

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 6, 2013

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – BEAUREGARD REZONING UPDATE

ISSUE: Update on the rezoning of the Beauregard Small Area Plan (SAP), specifically related to transportation improvements.

RECOMMENDATION: That the Transportation Commission receive the report.

DISCUSSION: A staff update was provided at the November 7, 2012 Transportation Commission meeting, which provided an overview of the May 12, 2012 Council approval of the Beauregard Small Area Plan, and specific transportation recommendations.

Staff is in the rezoning process for the Beauregard SAP. The rezoning will include two Coordinated Development Districts (CDD's). CDD #21 includes the contiguous area within the SAP that is located to the west of I-395 including the Greenway, Garden District, Town Center, Adams, Upland Park and Southern Towers neighborhoods. CDD #22 is located to the east of I-395 and includes the Seminary Overlook neighborhood.

At the June 26, 2012 City Council meeting, a resolution was passed to establish the Beauregard Rezoning Advisory Group (BRAG) to ensure that the rezoning is consistent with the SAP. Two transportation related responsibilities pertaining to rezoning as required by the group include:

- Making recommendations as to the consistency with the Beauregard Small Area Plan regarding the ellipse and associated improvements at Seminary Road at Beauregard Street.
- Making recommendations as to the consistency with the Beauregard Small Area Plan regarding transportation improvements and phasing.

Seminary Road / Beauregard Street Alternatives Report

After the approval of the SAP, a technical memorandum (Seminary Road/Beauregard Street Alternatives Report) was prepared that documents, and provides a qualitative analysis of, the various transportation improvements that were considered at the intersection of Seminary Road at Beauregard Street, during the Small Area planning process. These improvement options included:

- No Build
- Parallel Road Extension
- Traffic Circle
- Grade Separation options (two options)
- Ellipse

The Alternatives Report determined that each of the improvement options except for the ellipse had one or more fatal flaws associated with them. The memorandum confirmed that the ellipse is the most feasible improvement to address the future transportation impacts at the intersection. The results of the technical memorandum were presented to the BRAG on October 24, 2012. Following the presentation, the group approved a motion confirming that the proposed ellipse is consistent with the Beauregard SAP.

The Alternatives Report can be found at:

<http://alexandriava.gov/beauregard/default.aspx?id=62888>

Beauregard Transportation Improvements and Phasing

Since the approval of the Small Area Plan, staff have been developing a phasing plan for the required transportation improvements associated with the Plan. On December 12, 2012, staff presented to the BRAG the proposed transportation improvements and phasing. At the meeting, the BRAG determined that the improvements and phasing are consistent with the SAP.

The two key transportation improvements include the development of the ellipse at the intersection of Seminary Road at Beauregard Street, and the Transitway. The phasing of these two improvements are explained in more detail below.

Transitway

As part of the Small Area planning process, the developers have agreed to dedicate the necessary right-of-way along Beauregard Street for the Transitway, and provide \$22.5 million (2011 dollars, subject to escalation) of developer contributions toward construction of the Transitway. The Transitway shall be constructed and operational prior to the release of 1.5 million square feet of new development within CDD #21 and/or CDD #22. With the exception of the Transitway through the Southern Towers neighborhood and Mark Center, within 90 days of written request by the City, the Applicants shall submit all necessary plans and documentation to dedicate and/or provide easement(s) for the Transitway, including any associated temporary construction and maintenance easements for the Interim condition.

Ellipse

The traffic analysis determined that the ellipse would be needed prior to approximately 2.4 million square feet of net new development. Therefore, the ellipse shall be constructed and operational prior to the release of 2.4 million square feet of net new development within CDD #21 and/or CDD#22.

As part of the Small Area planning process, the developers have agreed to dedicate the necessary right-of-way along Beauregard Street and Seminary Road for the ellipse, and

provide \$27.3 million (2011 dollars, subject to escalation) of developer contributions toward construction of the ellipse. The contribution includes a contingency of \$9 million to cover unforeseen costs, due to the minimal amount of design that has been done at this time.

A portion of the area needed for the ellipse is currently occupied by a dry cleaning retail establishment. This establishment is not part of the current rezoning. The ellipse can be constructed without impacting the dry cleaning building, but would need a portion of the property for the ellipse right-of-way, not unlike the King Street at Beauregard Street intersection project where portions of right-of-way and easement were acquired by the City. The access to the dry cleaners would need to be provided via the Hekemian development (within the Upland Park neighborhood). The City will continue to work with all adjoining property owners, including the dry cleaning establishment, and the dry cleaning establishment will likely come in with future rezoning.

