Increases convenience

BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES

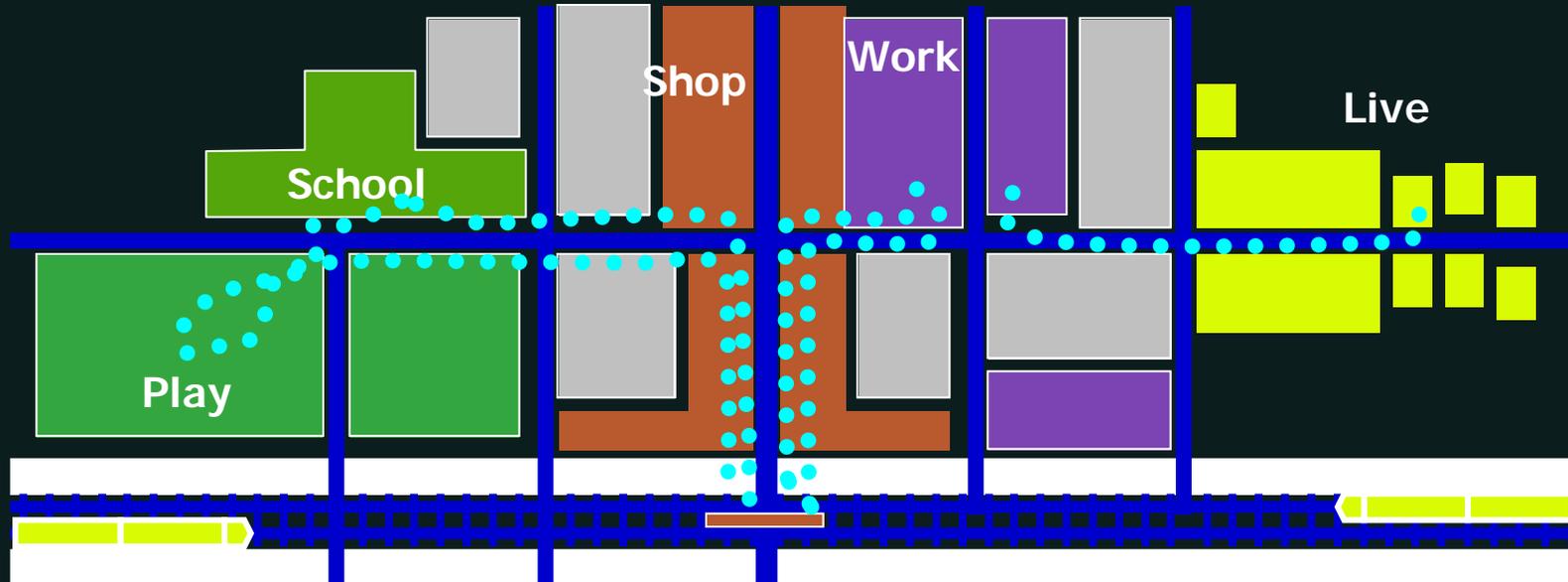


Create “transit-oriented development” opportunities

- Improved walkability provides more options to use transit
- Increased transit use results in fewer automobile trips and decreased demand for parking
- Designed with human activity in mind, rather than auto activity



Mixed-Use, Park-Once, Transit-Served



Results:

- $< \frac{1}{2}$ the parking
- $< \frac{1}{2}$ the land area
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6}$ th the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

Results:

- Up to 15% increases in commuting transit ridership
- $\frac{1}{2}$ the peak-hour vehicle trips from housing
- 30%-60% fewer peak hour trips than assumed in ITE



BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES



Improve quality of life

- More development with fewer automobiles
- More options for mobility
- Improved access to the natural environment/public spaces
- Enhanced community experience

