BEAUREGARD






SMALL AREA PLAN

CITY OF ALEXANDRIA

ADOPTED BY ORDINANCE #4765 ON JUNE 16, 2012

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Community Process

Initial City Planning Process (Sept 2009 - Sept 2010)

The City began planning for the Beauregard neighborhood in September of 2009. A kick-off meeting was held in October 2009 to identify issues in the Plan area and listen to community input about the Plan. The City conducted additional meetings as part of this planning effort from January to September 2010, during which topics such as opportunities and challenges, transit corridors, principles and goals, best practices, land uses and building heights were discussed. A joint work session was held in October 2010 to update the City Council and Planning Commission on the status of the Small Area Plan.

Beauregard Corridor Stakeholder Group (Dec 2010 - Oct 2011)

The citizens of the West End formed the Beauregard Corridor Stakeholder Group (BCSG) in the Fall of 2010. The BCSG was an independent citizens group created by the community to discuss the Beauregard Small Area Plan. The membership of BCSG was open to (a) residents and/or property owners of Alexandria's West End (i.e., the portion of the City west of Quaker Lane); (b) investment property owners/developers/businesses with interests in the Beauregard Corridor Area; and (c) representatives of other civic/homeowners associations from other jurisdictions and/or areas directly adjoining the Beauregard Corridor Area. In November 2010, the BCSG elected Donna Fossum as the Chair and Don Buch as the Vice Chair for the group.

The mission of the BCSG was to understand, identify, evaluate and provide constructive comments guiding the preparation of the Beauregard Corridor Small Area Plan. One of the main goals of the BCSG was to provide guidance to City staff to prepare a small area plan for the Beauregard Plan area.

This BCSG had eleven meetings and created a project webpage to help conduct and communicate its citizen-led planning activities. Over the course of a year, 120 residents participated in at least one Beauregard Corridor Stakeholder Group meeting.

The BCSG meetings included topics such as developer contributions, transportation, zoning, open space, proposed fire station, community-wide amenities, and individual recommendations .

Plan Preparation (Oct 2011 - May 2012)

The BCSG compiled a series of individual recommendations that form the basis of the Plan. The BCSG did not vote on the individual recommendations, rather the group agreed that all of the individual recommendations would be forwarded to the City to prepare the Beauregard Small Area Plan.

After the release of the working draft plan, the City held community meetings and a joint work session with the Planning Commission and City Council. At the community meetings a variety of issues were discussed that included but not limited to the following:

Affordable Housing

- Definition needed for affordable housing and average median income (AMI)
- Rate and phasing % of tenant relocation
- Survey needed to determine the population to be served by affordable housing
- Increasing the number of affordable units
- Distribute the affordable units throughout the Plan area
- Evaluate existing and new units to maximize affordable housing
- Ensuring affordable units as demolition occurs and at build-out
- Potential use of City tax increment to subsidize affordable housing
- Evaluate potential use of Section 8 and/or public housing units
- Desire to have long term 30 years or more for housing

Land Use

- Reduce building heights adjacent to existing neighborhoods and North Beauregard Street
- Ensure that the potential impact of the planned multi-purpose field does not negatively impact the Dora Kelley Park
- Desire to have additional open space and use the Department of Defense (DOD) funding to acquire the open space
- More open space and more visually accessible open space at the Foster Fairbanks - Hekemian site
- Potential impacts of street adjacent to Dora Kelley Park
- Desire to ensure a significant amount of tree canopy (40%)
- Necessity of additional office space
- Need for dog parks and community gardens
- Implementation of parking to be done in a way that will coincide with operational transit

Transportation

- Ellipse – operation, vehicular pedestrian and bicycle movement
- Potential reduction in Ellipse contingency to fund affordable housing
- Impacts of I-395 ramp on adjoining neighborhoods
- Function of street north of the Ellipse between Hekemian and Southern Towers
- Encourage walk-ability along streets and existing bridge on I-395

While this is a sampling of the community comments, all community comments are compiled on the City's website.

There are multiple changes within the Plan that attempt to respond to the community comments. In addition to the text changes, there are graphics that have changed (ex. lowered building heights) to reflect responses to community input.

This document establishes the framework and vision for the Beauregard Small Area. A separate more detailed discussion and community input will need to occur as part of the subsequent rezoning(s) and development of special use permits, all of which will require subsequent review by the Planning Commission and approval by the City Council.

Acknowledgements

City Council

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Regional and Local Context

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Figure 1: Regional Context

A. Implications of Local and Regional Growth:

The future of Beauregard requires consideration of its place within the context of the City and the region (Figure 1). The West End was annexed as part of the City in 1952 (Figure 2). Since the initial large-scale development within Beauregard in the 1950's, the City's population has grown from approximately 62,000 to 140,000 in 2010. The majority of the development within Beauregard occurred primarily in the 1960s to1980s when the area was transformed to the current development pattern.

The Washington metropolitan region is expected to gain approximately 1,270,000 new jobs and 1,500,000 new residents within the next 30 years [1] (Figure 3). The City's projected portion of this regional growth is expected to be approximately 52,000 new jobs, 43,000 new residents, and 24,000 new housing units[1] (Figure 4). While these projections may be high, it is clear that over the long-term this region and the City will continue to grow. A challenge and opportunity for the City will be to manage the growth in a sustainable manner consistent with the City's goals, policies and existing neighborhoods.

Because of the projected local and regional growth, existing and proposed transportation infrastructure and existing zoning, Beauregard will transform in the coming decades. The Plan proposes a framework to guide the expected growth in a manner that will be economically, socially, and environmentally sustainable for the City. Land use and transportation are major components of sustainability, as much as the ways we generate our energy, grow and consume our food, and produce and consume the products that fill our lives (Figure 5).

[1] Source: Metropolitan Washington Council of Government Growth Trends, to 2040: Round 8

Figure 2: City Annexations

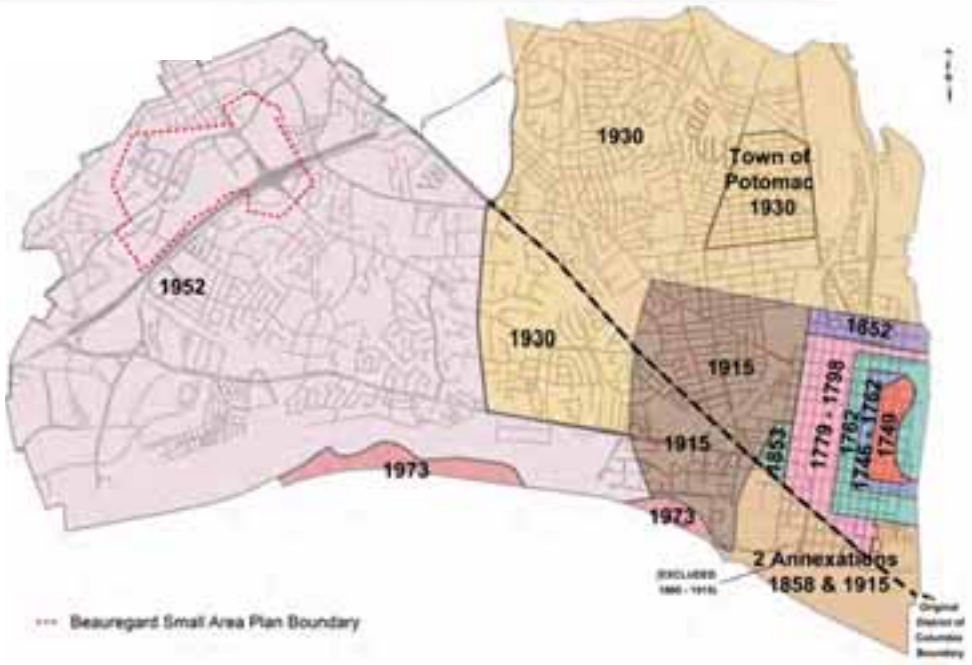


Figure 3: Adjacent Regional Growth

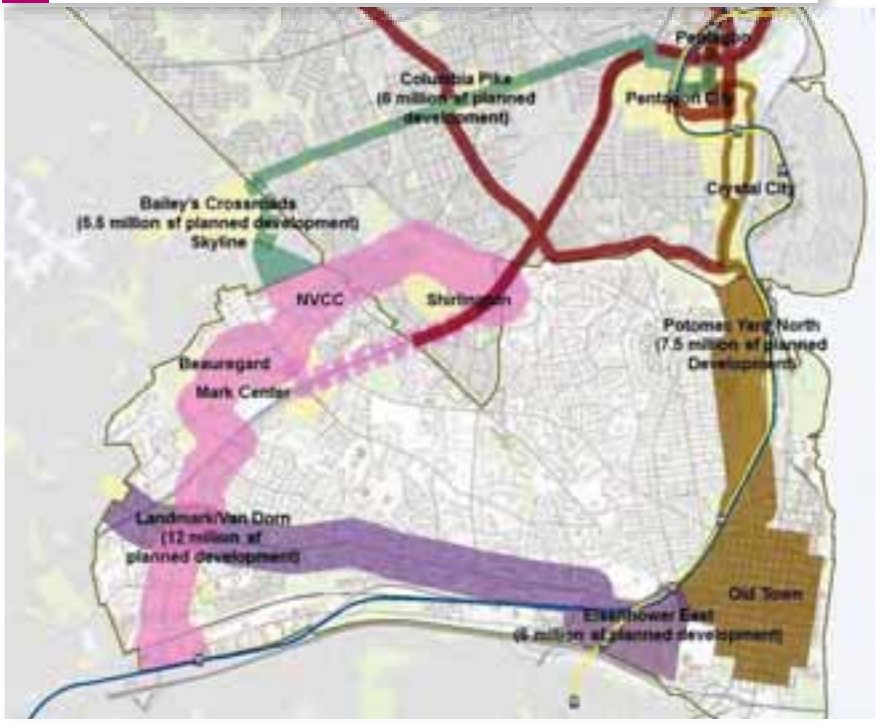
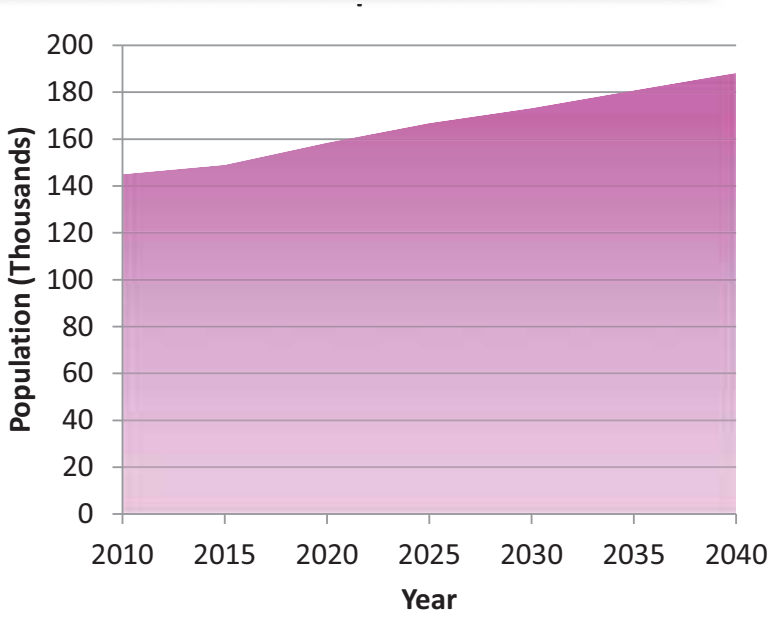


Figure 4: Alexandria Population Forecast[1]



[1]Source: Metropolitan Washington Council of Government Growth Trends, to 2040: Round 8