Phasing of Other Transportation Improvements

For each neighborhood within CDD #21 and CDD #22, an Infrastructure Phasing Plan will be required as part of the first preliminary Development Special Use Permit (DSUP), similar to those prepared for the Carlyle and Potomac Yard developments. The Infrastructure Phasing Plan will be updated with each subsequent preliminary DSUP submission. The Phasing Plan will address the construction phasing of land uses within the neighborhood. The Plan will also identify the location and schedule of infrastructure, including streets, transitway facilities, pedestrian and bicycle facilities, sanitary sewer system, stormwater management system, utility systems, all other necessary on-site and off-site improvements. A transportation study will also be required for each DSUP application.

Upon completion and approval of the Infrastructure Phasing Plan and transportation study for each DSUP application, the development of individual blocks will require all access roadways, on-site and off-site infrastructure improvements required as part of the Small Area Plan transportation analysis (identified in the CDD conditions) and subsequent DSUP transportation analysis, pedestrian and bicycle access, prior to the first certificate of occupancy for the development block.

Parallel Road

The parallel road, located west of Beauregard Street between Mark Center Drive and Sanger Avenue is a key component of the plan and the transportation network, and is needed to help reduce congestion and distribute traffic, pedestrians and bicycles within the community. Since the approval of the SAP, residents within the Seminary Heights neighborhood, immediately to the west of the Beauregard SAP boundary, have raised concerns to staff, the BRAG and Council related to the proposed parallel road within the Adams neighborhood. The concerns include the following:

- Lighting
- Location / Proximity to residences
- Noise
- View of parking garage

- Pollution
- Privacy
- Impacts to property values
- Security and safety
- Transition to an urban setting

At its November 16, 2012 meeting, the Council directed that staff identify potential options and directed the BRAG to examine alternatives to relocate the road or move the road and other mitigation solutions. Since then, staff met with the community several times to identify potential solutions. Staff, in consultation with the residents, developed language to be included in the developer rezoning conditions, currently being finalized. The proposed conditions below were approved by the BRAG at its January 26, 2013 meeting, and will be forwarded to the Council.

As part of the development special use permit process, any Applicant(s) within the Adams Neighborhood shall consider the following in order to lessen the impacts on the existing adjoining residential neighborhoods. The following shall be evaluated as part of the development special use permit process in consultation with the adjoining residential neighborhoods:

- a. The location of the parallel road shall be examined in order to minimize impacts on the adjoining residential neighborhoods.
- b. Examine re-assigning traffic from the parallel road to lessen impacts on the adjoining residential neighborhoods. The examination shall include, but not be limited to, consideration of shifting traffic to the internal street.
- c. Any road adjacent to the adjoining residential neighborhoods shall be designed to minimize vehicular speed and volume and the surface of the road shall include a material to reduce noise.
- d. The type of buffer along the Adams neighborhood shall include, but not limited to the following: fencing, landscaping, and lighting appropriate given the adjoining residential uses.
- e. Routine access - loading will be located to lessen impacts on the adjoining residential uses.
- f. The surface parking shall generally provide a minimum 45 ft. buffer adjacent to the existing townhouses, while accommodating required entrances and circulation.

Beauregard Urban Design Standards and Guidelines

Currently, staff is in the process of developing urban design guidelines and standards that impact the design and character of the development within the Beauregard Small Area Plan. The document will augment the SAP and is intended to ensure the highest quality

design, shape public places and streetscapes, and other physical features to create a strong “sense of place”.

Some of the key transportation aspects within the design standards and guidelines include:

- Identification of Framework Streets and classification (private vs. public)
- Street Hierarchy defining context, scale, and physical characteristics such as adjacent uses, curb cuts, access and loading.
- Street and Streetscape Standards and Guidelines
- Pedestrian and Bicycle Network standards / guidelines
- Parking standards

NEXT STEPS: It is anticipated that the rezoning will reviewed by Council in Spring, 2013. The rezoning package will include the developer conditions, and the Urban Design Standards and Guidelines.

More information on the project, including the draft final Beaugard Small Area Plan, and the separate transportation study, can be found at:

<http://alexandriava.gov/BeaugardPlan>