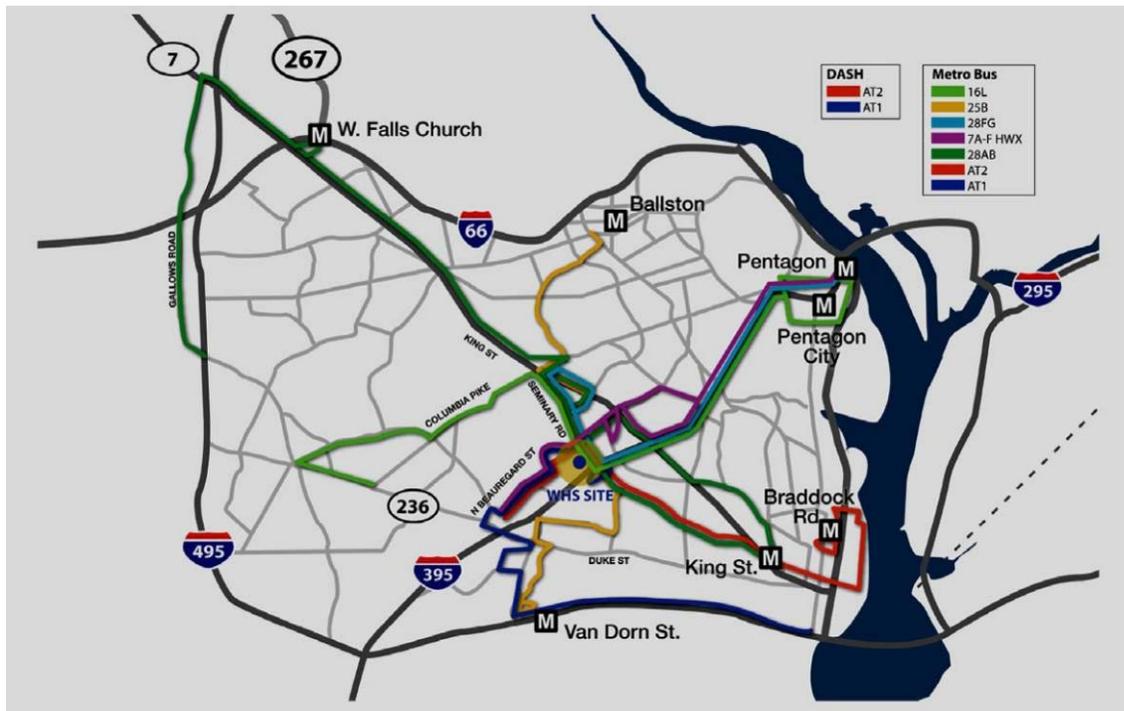


BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES



Support the implementation of WHS Mark Center Travel Demand Management (TDM) strategies

- A Transportation Management Plan (TMP) is being established to encourage non-SOV commuting choices
- Site includes a new transportation center and public bus and carpool access
- Two DASH and 7 WMATA bus routes will link the transportation center to 7 Metrorail stations
- Site provides 1 parking space for every 1.65 employees



BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES



© 2008 Scott Kozel
South Washington Street over I-95/I-495

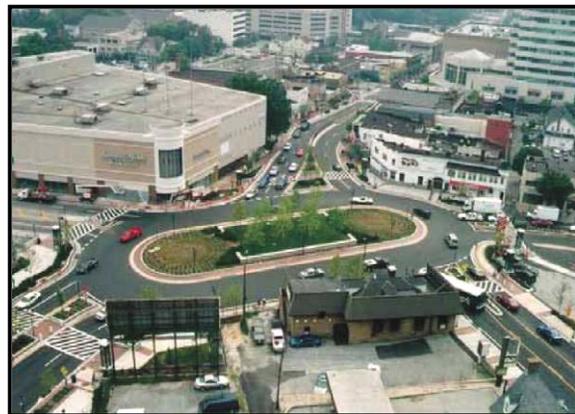
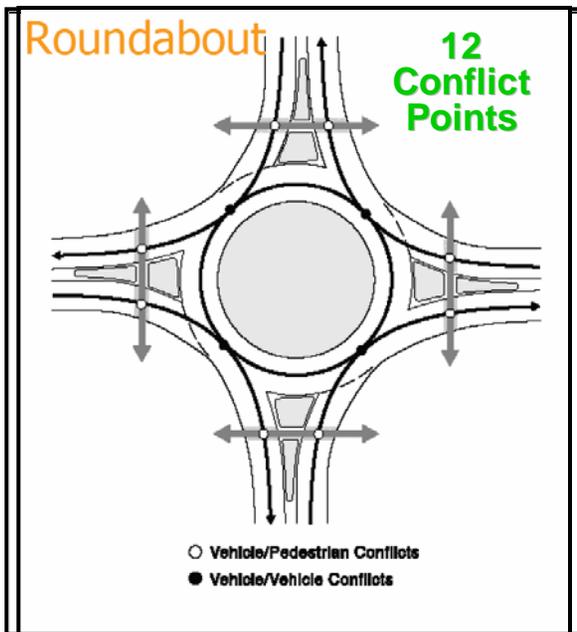
Improve connections to and across Interstate 395

- Urban decks over highways
- Pedestrian crossing enhancements at interchanges
- Greater convenience for pedestrians and cyclists
- Improved safety



Current Seminary Road Pedestrian Crossing – *Not Desirable*

BEAUREGARD CORRIDOR | TRANSPORTATION PLANNING – BEST PRACTICES



Provide opportunities for using roundabouts

- Compared to traffic signals, modern roundabouts...

Reduce the number of crashes at intersections

Reduce the delay per vehicle at intersections

Reduce fuel consumption

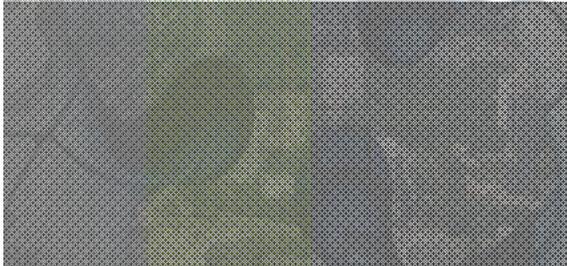
Require fewer lanes entering/leaving an intersection to provide similar throughput

- Ideal locations for roundabouts include...