Figure 5: Land Use and Transportation

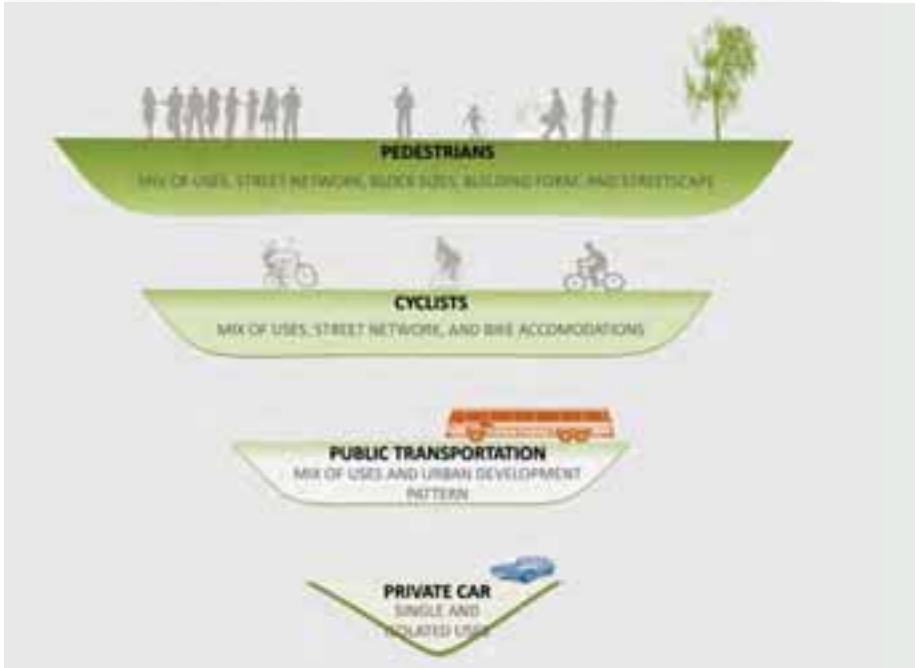


Figure 6: Existing Zoning

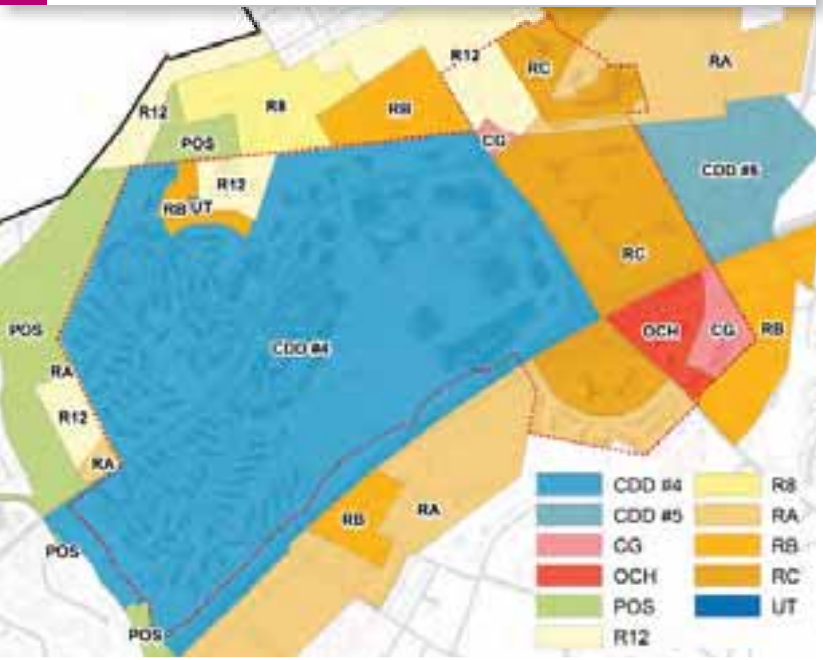


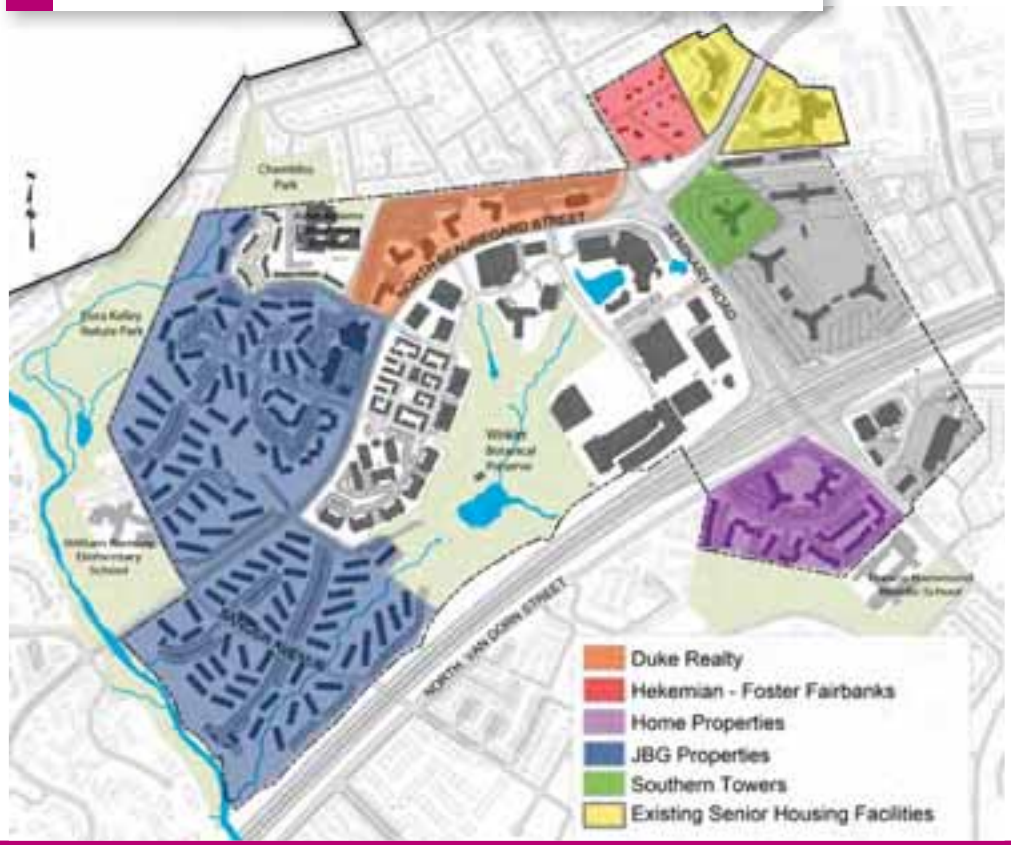
Figure 7: Plan Area Boundary

The proposed Plan accommodates the existing and proposed zoning in a manner compatible with the adjacent neighborhoods while creating a transit oriented, mixed use series of neighborhoods that are reflective of the City's goal for a more sustainable approach to growth.

B. The Existing Land Use Approvals – A Starting Point:

In 1992, the City adopted the Small Area Plan(s) for the Plan area, with subsequent approval of the zoning (Figure 6). However, although the existing zoning permits approximately 4,500,000 sq. ft. of additional development within the redevelopment sites (Figure 8), there are not standards or design requirements in place for elements such as streets, open space, phasing of infrastructure, etc.

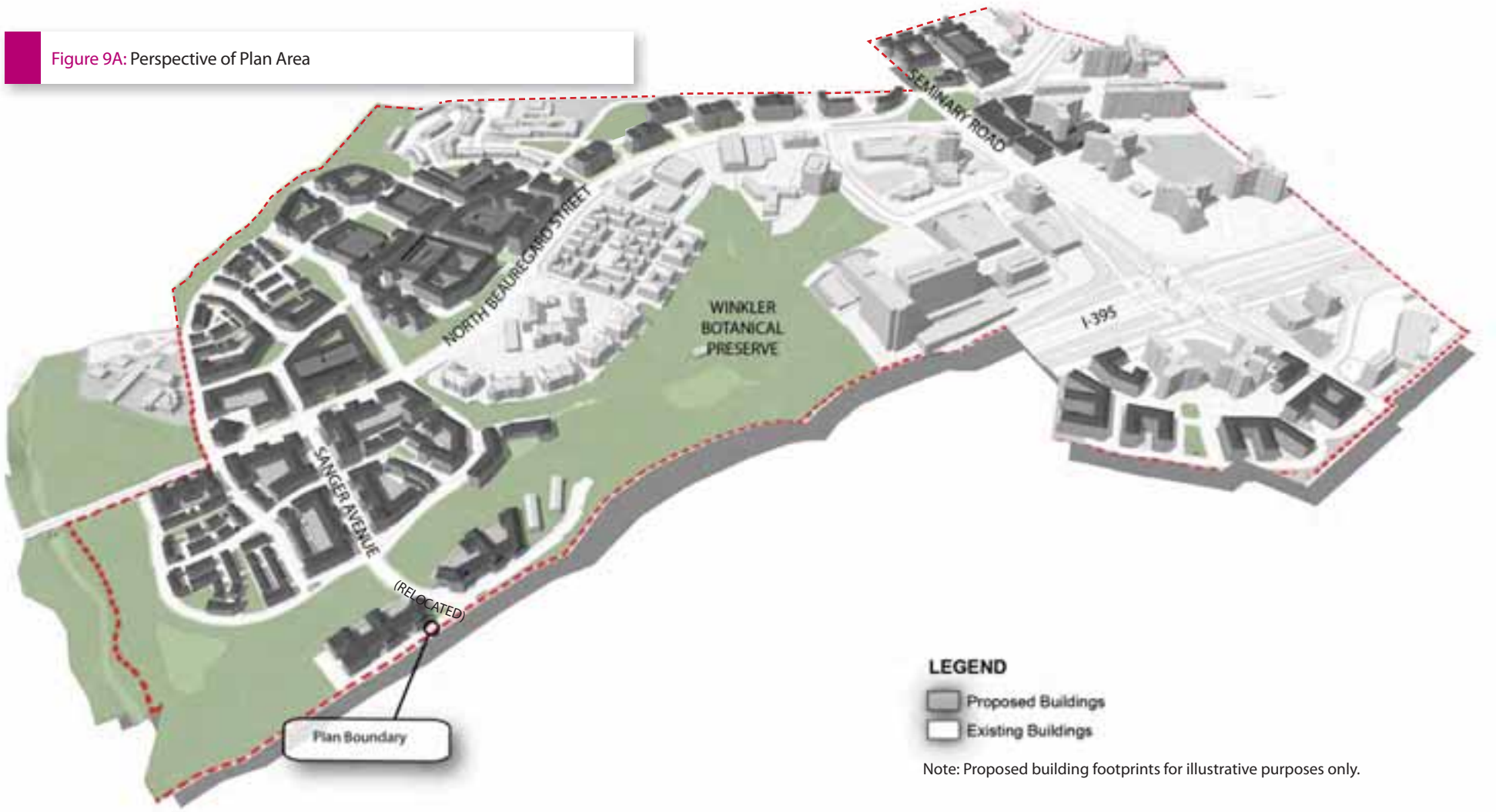
Figure 8: Planned Redevelopment Sites



C. The Need for A Plan:

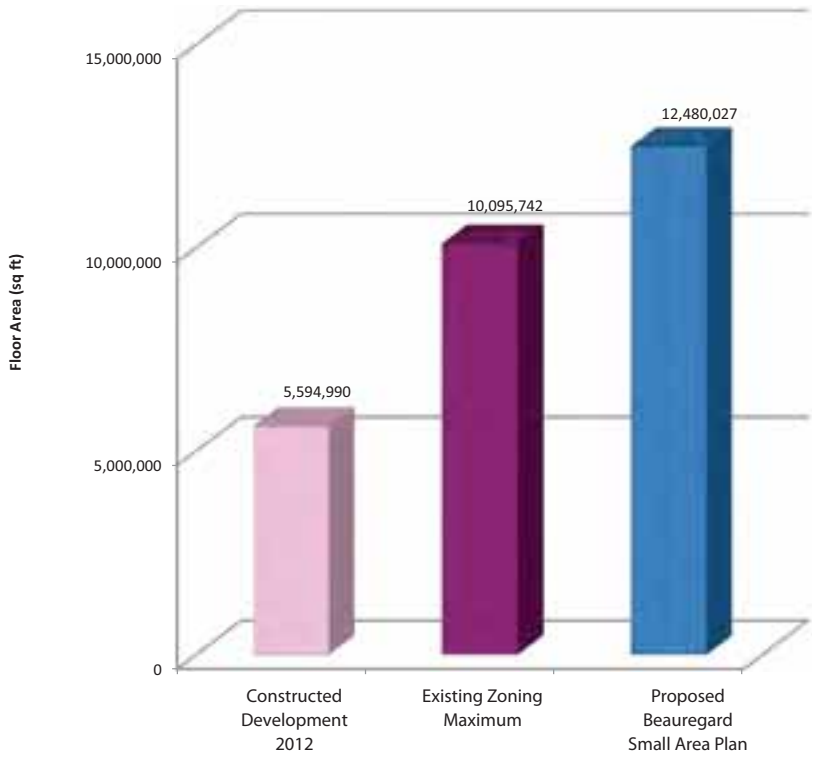
It has been approximately two decades since the adoption of the Small Area Plan(s) for the Plan area; the land use patterns, demographics and transportation have changed dramatically in the last two decades. In addition, pending or approved plans within the adjoining jurisdictions of Arlington and Fairfax Counties in areas such as Baileys Crossroads and Columbia Pike will result in a change in the development pattern and transportation adjoining Beauregard. (Figure 3).

Figure 9A: Perspective of Plan Area



Note: Proposed building footprints for illustrative purposes only.

Figure 9B: Zoning Comparison



The need for a Plan is based on the following:

- The existing Small Area Plan(s) have not been updated in approximately 20 years;
- Surrounding land use and transportation changes;
- The need to create development standards and phasing;
- Provision of dedicated affordable and workforce housing; and
- City and Regional Growth.

The existing zoning permits approximately 10,000,000 sq. ft. of development (Figure 9B). While the Plan recommends approximately 2,400,000 sq. ft. of additional development, the Plan incorporates requirements that do not exist with the existing zoning for elements such as phasing, infrastructure, affordable and workforce housing, open space, mixed-use retail buildings, transit, and building design. The Plan also enables new amenities such as parks and grocery stores within mixed used buildings, and a new town center not currently permitted or required by the existing zoning. The Plan also recommends the developers contribute $147.5 million to fund public improvements to implement the Plan. It is anticipated that the planned redevelopment will occur over a period of 20 to 30 years. The separate approvals of a future rezoning(s) and the subsequent development review process, will require separate more detailed reviews to ensure that the redevelopment is consistent with the intent of the Plan while also being compatible with the adjacent neighborhoods.

Vision and Guiding Elements

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Vision Statement

The Plan envisions a series of new urban neighborhoods containing a mix of uses; open spaces; a diversity of housing opportunities; and integrated transit, in a manner that will be compatible with the adjacent neighborhoods. The Plan also seeks to ensure that the seven distinct neighborhoods are economically and environmentally sustainable for the City.

Vision and Guiding Elements

Every community starts with a vision and a plan. This Plan establishes a long-term (20 to 30 year) vision and framework for future infrastructure, land uses, open space, affordable housing and is also intended as a guide for public and private investment.

The Plan enables connections – between people and their jobs, the urban and natural environment, and the rest of Alexandria's neighborhoods. The Plan also addresses how we use our resources in a more sustainable manner.

The Plan builds on the strengths of the Plan area (Figure 10):

- Natural topography;
- Open space corridors;
- Winkler Botanical Preserve;
- Stream valleys;
- Housing choices;
- Transit corridor; and
- Proximity to I-395.