Gateway areas

Ramp junctions at interchanges

Traffic calming areas



BEAUREGARD CORRIDOR

OPPORTUNITIES BREAK-OUT SESSION



BEAUREGARD CORRIDOR | COURTEOUS ENGAGEMENT GROUND RULES

Tonight's session is intended to be a constructive dialogue and information exchange that allows interested members of the public to provide input to the City so that the Beauregard Corridor Plan best reflects your concerns and interests.

1. Focus on the Beauregard Corridor and transportation network of the future, rather than limiting yourself to existing conditions.
2. There is no need for consensus.
3. Stay focused on the task and questions at hand; Focus on the opportunities and problems that we seek to explore and solve.
4. Express your comments in the "break-out group" and "report-back" sessions; holding questions until the end of the meeting.
5. Be concise and to the point to maximize group content and ensure that every participant has had the opportunity to speak.
6. Be a good listener and respectful of other's perspectives – listening does not require debate or agreement.
7. Differing perspectives about issues, opportunities and ideas approaches will be recorded as problems to be solved.
8. Don't limit yourself or the group to one approach; encourage multiple solutions.
9. The only bad idea is one that goes unsaid and unrecorded.
10. No final decisions will be made in this session; tonight's input will lead to draft transportation network plans for future review.



Questions for Consideration:

1. How can we create a street network that provides greater connectivity, helps create community and serves all users including:
 - a. Pedestrians
 - b. Bicycles
 - c. Transit
 - d. Vehicles

2. How do we accommodate local and regional traffic?
 - a. From I-395
 - b. Within the study area
 - c. Through the study area

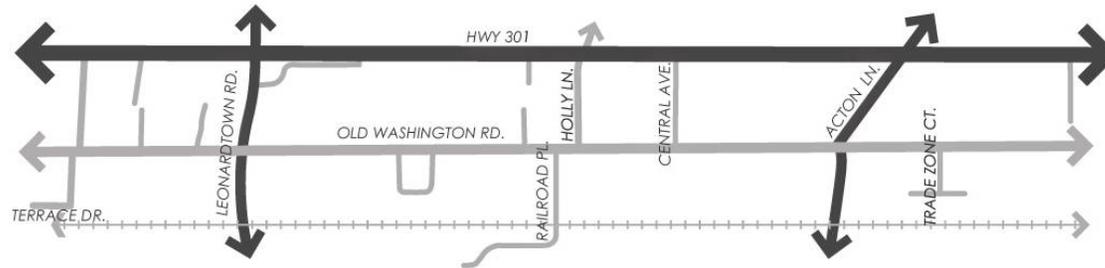
3. How do we best plan for high-capacity transit in the corridor?

BEAUREGARD CORRIDOR | FRAMEWORK PLAN EXERCISE

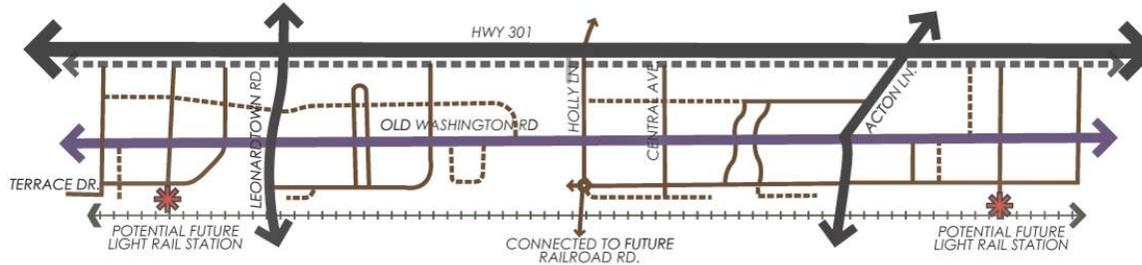


BEAUREGARD CORRIDOR | FRAMEWORK PLAN EXERCISE EXAMPLE

SAMPLE EXISTING STREET & ROAD NETWORK



POTENTIAL STREET & ROAD NETWORK HIERARCHY

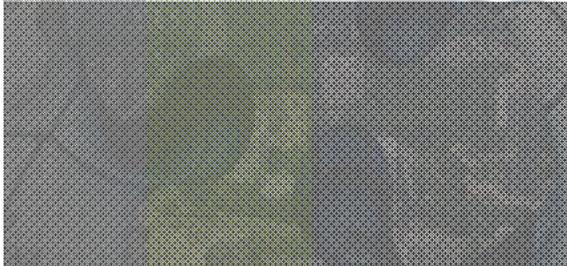


LEGEND:

- highway/connector street
- potential 301 service road
- railroad
- primary street
- secondary street/ address/residential street
- tertiary street/ private service street/ alley
- primary intersection
- secondary intersection
- designated site access points
- 2.5 minute walking radius
- potential future light rail station
- 301 corridor community use
- Waldorf activity center, mixed use
- Action activity center, higher density mixed use
- red square, medium density residential
- community center, lower density mixed use
- green space

CONCEPTUAL URBAN FRAMEWORK





BEAUREGARD CORRIDOR

OPPORTUNITIES SUMMARY/REPORTING BACK