In order to implement the Vision Statement, the Plan is based on the following elements:

A. Integrate Transit, Land Use and Urban Design;

B. Create Seven Distinct Neighborhoods;

C. Encourage Diversity of Uses and Housing;

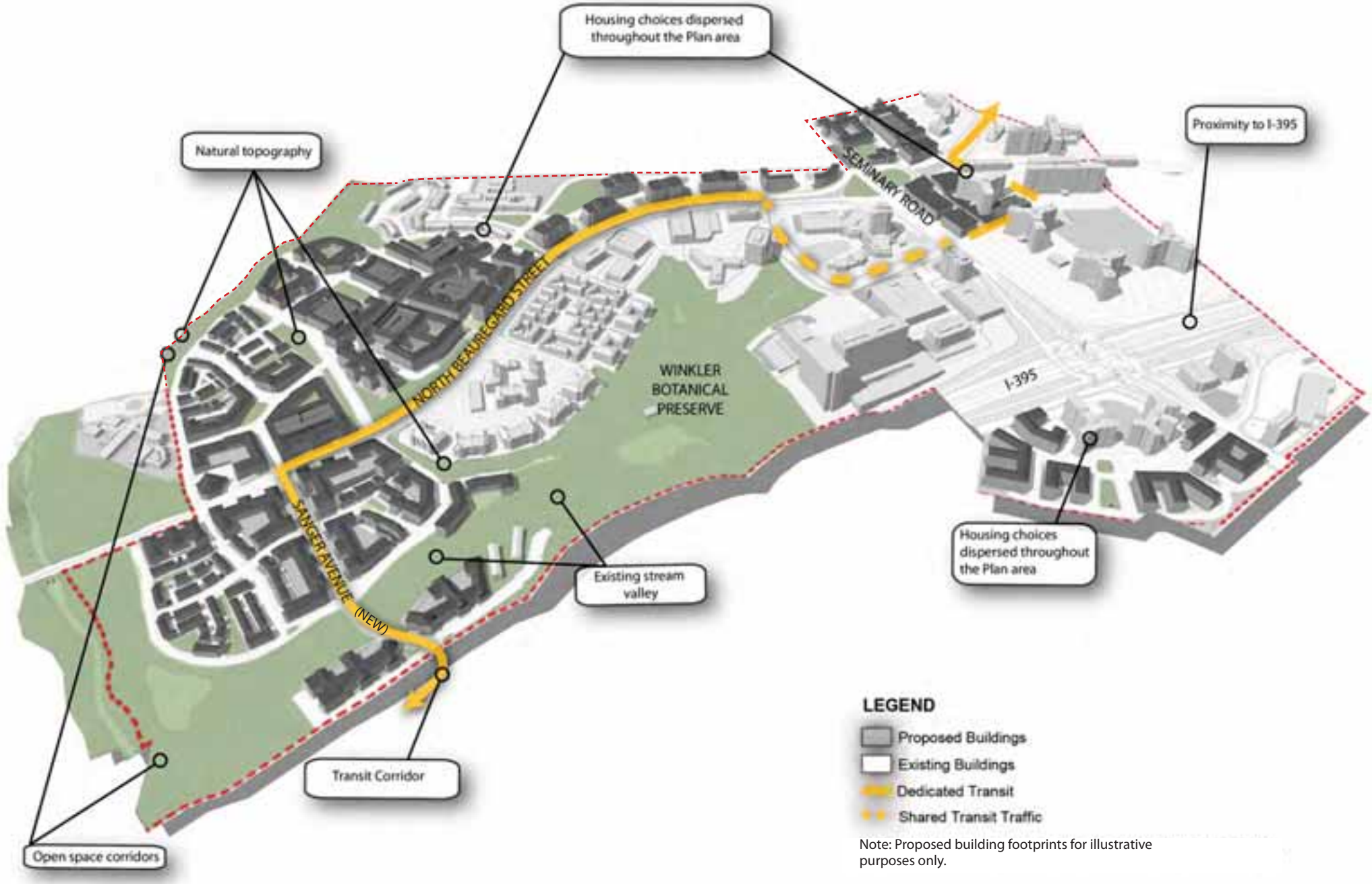
D. Integrate Urban Ecology – Sustainability;

E. Provide an Interconnected Open Space Network;

F. Ensure Compatibility with the Existing Neighborhoods; and

G. Encourage Economic Sustainability.

Figure 10: Integration of Existing Site Elements with the Plan



Note: Proposed building footprints for illustrative purposes only.

Transit will be located on Sanger Avenue (existing) until new Sanger Avenue is constructed.

Figure 11: Interconnected Open Spaces

Note: Depicts existing and planned public open spaces.

A. Integrate Transit, Land Use and Urban Design:

The Plan is based on convenient access to transit for pedestrians, bikes and seeks to reduce single-occupancy vehicles by providing an urban mixed-use development pattern around the transit stops. The Plan is based on the density and land uses being within a 5-10 minute walk from the transit stops.

This approach:

- Minimizes the number of car trips;
- Enables a mixed-use and transit-oriented character;
- Concentrates and interconnected open spaces;
- Enables pedestrian-friendly streets;
- Provides services necessary to create a more self-sufficient community;
- Enables densities that allow more efficient transit; and
- Provides accessible transit for the affordable/workforce housing.

B. Creation of Seven Distinct Alexandria Neighborhoods:

A strength of Alexandria is the unique character and individuality of its many great neighborhoods. The Plan reflects a commitment to this City tradition. The Plan reinforces distinct neighborhoods (Figure 12), a walkable scale, transportation options and open space connections. These are many of the same qualities that have allowed many of Alexandria's neighborhoods to thrive over decades of economic, social and technological change.

C. Encourage Diversity of Uses and Housing:

A variety of neighborhood services and retail such as a new grocery store and amenities will be accessible within each neighborhood or accessible by transit, giving residents and employees the choice of meeting many of their daily needs without the need to use their cars.

The Plan recommends a significant level of committed affordable and workforce housing to be dispersed throughout the Plan area, which will enable Beauregard to support a range of ages, household types and incomes.

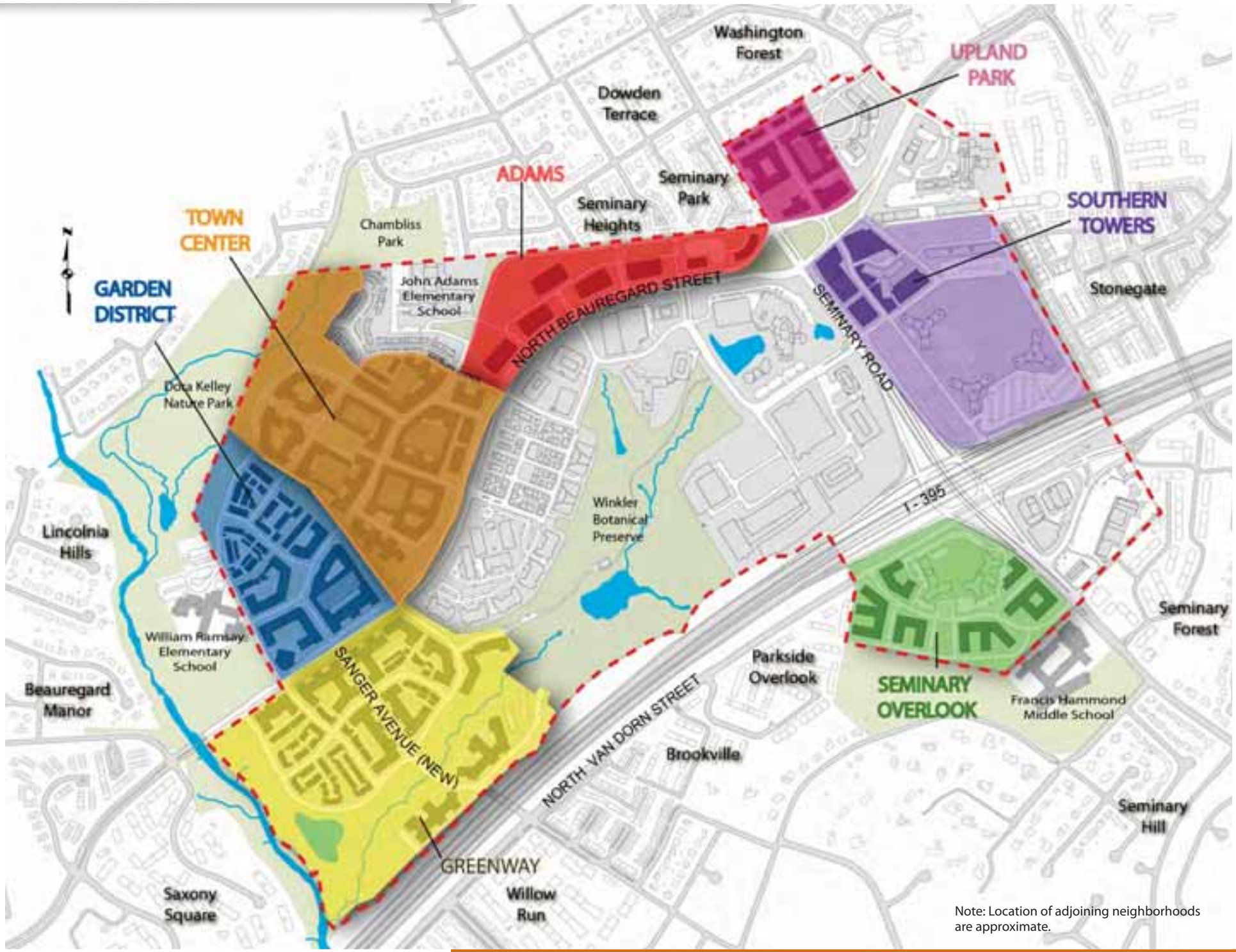
D. Integrate Urban Ecology – Sustainability:

The Plan emphasizes sustainability at a neighborhood scale and for each building. The Plan also recommends green infrastructure and stream restoration/revitalization for Turkey Run and a portion of Holmes Run. The Plan also recommends aspirational environmental goals, given the expected 20-30 year build-out of the Plan.

E. Provide Interconnected Open Space Network:

The Plan proposes that public open spaces be centrally located within each neighborhood. In addition, the Plan proposes a new approximately 18 acre greenway adjacent to the existing Winkler Botanical Preserve (Figure 11). The Plan also provides an approximately 7 acre expansion of the Dora Kelley Nature Park (Figure 42 and Figure 33E). The proposed new public open spaces, parks, and greenways will constitute approximately 44 acres. In addition to the parks and greenways, ground level open space and roof-top open space will be required within each neighborhood.

Figure 12: Proposed and Existing Neighborhoods



Note: Location of adjoining neighborhoods are approximate.

F. Ensure Compatibility with Existing Neighborhoods:

The Plan is adjacent to many established residential neighborhoods (Figure 12) . It is the goal of the Plan to integrate redevelopment into the context of the existing neighborhoods, through height, height transitions, buildings shoulders, setbacks and open space buffers (Figure 31).

G. Encourage Economic Sustainability:

The Plan is based on a public – private partnership that does not negatively impact the City's General Fund. The proposed redevelopment will provide developer contributions and an increased tax base that will fund public benefits such as a new fire station, new athletic field, transportation improvements and high capacity transit lanes. The developer contributions will also enable a significant level of dedicated affordable and workforce housing. The Plan will also result in an increase in the City's tax base for the benefit of all City residents (Chapter 9).

Urban Design — Plan Framework

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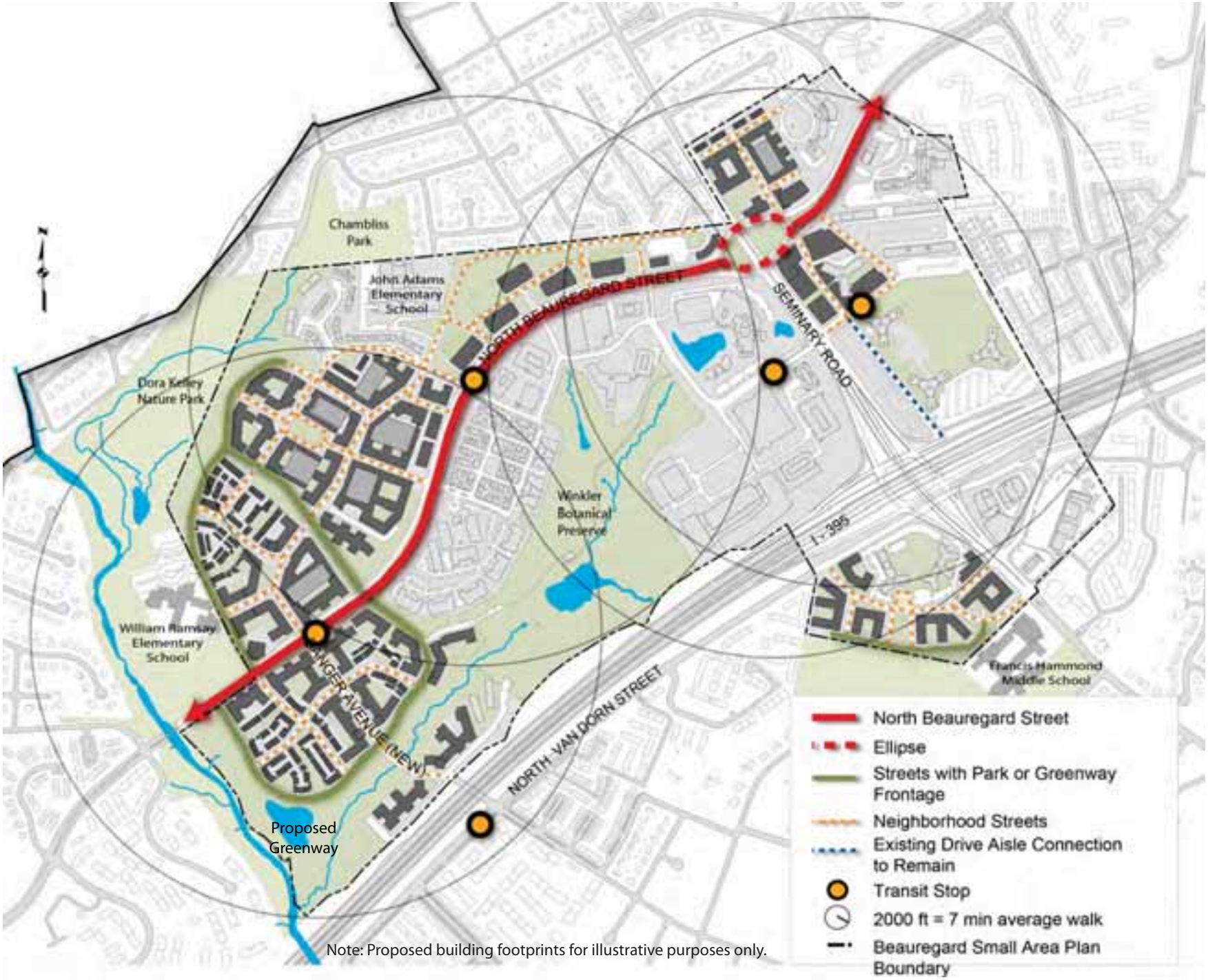
Figure 13: Urban Design - Framework



Note: Proposed building footprints for illustrative purposes only.

Urban Design — Plan Framework

Creating Beauregard as a series of great new neighborhoods will require housing choices, high quality urban transit, streets, architecture, public spaces, parks, and a mix of building types. An exclusive focus on density and land use will not result in quality cohesive neighborhoods or an enduring sustainable place that will bring lasting value to the City. It is essential that as redevelopment occurs, buildings, open spaces, the proposed transitway and the public realm be held to the highest standards. **Quality begets quality.**

A. Urban Design Framework:

The urban design framework (Figure 13) provides the structure for a series of interconnected streets, blocks, parks and open space - greenways. The street grid is not a rigid orthogonal grid, but rather more curvilinear streets based on traditional landscaped "garden cities" and neighborhoods such as Myers Park (Charlotte, NC) and Roland Park (Baltimore, MD).

To reinforce the "garden city" nature of the Plan, elements such as courtyards, front yards, a central urban landscaped boulevard (North Beauregard Street) greenways and parks are recommended by the Plan. North Beauregard Street is recommended to be a landscaped street, with a double row of trees, central medians and increased setbacks for the buildings (Figure 16A), which will enable the street to function as a landscaped street that will visually connect the neighborhoods. Other defining streets within the Plan include the streets with park or greenway frontages. These streets will reinforce the public nature of the proposed greenway, the Francis Hammond open space, and Dora Kelley Park (Figure 13 and Figure 16C).

The Garden City

The garden city is an urban planning concept that began in the 1880's and has served as the basis for current contemporary planning. The basic concept is a community, with open space and a mix of uses, which enables the benefits of open space and landscaping with the benefit of urban amenities. Many of the garden cities are characterized by urban boulevards, landscaping public parks, urban building form, and a mix of uses.

A street is a spatial entity and not the residue between buildings.

– Anonymous

B. Creation of Seven Distinct Neighborhoods:

A defining element of the City is its unique and identifiable neighborhoods. The differences in identity, character and scale of the various neighborhoods complement each other and contribute to the richness of the City. The Plan recommends seven unique and identifiable neighborhoods, which will be accomplished through architecture, scale, uses and open space all of which are located within a 5 - 10 minute walk from the proposed transit stops (Figure 13).

A central open space - park is recommended within each neighborhood. (Figure 14). In addition, there are civic uses (schools and a recreation center) and parks adjacent to several of the neighborhoods, which will serve as civic gathering areas. The Plan is also based on the provision of an open space greenway in the southeastern portion of the Plan area, which will define the character of the adjoining neighborhoods (Figure 33A and 34).

C. Framework Streets:

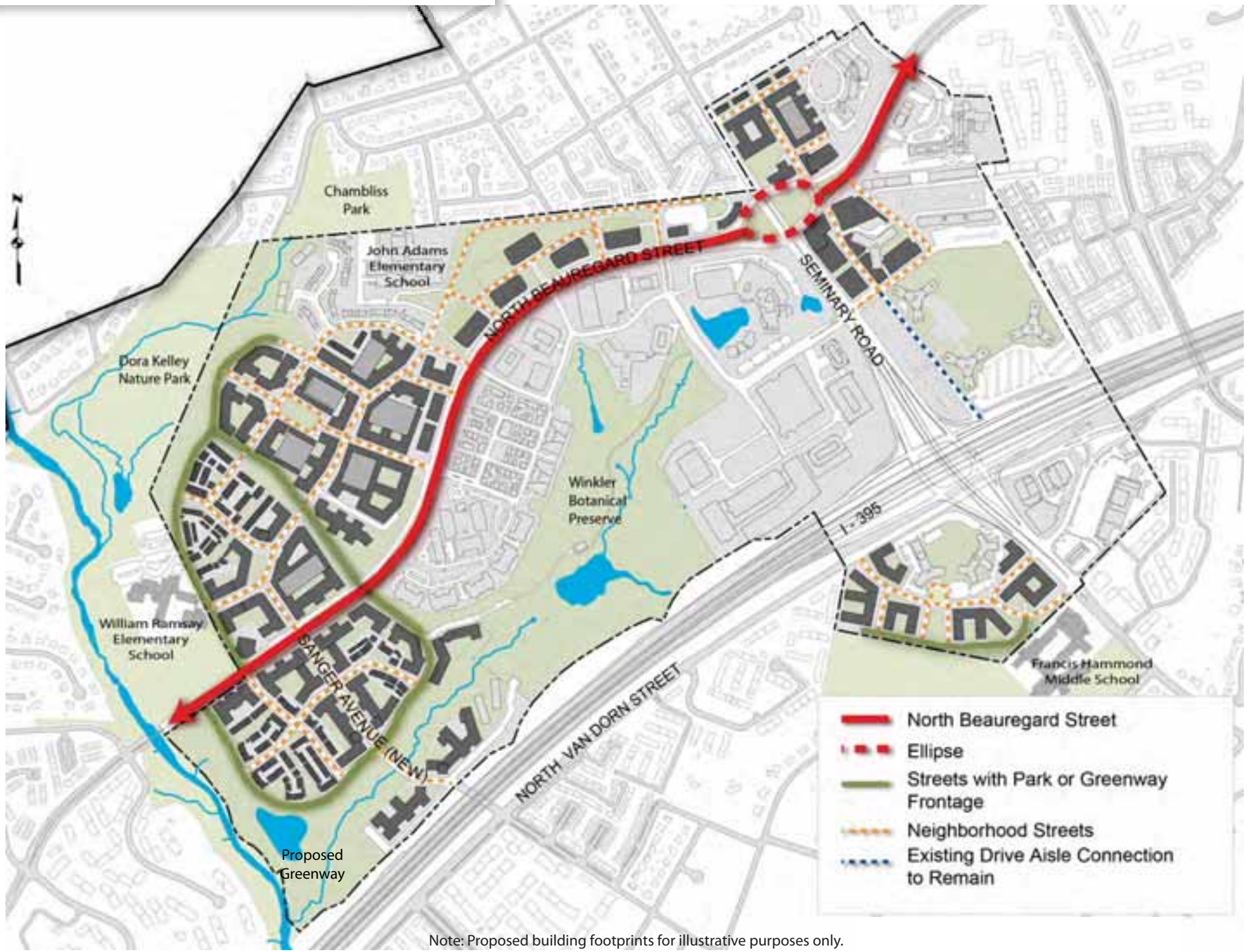
The Plan recommends a series of streets that will serve as a framework for circulation and a collection of outdoor spaces. The Plan will transform the character of the streets increasing the space given to pedestrians and cyclists. Creative and straightforward street designs will translate into a variety of simple and functional streetscapes (Figure 16B).

Figure 14: Neighborhood Open Space - Parks

Note: Proposed building footprints for illustrative purposes only. See Figure 39 for open space - park(s) within the Southern Towers Neighborhood. This graphic is intended to depict public open space. The other ground-level open space will be developed as part of the development review process.

*If the .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Staff Report.

Figure 15: Framework Streets



Note: Proposed building footprints for illustrative purposes only.

The quality of a City or neighborhood's civic life is largely defined by what happens in its public areas, in particular its streets, which are fundamental elements to creating a sense of community. Streets can be made more social by offering places for people to gather, walk and bike in a safe and attractive environment. Ensuring the appropriate street character is a fundamental element in the design and width of the planned streets. The required width of the streets and sidewalks capture the characteristics of great urban streets (Figure 16B). The streets are designed to balance the need for pedestrians, bikes, transit, and cars. In addition, the streets are designed to collect and treat stormwater, be easy to maintain, and provide utility services that make them an integral part of the sustainable infrastructure.

There are five primary types of streets within the Plan area: (Figure 15)

1. North Beauregard Street;
2. Ellipse;
3. Streets with park or greenway frontage;
4. Neighborhood streets; and
5. Alleys.

North Beauregard Street: The street is intended to be an urban landscaped boulevard with double central landscaped medians, and a dedicated transit lane (See Figure 49B). The street will provide a 30 ft streetscape that will include a double row of street trees and landscaping (except at proposed retail) adjacent to the buildings. The existing buildings on the eastern portion of North Beauregard Street that are not proposed to redevelop will also be setback a minimum of 30 feet. The Plan recommends larger caliper street trees at installation to reinforce the landscaped and parkway character of Beauregard (Figure 16A).

Figure 16A: Beauregard Streetscape (Partial Cross-Section)

Figure 16B: Neighborhood Street - Typical

Figure 16C: Perspective of Street with Greenway Frontage

Figure 16D: Perspective of Proposed Ellipse

Note: For illustrative purposes only.

Figure 16E: Street with Park Frontage adjacent Dora Kelley

Ellipse: The Ellipse, which functions similar to a traffic circle, accommodates and improves the projected traffic. There is an opportunity to introduce trees and landscaping within the Ellipse for this visually prominent intersection. To facilitate pedestrian and bike circulation, signalization, a 10 ft. sidewalk/trail, and a double row of trees is provided adjacent to the Ellipse (Figure 16D).

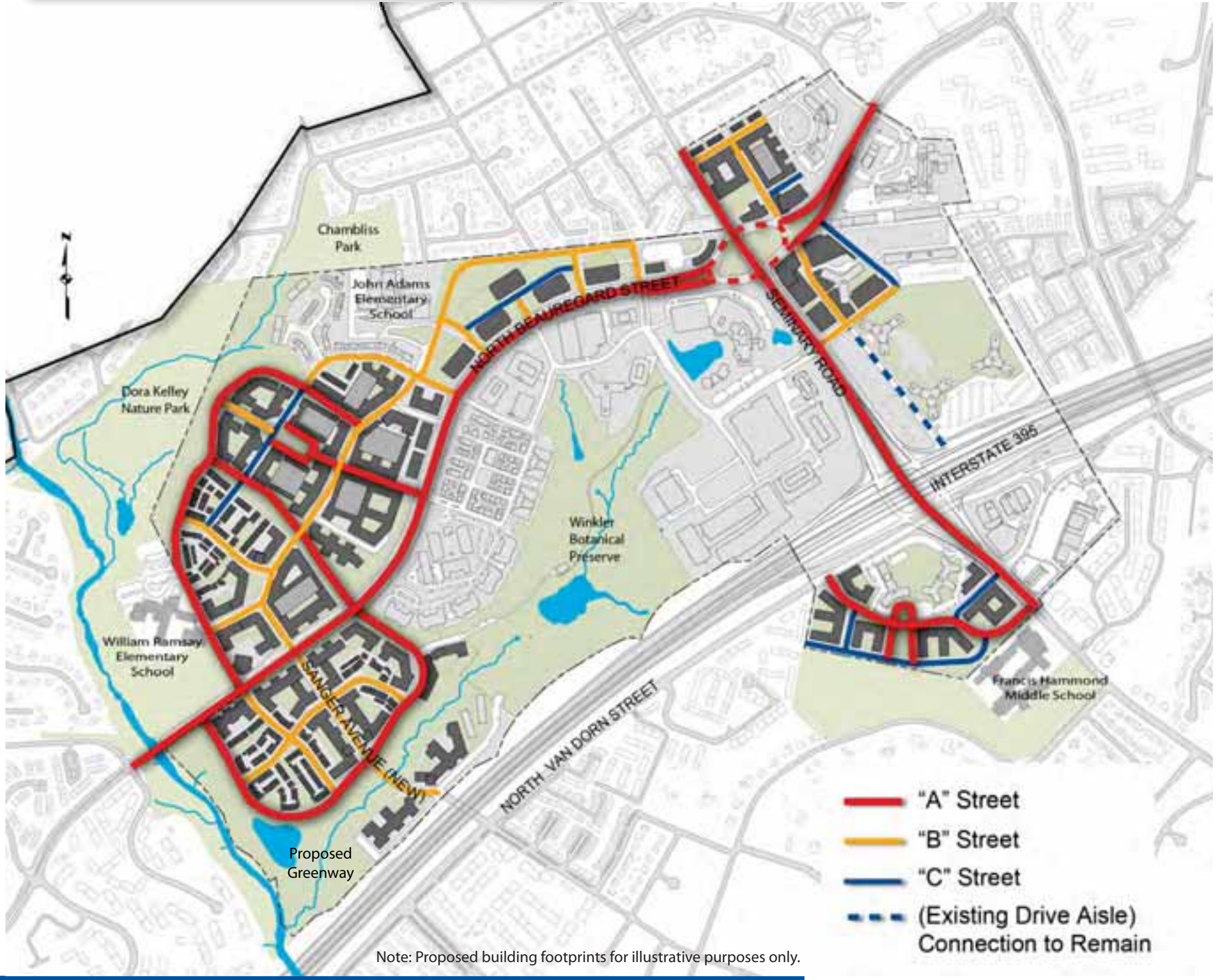
Streets with Park or Greenway Frontage: Curvilinear streets, with buildings on one side, these streets will enable the proposed and adjoining parks or greenways to be visually and physically accessible to the public (Figure 13 and Figure 16C). The street adjacent to Dora Kelley Park has been decreased in width to discourage cut-through traffic. Design elements should include narrow travel lanes, special paving, strategically located parking, a pedestrian path, and additional trees (Figure 16E). Access points to the park are planned to remain at the current locations. The future Urban Design Standards and Guidelines will provide specific design requirements for the design and materials of the street.

Neighborhood Streets: These streets will generally have two travel lanes with parallel parking on each side, and 14 ft. or more for the sidewalk and streetscape (Figure 16B).

Alleys: The Plan recommends alleys for the proposed townhouses to accommodate garage and service access. Alleys are encouraged for provision of service access for multi-family and office, hotel, and retail buildings in a manner consistent with the street hierarchy requirements. The location of the alleys will be determined as part of the development review process.

Decisions such as density, land use, the location of transit, vehicle circulation, the scale of the streets, the amount and location of parks and open space, and building placement and massing are all predicated on creating a public realm that prioritizes the pedestrian experience.

Figure 17: Street Hierarchy

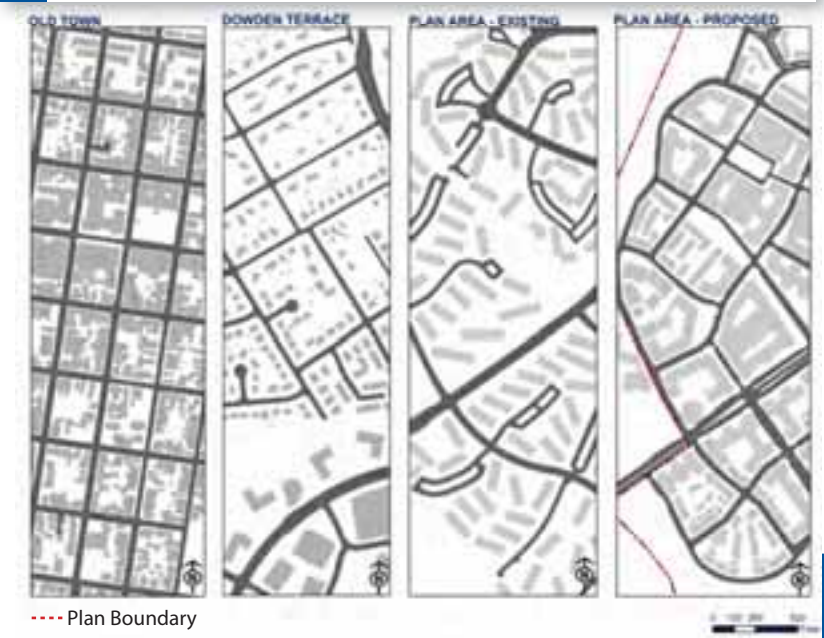


Note: Proposed building footprints for illustrative purposes only.

"...frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the users of a city neighborhood."

— Jane Jacobs

Figure 18: Block Comparion



D. Street Hierarchy:

The street hierarchy is based on prominent streets, neighborhood streets and streets for parking and service access (Figure 17). A clear hierarchy of streets will differentiate the role and character of each street.

"A" streets are the most visually prominent streets; "B" streets connect "A" and "C" streets and provide general pedestrian and vehicular circulation for the neighborhoods; and "C" streets provide a means of access and service entries to parking. The Urban Design Standards and Guidelines may permit, as part of the development review process, service entries on "B" streets when buildings do not have alley or "C" street frontage.

E. Blocks:

One of the most important measures to ensure that Beauregard will develop as a pedestrian-oriented series of neighborhoods is the requirement of urban, human scaled block sizes. Urban scale blocks with frequent intersections provide increased options for pedestrians, cyclists and motorists, while also reducing the perceived building scale. Existing blocks, within the Plan area are approximately 900 x 900 feet or larger (Figure 18).

Through the placement of the streets, the block sizes are recommended to generally be 400 by 400 ft. It is likely that Beauregard will take 20 to 30 years to fully implement the vision of the Plan. Over this period, while it may be more expeditious or less expensive to create larger blocks to accommodate redevelopment, the Plan recommends that redevelopment adhere to the recommended block sizes. While the Plan acknowledges the need for flexibility, the size of the blocks is not an area where flexibility should be permitted.

F. Pedestrian Environment – Streetscape:

The blocks, neighborhoods, parks and other public spaces are planned to be connected by a diverse, interconnected pedestrian network along the proposed streets and blocks. The pedestrian environment consists of pedestrian routes connecting the open spaces and neighborhoods. The pedestrian environment is generally located adjacent to the streets, greenways, and parks to encourage pedestrian activity, with active, tree-lined streetscapes with adjoining front yards, courtyards, and landscaping to reinforce the landscaped - "garden city" intent of the Plan.

G. Mid- Block Pedestrian Connections:

The Plan recommends mid-block pedestrian connections as part of the public realm. These connections are envisioned to provide green "landscaped streets" that connect the neighborhoods, parks and greenways (Figure 19). The Plan has also been designed to provide a continual mid-block pedestrian connection to the adjoining William Ramsay Elementary School within the Garden District neighborhood.

Buildings will define the mid-block pedestrian connections. The scale of the buildings adjacent to the connections will reinforce the pedestrian scale and will be limited to a height of 45 to 55 ft. The width and lower building heights are intended to create intimate green landscaped streets for the community. Residential building entries, yards, stoops and terraces will provide a transition between the private realm of the house and the public realm of the mid-block connections.

Figure 19A: Mid-Block Connections

View of mid-block connection within the Garden District Neighborhood

Figure 19B: Garden District Neighborhood

Figure 19C: Greenway Neighborhood

Note: Proposed building footprints for illustrative purposes only.

H. Building Form:

Alexandria is known for its high quality urban form, architecture and unique sense of place where buildings define the adjoining streets and parks.

The existing buildings within many of the neighborhoods are organized in a random pattern, with few internal pedestrian, bike or vehicular connections (Figure 20). In addition, almost all of the existing buildings are oriented toward internal private courtyards and extensive areas of surface parking lots which "turn their backs" on the adjoining streets, depriving the public realm of "eyes on the street." While there is open space within the Plan area, it is fragmented and not generally useable or accessible by the public.

To establish relationships between the private and public areas, the Plan recommends buildings front the adjoining streets, open spaces and mid-block connections to ensure that the buildings engage the adjoining streets and open spaces. In addition, the building configuration will ensure that a significant portion of the open space will be visually and physically accessible to the public, rather than the predominantly private open space and courtyards that exist today.

I. Building Design – Character:

The Plan recommends using contemporary building design elements to implement the "Garden City" vision of the Plan. The Plan does not recommend a particular architectural style beyond the goal of using high quality materials that reflect the time and place they are built. The Plan also recommends future Urban Design Standards and Guidelines to ensure high quality buildings.

"We shape our buildings:
Thereafter they shape us"

— Winston Churchill

Figure 20: Existing Buildings, Streets, and Parking

Figure 21: Signature Facades, Vistas, & Open Space Gateway Elements

J. Vistas, Signature Facades and Gateways:

The Plan recommends that certain streets terminate into the adjoining parks and greenways affording terminating open space vistas (Figure 21). Similar to streets in Old Town that terminate into the water to reinforce the water-maritime heritage of the City, the streets that terminate into the parks and greenways will reinforce the open space - park and "Garden City" character of the Plan area.

There are also opportunities for buildings to visually reinforce prominent locations at the Town Center, the Ellipse and other prominent frontages. (See Figure 21) The Plan identifies signature facades and gateways that, because of their prominent location and/or orientation, are recommended to incorporate distinctive architectural elements and building forms. These elements will draw attention to points of interest and mark the location of "entries" and "places" for each of the neighborhoods. Architecturally significant facades require the highest level of design excellence, materials and the innovative use of materials. Details regarding building materials will be provided within the Urban Design Standards and Guidelines.

K. Public Art and History:

Public art could help define each neighborhood, create a sense of place and express the site's unique history. Public art is also an important part of Alexandria's character and cultural expression. The Plan recommends that public art be integrated into the design of the open spaces through historical references, interpretation and possible educational opportunities. In addition, the public art element of the Plan will need to be consistent with any City-wide public art funding policy and/or as required through the development review process.

URBAN DESIGN REQUIREMENTS:

A. General:

3.1 Urban Design Standards and Guidelines are required as part of any future rezoning(s) to ensure implementation of the recommendations and intent of the Plan.

B. Urban Design Framework:

3.2 Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment. The final location of the non-framework streets will be determined through the CDD zoning, design standards and development review process.

3.3 The building setback for new buildings will be 30 feet on North Beauregard Street, excluding the Required Retail areas, to enable a double row of street trees and 10ft. sidewalk-trail (Figure 16A).

3.4 The trees within the median and street trees on North Beauregard Street will be a minimum of 4" caliper at installation.

3.5 The building setback for new buildings on Seminary Road will be a minimum of 20 feet.

3.6 Development blocks will be sufficiently sized for market acceptable building floor plates.

3.7 The blocks as part of the redevelopment are recommended to generally be 400 ft. x 400 ft. Block sizes of 300 ft. x 300 ft. are encouraged. Ensure permeability of the blocks and streets to encourage walking and appropriate block sizes with mid-block connections and alleys.

3.8 The residential multi-family and townhouse buildings without ground floor retail will have setbacks, front yards and/or courtyards. The final requirements will be approved as part of the Urban Design Standards and Guidelines.

C. Creation of Seven Distinct Neighborhoods:

3.9 Create seven unique and identifiable neighborhoods, which will be compatible with the existing neighborhoods. The identity of each neighborhood will be reinforced through the use of scale, height, architecture and open space.

3.10 Encourage the use of history as inspiration for the design of open space, public realm and buildings. Encourage the use of public art to reinforce the distinct neighborhood identities and create unifying themes for the neighborhoods.

3.11 Incorporate the parks –open spaces depicted in the Framework Plan within each neighborhood as a defining element of each neighborhood. (Figure 14).

3.12 Require a mix of building types and innovative building types within each neighborhood.

3.13 The neighborhoods should be connected to one another as much as possible.

3.14 Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.

3.15 While each neighborhood will have unique design and character, consistent and unified elements such as the streets and streetscapes will unify the neighborhoods.

D. Framework Streets:

3.16 Improve and enhance the North Beauregard Street frontage with streetscape improvements, buildings, and landscaping. (Figure 16A)

3.17 Bulb-outs are required for all streets where parallel parking is provided.

3.18 The Urban Design Standards and Guidelines will include streetscape standards for plantings, materials, street trees, sidewalks, street lights, and associated streetscape elements.

3.19 North Beauregard Street will be configured to accommodate the dedicated transit lanes and transit stations.

3.20 North Beauregard Street is central to the visual perception/image of the community and will be an urban, tree-lined boulevard that will provide enhanced tree canopy over time.

3.21 All townhouses are required to be rear-loaded townhouses with garage access from a rear alley. All other building types are encouraged to provide access from a rear and/or internal alley or provide access consistent with the street hierarchy requirements.

3.22 Alleys are required for each block to enable the loading, servicing and other vehicular functions to be located away from the pedestrian realm. Internal alleys are strongly encouraged to be designed and constructed in a manner to ensure that they will provide shared access for adjacent properties and buildings within each block.

E. Street Hierarchy:

3.23 The hierarchy of streets (Figure 17) is required to maintain a high-quality street environment and address a variety of needs. Alleys are not considered curb cuts for purposes of street hierarchy requirements. The street designations will be subject to the following:

"A" Streets

Curb cuts, entrances to parking garages and service bays are prohibited. "A" streets are subject to the highest design standards:

- Buildings will front the street;
- Active uses will be located on all street frontages for each level of the building;
- The highest quality of architectural façade and streetscape treatment will be used; and
- Building(s) with frontages on both Seminary Road and new streets internal to the development could have their primary entrances on the street internal to the development.

" B" Streets

- Buildings will front the street;
- Active uses will be located on all street frontages for each level of the building;
- Minimize the number of curbs cuts per block on each side of the street. Curb cuts for each building will be permitted if the curbs cut cannot be located on a "C" street and/or alley.
- Main building and pedestrian entrances will be located along "B" street frontages unless adjacent to an "A" street; and
- A high quality of architectural façade treatment is required.

"C" Streets

- Curb cuts for internal alleys and service will be located on these streets, unless it can be determined that it is infeasible to do so.
- Active uses will be located on street frontages.

Pedestrian Environment:

3.24 Require streets to emphasize the pedestrian and bicycles.

3.25 The mid- block pedestrian connections as depicted in Figure 19 will generally be 30 to 60 ft. wide. Require the mid-block pedestrian connections depicted in the Plan. In addition, allow for internal pedestrian connections and alleys within the blocks. The Urban Design Standards and Guidelines will address more specific requirements such as individual entries, stoops and terraces adjacent to the mid-block connections.

3.26 The height of units adjacent to the mid-block connections will be limited to a height of 45ft to 55ft.

3.27 All existing above grade utilities and new utilities within or along the frontage of the redevelopment sites will be located below grade as part of the redevelopment.

Urban and Building Form:

3.28 Create an urban building scale and relationship between buildings, streets and open spaces to encourage walkability and the use of transit.

3.29 Buildings will have a variety of shapes and forms to avoid monolithic and uniform building forms.

3.30 Balance the aesthetic and functional criteria of sustainable design for the site and the buildings.

3.31 Active uses will be required adjacent to all street (excluding I-395) and park frontages. The requirements for the active uses will be part of the Urban Design Standards and Guidelines.

3.32 All buildings are required to be oriented to the adjoining streets, parks or mid-block connections.

3.33 Select appropriate building materials, textures, façades, and treatments that work together to establish a high quality urban environment that is durable and sustainable.

3.34 Buildings will provide architectural scaling and material elements to reduce the appearance of the height and length of building façades through the use of changes in wall plane, height, or materials.

F. Building Design:

3.35 The Plan does not require a particular architectural style beyond the goal of using high quality materials and creating contemporary buildings that reflect the time and place in which they are built and using architectural styles to reinforce the character of each neighborhood.

G. Vistas, Signature Facades, & Gateways:

3.36 Require variety in building massing, design, and/or height to denote the required gateway locations (Figure 21). The gateway elements will be proportionate to the size and scale of the building.

3.37 Require variety in height, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.

3.38 Require distinctive building forms and architecture for the signature facades (Figure 21).

H. Public Art & History:

3.39 Integrate public art, which considers the history of the site, as well as thematic, artistic and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings (bike racks, benches, trash receptacles, etc.), lighting, gateways, wayfinding, sidewalks and fountains. If artwork is incorporated, consideration should be given to local artists.

3.40 The public art will be determined as part of the development review process. If a City-wide public art policy is approved, new development will be subject to any future City policy requirements for public art.

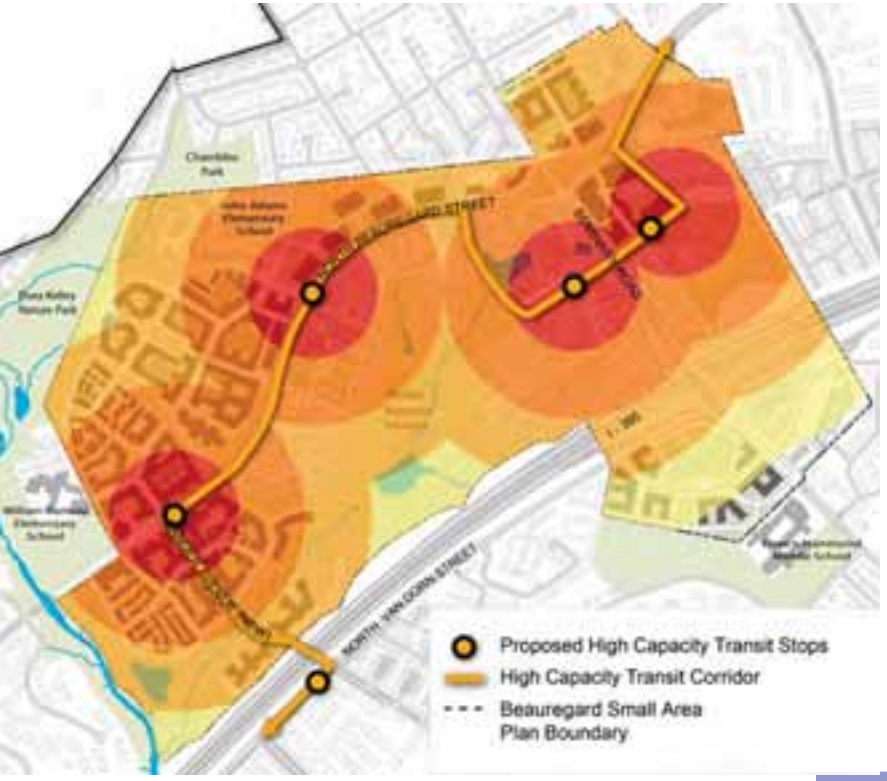
Land Use

4

"We must not build housing - we must build communities.""

— Mike Burton

Figure 22: Density at Transit Stops



Land Use

The land use strategy is based on:

- Concentration of Density at Transit Stops;
- Building Height at Transit Stops;
- A Balance of Commercial and Residential Uses;
- Mix of Land Uses Within Each Neighborhood;
- Concentration of Retail At Transit Stops;
- Appropriate Scale Transitions to Existing Neighborhoods;
- Management of Parking to Support Transit;
- Location of Open Space-Parks within each Neighborhood;
- Creation of a Greenway that will be a visual extension of the Winkler Botanical Preserve; and
- Provision of a variety of Open Spaces such as Community Gardens, Athletic Fields, Passive Open Space, Urban Squares and Neighborhood Parks.

The Plan area contains redevelopment sites and existing developed areas. The recommended land use and zoning changes are for the designated redevelopment sites (Figure 8). The Plan also recommends flexibility for the existing senior housing facilities (Goodwin House and The Hermitage) to implement the City's Strategic Plan for Aging and potentially expand their facilities and programs. The zoning for the remainder of the sites within the Plan area is not recommended to change.

A. Density at Transit Stops:

The land use strategy capitalizes on the planned investment in the dedicated high capacity rapid transit corridor for Beauregard. The greatest level of development is generally located adjacent to planned transit stops, with lesser intensity farther from the stops. (Figure 22).

Figure 23: Proposed Land Use Strategy

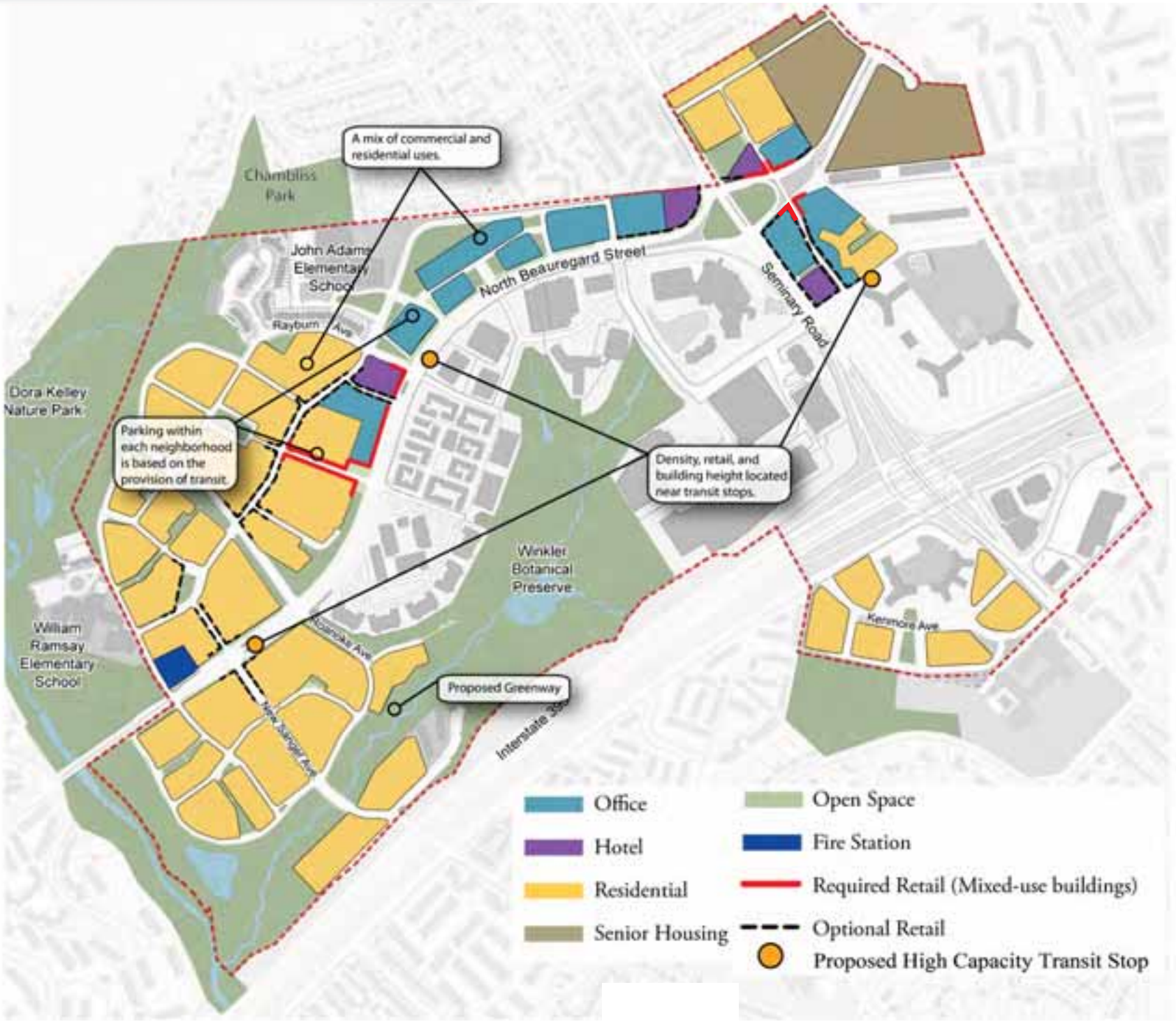
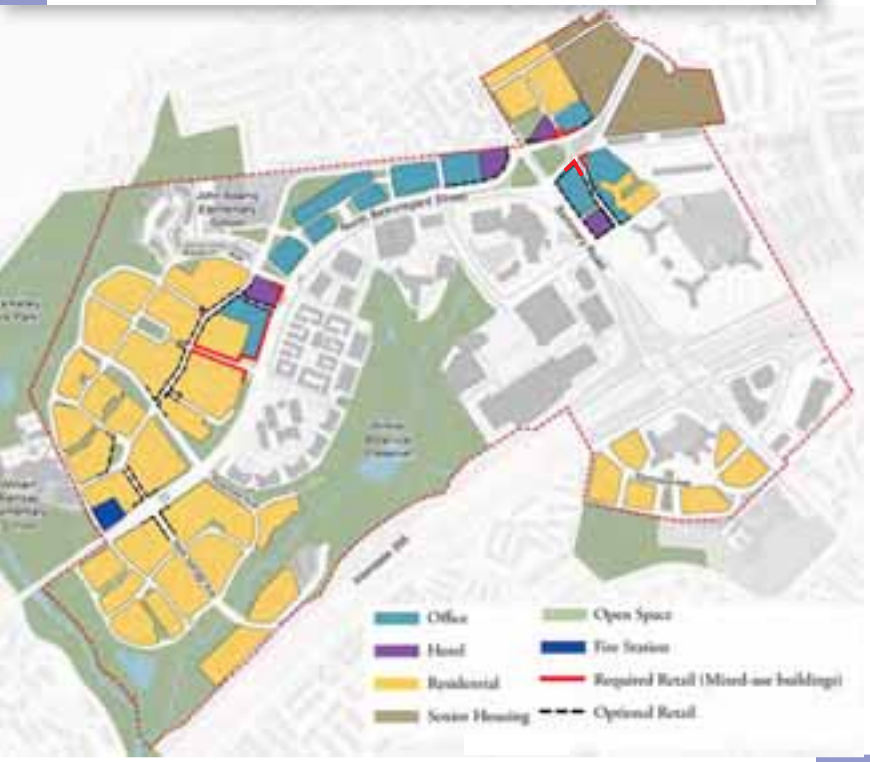


Figure 24: Existing Land Uses

Figure 25: Proposed Land Uses



B. Land Uses:

Nurturing a vibrant and inclusive community

A fundamental element for any successful community is the provision of an appropriate mix of land uses. The Plan requires specific uses for certain blocks. The blocks adjacent to the transit stops are generally a mix of retail, residential, hotel and office, while other blocks are predominantly residential. An opportunity and a challenge for the Plan area is that it is surrounded by one of the largest concentrations of office use within the City (Figure 24, Table 1).

While the existing Mark Center office buildings provide an employment center for the City, the uses and buildings are segregated in a suburban office park, rather than integrated into each of the neighborhoods. In addition, the existing office buildings limit the market demand for new office within the redevelopment sites. It is essential that the Plan integrate the existing office uses within the Mark Center as part of the Plan.

Table 1: Existing and Planned Office Development

	CARLYLE	EISENHOWER EAST	LANDMARK/ VAN DORN	MARK CENTER	NORTH POTOMAC YARD	SOUTH POTOMAC YARD
Acres	±77	±64	±138	±102	±70	±166
Office (sq ft.)	4,000,000	6,300,000	4,000,000	3,956,307	1,930,000	1,932,000*
Hotel (sq ft.)	230,000	780,000	350,000	448,100	170,000	320,000**
Total (sq ft.)	4,230,000	7,080,000	4,350,000	4,404,407	2,100,000	2,252,000

Note:

* Given additional flexibility permitted in the CDD conditions, office, retail and residential uses can be converted

** Based on 500 sq. ft./room

Table 2: Comparison of Office and Residential Uses

NEIGHBORHOOD	OFFICE	RESIDENTIAL
Town Center	405,165	2,342,863
Garden District	0	1,109,336
Greenway	0	2,069,751
Adams	1,020,765	0
Upland Park	78,469	590,000
Southern Towers	195,000	425,000 (Existing)
Seminary Overlook	0	979,745 (918,000 Existing)
Mark Center [1] (Existing)	3,135,806[1]	0
Total (sq.ft.)	4,835,205	7,517,613

Notes:

[1]Does not include existing office within the Adams neighborhood.

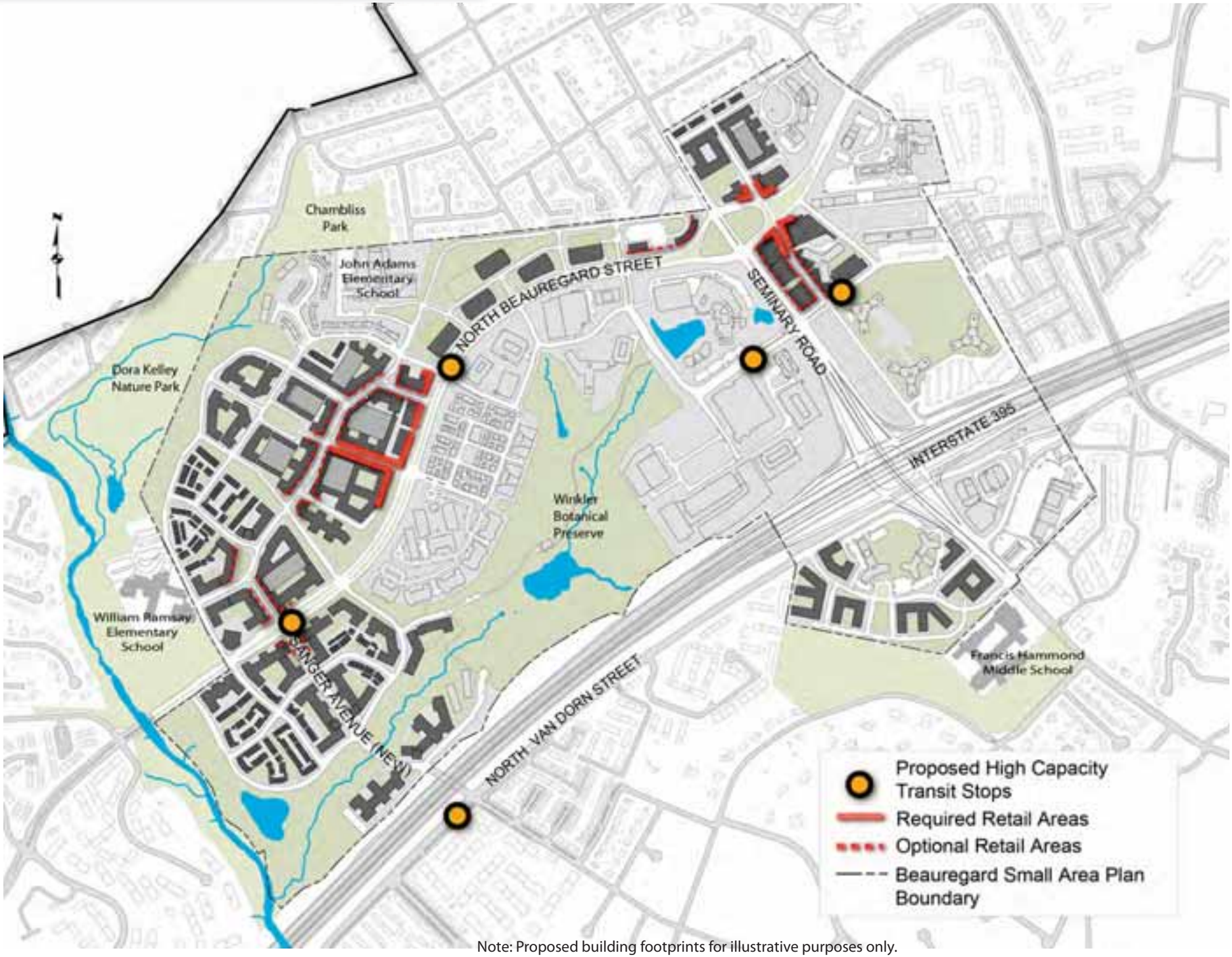
The Plan recommends a balance of residential and office uses to enable:

- A mixed-use community;
- 24/7 activity; and
- A jobs/housing balance.

A jobs/housing balance does not mean an equal distribution of square footage for each use. The City's average occupancy for office is approximately 3.5 employees/1,000 square feet, while multi-family residential use is approximately 2.0 residents/ unit. Therefore, to provide a balance of residents and employees, approximately two to three times more residential than office square footage is necessary. Within the Plan area, the proposed and existing uses will equate to approximately 1.12 employees for each household creating a general balance of jobs and housing (Table 2).

However, while there is generally a jobs-housing balance within the Plan area, a significant portion of the office use is concentrated within the existing Mark Center office buildings (Figure 24). It will be essential to connect the existing office uses and employees with the planned uses within the Plan

Figure 26: Required and Optional Retail Areas



Note: Proposed building footprints for illustrative purposes only.

area. The Plan proposes to connect the existing office uses through convenient and frequent transit service. The transit will be an important component to ensure that the existing employees are able to access services, retail and potentially live near their work, minimizing the need for a car.

The land uses reinforce the neighborhoods and provide a mix of uses which enable the following:

- Improving safety and walkability by sustaining street life through day and evening hours;
- Distributing peak hour traffic over longer periods, maximizing internal trips, and maximizing transit use;
- Decreasing parking demand, and creating opportunities for shared parking; and
- Supporting retail by establishing a more diverse customer base.

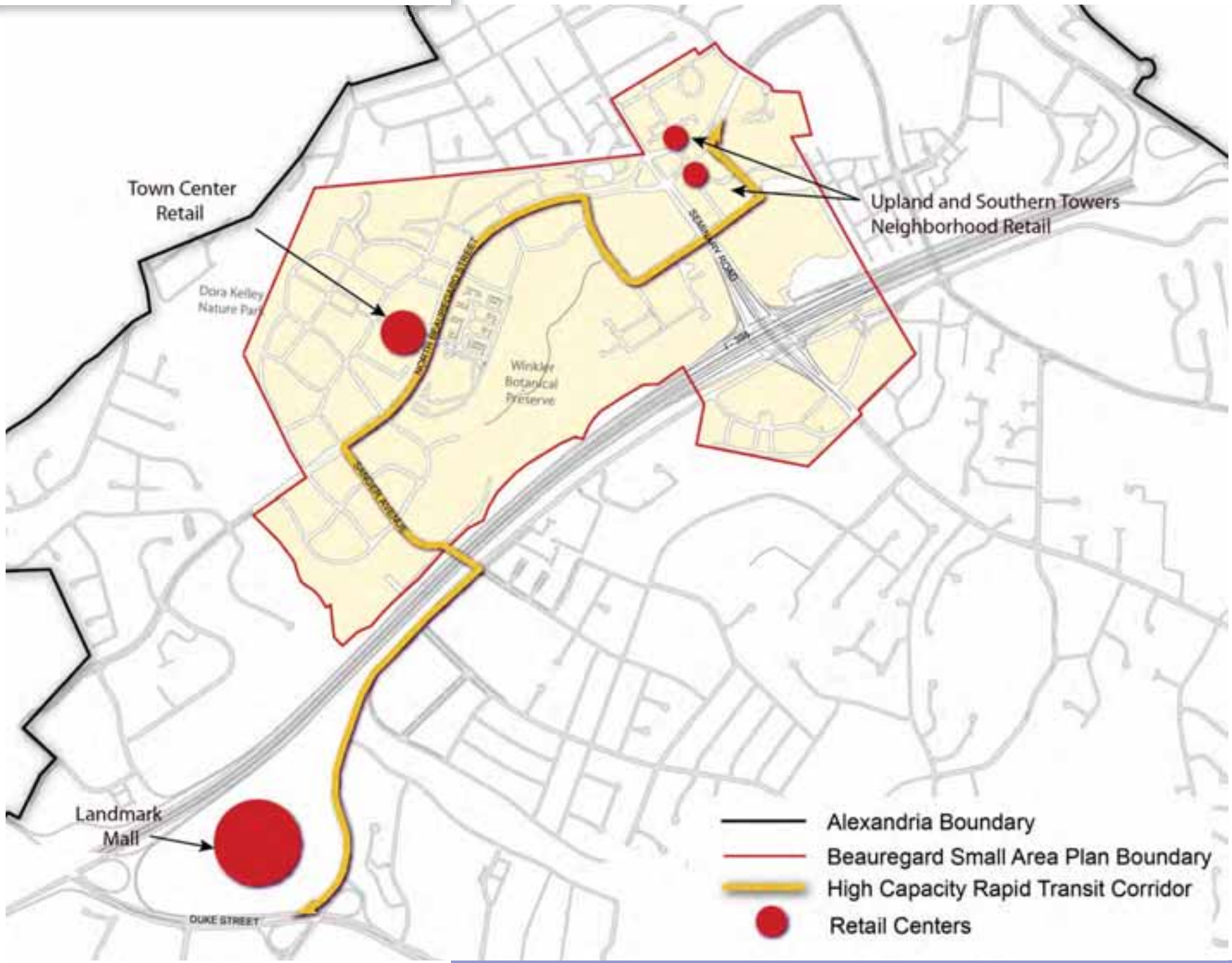
C. Concentrate Retail At Transit Stops:

Retail Context

The Required Retail areas are an integral part of the Plan. (Figure 26). The Plan anticipates replacement of the existing retail (± 85,000 sq. ft.) within the redevelopment areas with a minimum of 250,000 sq. ft of Required Retail. The planned retail would enable the City to capture lost retail spending while also providing goods and services closer to residents, employees, and minimizing the trips to access retail. It is envisioned that at least one new grocery store would be constructed within the designated redevelopment sites. It is also the intent of the Plan that the retail uses provide many of the needs of residents and employees within the Plan area.

In addition to the neighborhood serving retail proposed within the Plan area, Landmark Mall is planned to be a retail center, with approximately 1,000,000 sq. ft. of regional and destination retail. In comparison, the Town Center is planned to include a minimum of 200,000 sq. ft. of retail.

Figure 27A: Retail and Transit



The transit corridor will enable the proposed neighborhoods to access the regional retail uses at Landmark Mall, but also the planned neighborhood serving retail within the Plan area (Figure 27A).

The retail uses within the Town Center and Upland Park/Southern Towers neighborhoods are intended to serve different roles within the Plan area (Figure 27B and 27C). In addition to the Required Retail, the Plan recommends flexibility to provide additional retail within the optional retail areas (Figure 26) as part of the development review process.

Town Center - Retail (Figure 27B)

The Town Center is envisioned as a 200,000 sq. ft. retail area, which will be located on a new east - west street, which will be accessed from a traffic signal and located adjacent to a transit stop (Figure 27B). It is anticipated that the Town Center will include a variety of uses such as a grocery store, coffee shops, hardware store, restaurants, banks, and other similar uses to meet many of the needs of residents, employees, and the broader community.

Upland Park and Southern Towers Neighborhoods - Neighborhood Serving Retail (Figure 27C)

The second Required Retail area is located adjacent to the transit stop within Southern Towers and the Upland Park neighborhoods. A minimum of 50,000 sq. ft. of retail is envisioned to be primarily neighborhood serving retail uses that will serve the existing residents of Southern Towers, but also the planned redevelopment sites and the adjoining neighborhoods. The Plan contemplates a new grocery store which will provide services for the residents and employees within walking distance of the transit stop. The Plan recommends that this retail area also be permitted to include professional services such as medical, dental, and professional services for the community.

Figure 27B: Town Center Retail

Figure 27C: Upland Park & Southern Towers Neighborhood Servicing Retail

Figure 28: Existing Office & Retail

Figure 29: Proposed Office & Retail (Required and Optional)

Existing Office and Retail

It is essential that the existing office employees have access to the planned retail to provide patrons for the proposed retail, restaurants and shops especially during the day. The Plan recommends that the existing office uses access the retail and restaurants through the planned transit corridor. The transit is projected to provide frequent headways of approximately 10 to 15 minutes, which will enable the employees to access the retail conveniently by transit (Figure 29).

Proposed Office and Retail

The Plan considered the relationship of the planned office to support the planned retail. The 1,020,765 sq. ft. of office within the Adams neighborhood, and the 405,165 sq. ft. of office within the Town Center neighborhood are within convenient walking distance of the planned retail. The planned retail within the Upland Park and Southern Towers Neighborhoods are also in close proximity to the existing and proposed office uses. (Figure 29)

Concentration of Retail—Required Retail Areas

For retail to succeed it is essential that the retail areas be concentrated and contiguous. In each of the Required Retail areas (Figure 26), both a critical mass and location on a heavily traveled street are provided to enable each of the retail locations to be successful. The locations depicted as Required Retail (Figure 26) are required to provide ground floor retail within the depicted locations as part of the development of each of the building and/or block(s). The primary concentration of retail (200,000 sq. ft.) occurs with the Town Center neighborhood. The remainder of the retail (50,000 sq. ft.) occurs in close proximity to the other transit stop—which will function more as neighborhood serving retail and professional services. See Table 4 for the amount of required and optional retail for each neighborhood.

E. Retail Management:

The Plan emphasizes the importance of the marketing, maintenance, tenant mix, and leasing to ensure the success of the retail. In order to address all of these issues comprehensively, the Plan recommends the submission of a comprehensive retail strategy that addresses coordinated management and maintenance issues for each of the Required Retail areas. The retail strategy will be required as part of the development review process for the first building and/or block within each Required Retail area to ensure that the retail properties are managed in a comprehensive manner. In addition, future Urban Design Standards and Guidelines will have requirements for the design of the retail uses, storefronts and signage.

F. Senior Housing:

There are two existing senior housing facilities (Goodwin House and The Hermitage) within the Plan area. In February 2012 City Council received the Strategic Plan on Aging, which is anticipated for adoption in May 2012. The Plan encourages retention of existing and new senior housing to accommodate the City's senior population to provide opportunities for them to continue to live within the City.

The Plan acknowledges that the existing zoning may need to be revised to accommodate the intent of the City's Strategic Plan on Aging. Any changes to the existing zoning for the Goodwin House or the Hermitage should be limited to the provision of senior housing, senior programs, and associated uses. Specific changes would be evaluated as part of the rezoning(s) and development review process.

G. Building Heights:

The height for each neighborhood is based on the following:

- Define the open spaces, streets and the streetscapes;
- Concentrate height adjacent to the transit stops;
- Transitions adjacent to the lower scale existing neighborhoods;
- A taller signature building at the Town Center of the site to denote the symbolic center; and
- Using taller or shorter heights at the required gateway locations.

The Plan recommends heights that range from 45 feet to 130 feet for one signature building within the Town Center. While the Plan does propose taller buildings, the buildings will be predominantly mid-rise 50 - 60 ft. tall buildings punctuated by taller buildings at strategic locations. (Figure 30). In addition to maximum heights, the Plan recommends minimum building heights to ensure an appropriate urban scale, density and varied mix of building types and heights near the planned transit stops.

Building Types—Heights

Townhouses: At 35 to 45 ft. in height, townhouses will be dispersed throughout many of the neighborhoods.

Stacked Townhouses: These units will range between 45 to 55 ft.

Mid-Rise Multi-Family: The predominant building type, these buildings will generally range in height from approximately 50 to 60 ft. Buildings with pitched roofs or retail are permitted to be a maximum of 70 ft.

Office: The office buildings will range in heights from approximately 90 to 115 ft with one signature building of 130 ft.

Hotel: The hotels will range in height from approximately 70 to 110 ft.

Existing Buildings: The existing high-rise residential buildings range from 120 ft. to 170 ft. The Mark Center hotel is approximately 300 ft. tall.

Figure 30: Proposed Building Heights

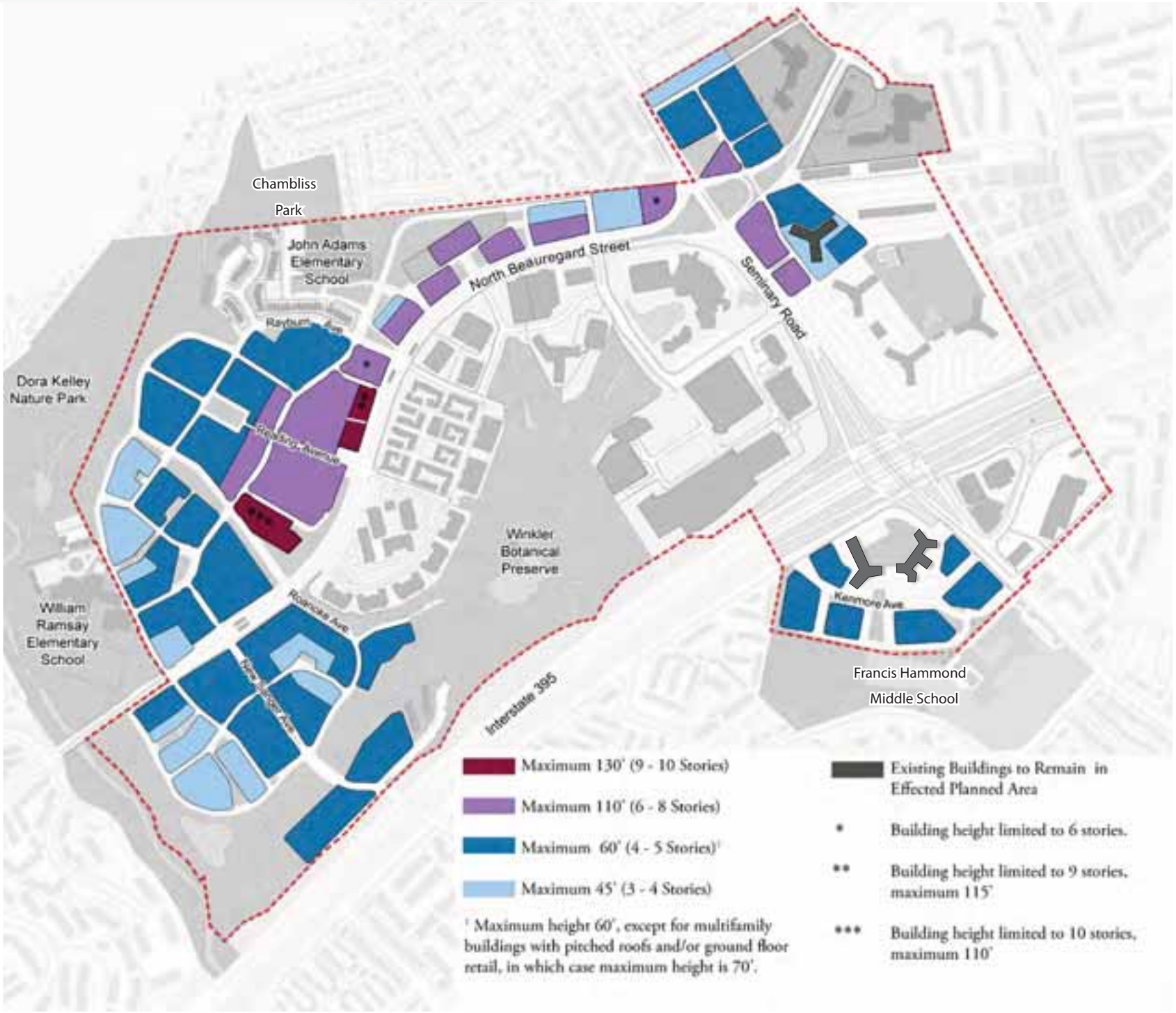
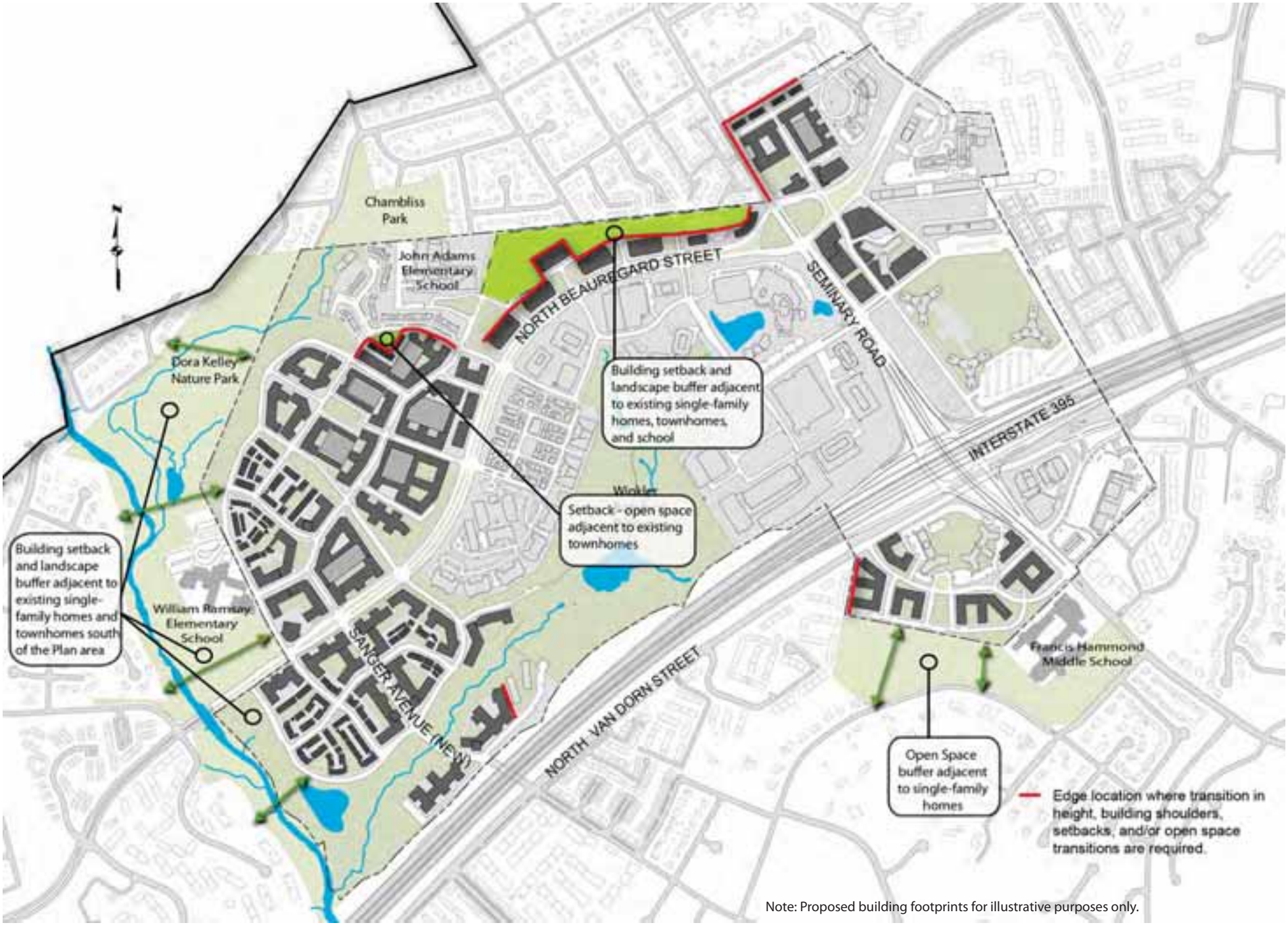


Figure 31A: Existing Neighborhoods - Height Transitions



Note: Proposed building footprints for illustrative purposes only.

H. Existing Neighborhoods - Height Transitions:

The Plan is surrounded by established neighborhoods such as Seminary West, Seminary Heights, Seminary Hill, and Dowden Terrace (Figure 12). Proposed redevelopment, particularly at the boundary of the Plan area must be implemented in a way that enables the planned redevelopment to be compatible with the scale and character of the existing neighborhoods. The Plan recommends elements such as building setbacks, open space, transitions in height, building step backs, building shoulders, architectural treatment and/or landscaping to ensure that the scale of new development is compatible with the existing neighborhoods. The Plan recommends that at locations adjacent to existing neighborhoods, the new buildings provide elements such as a transition in height, building shoulders, setbacks and/or open space transitions (Figure 31A).

I. Parking Strategy:

By managing parking supply, location, and encouraging shared parking, the parking requirements will assist in promoting a more walkable, transit-oriented series of neighborhoods.

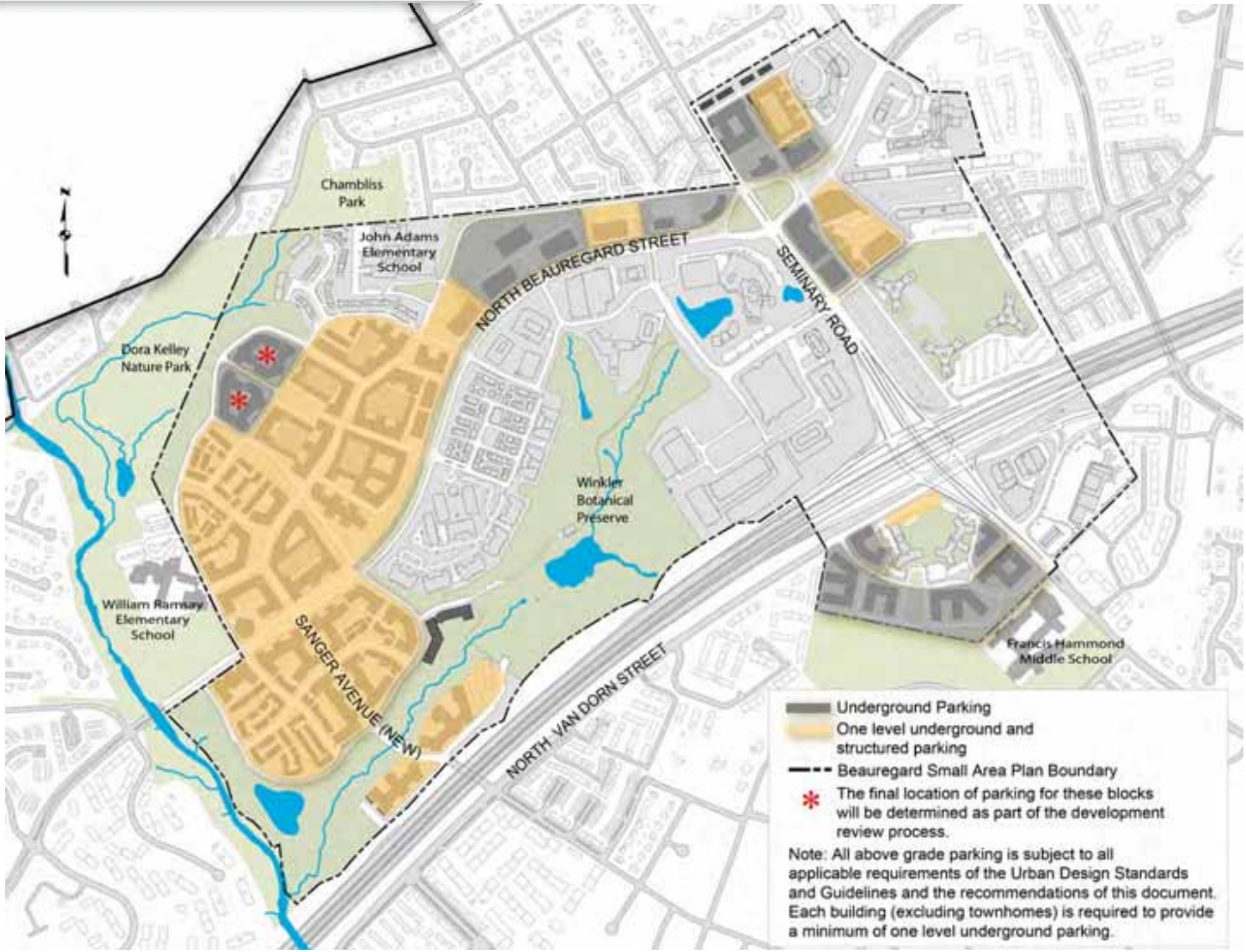
Location of Parking

A goal of the Plan is to locate parking below grade. Below-grade parking enables uses and people (rather than cars) to be located at or above the street level. Below-grade parking also generally reduces the scale of buildings and generally results in a more urban building form. However, the Plan acknowledges that not all of the parking can be located below grade for all of the neighborhoods.

Each building (except for townhouses) is required to provide a minimum of one level of underground parking. All of the parking for the areas depicted in Figure 32A are required to be located entirely below grade.

Figure 31B: Adjoining Neighborhoods

Figure 32A: Underground and Structured Parking



For the buildings where above grade parking is proposed, provided that a minimum of one level of parking is provided below grade, each level of the entire street and park/open space frontage is required to be devoted to active uses (residential, office, hotel, and/or retail use); excluding the I-395 frontage. The Plan also recommends that additional parking and screening requirements be included in the future Urban Design Standards Guidelines and subsequent zoning conditions.

Parking Ratios - Right-Size Parking

The amount of parking is intended to meet the economic and programmatic demands of the planned uses while also creating a transit-oriented development. A maximum parking ratio is recommended for each land use (Table 3) to provide right-size parking for each use. In addition to encouraging transit, the proposed parking ratios enable community benefits such as open space and building design, because that cost would otherwise be used to construct unused parking spaces. The parking ratio also encourages underground parking. The parking requirements will be implemented as part of a phased strategy, based on the provision and operation of the high capacity rapid transit. Before the construction and operation of the transit corridor a slightly higher parking ratio is permitted. After the construction and operation of the transit a lower parking ratio is required.

The Plan also recommends criteria also be provided as part of the future rezoning(s) to define what constitutes operational transit. The Plan recommends the submission of a traffic/parking study as part of the development review process to confirm the parking ratios for Phase II based on traffic and parking demand once transit is operational.

The parking maximums have several advantages that include:

- Encouraging commuters to make transportation choices other than private autos,
- Ensuring that the urban form remains compact; and
- Minimizing the amount of area devoted to off-street parking.

In addition to the off-street parking required as part of each development proposal, there will be a significant amount of additional on-street parking spaces provided within the Plan area.

Table 3: Maximum Parking Ratios

LAND USE	PHASE I— PRIOR TO OPERATIONAL DEDICATED TRANSIT	PHASE II— OPERATIONAL DEDICATED TRANSIT
Residential (Multi-family)	1.75 sp/unit	1.3 sp/unit
Office	2.8 sp/1,000 sq.ft.	2.5 sp/1,000 sq.ft.
Townhouse	2.0 sp/unit	2.0 sp/unit
Retail	4.0 sp/1,000 sq.ft.	3.5 sp/1,000 sq.ft.
Hotel	1.0 sp/ room	.75 sp/ room

Notes:

1. A shared parking program is encouraged.
2. Additional visitor parking may be required for residential use(s), up to 15% of the provided parking.
3. Affordable housing units and other types, such as accessory dwelling units, may provide less parking.
4. The ability to reduce the parking as part of Phase II, is based on a traffic and parking study supporting the Phase II parking requirements.

J. Open Space:

The Plan recommends a network of parks and public open spaces that define the neighborhoods in which they are located, with connections to local and regional open space systems and trails. Open spaces are one of the places where people come together to enjoy the City. As people's awareness of the benefits of a healthy, active lifestyle has increased, so have people's interests in walking, biking, jogging and other recreational activities. By providing a wide range of opportunities for residents to engage in recreational activities, Beauregard is meant to be a series of neighborhoods where people of all ages and abilities are encouraged to participate in some form of healthy, physical activity.
The open space network is intended to be experienced as a single cohesive park system made up of different size parks and amenities. The open space will be designed to be integrated with the urban community that will develop around it (Figure 33E), and will reinforce the "garden city" nature of the Plan while respecting the landscaped and open space heritage of the Plan area. The open space network is intended to be functional by addressing stormwater, stream improvements and restoration/stabilization of the resource protection areas (RPAs).

Similar to the buildings and streets, the development of the open spaces and parks will occur in multiple phases. As such, a philosophy of adaptive management and flexibility is essential to ensure that the open space design allows for changing uses, varying design approaches, and evolving open space and landscape improvements. The final design for the open-space parks will occur as part of the development review process. The Plan also recommends design standards for the parks and open space as part of the Urban Design Standards and Guidelines.

The measure of any great civilization is in its cities, and the measure of a City's greatness is to be found in the quality of its public spaces, it's parks, and squares.

– John Ruskin

The Open Space Framework

The open space and parks within each neighborhood will be accessed within an approximately 5 to 10-minute walk within each neighborhood. Along with providing open space for people to gather, the street and bicycle network will allow connections throughout the open space network and to a variety of recreational activities including playing fields, cycling and nature paths.

The parks will be a combination of active and passive open spaces and are intended to integrate historical interpretive elements, public art, and help to restore the City's urban tree canopy. In addition to the on-site open space, active multi-purpose fields and play areas are needed in close proximity to the Plan area. A 2011 City-wide Alexandria Parks and Recreation Needs Assessment confirms that a number of planned amenities are needed, including community gardens, children's play areas, dog parks, and community event/gathering spaces.

The types of parks- open spaces consist of:

Holmes Run-Turkey Run Greenway (Figure 33A):

A diverse stream corridor

This natural area will be used for walking trails, and passive open space downstream (southwest) of the Winkler Botanical Preserve. The Greenway will include both stream improvements and removal of structures from the Resource Protection Area (RPA). In addition, the Greenway is an opportunity to remove invasive vegetation and replace with native vegetation. The trail system and park will increase awareness and appreciation for nature and the riparian ecology within the park. With the exception of buildings retained for affordable and workforce housing, existing buildings will be removed from the resource protection area (RPA) concurrent with redevelopment of the neighborhood in which they are located.

The proposed Greenway adjoins the approximately 47 acre Dora Kelley Nature Park, and the approximately 8 acre Chambliss Park (Figure 42). The Greenway will likely incorporate a stormwater pond within the lower Greenway area which will be designed to be integrated into the park design (Figure 33A and 34).

Bridges to connect communities

To ensure connectivity within the Greenway neighborhood, the Plan recommends two pedestrian—park scale bridges (Figure 34) which will connect the planned development on the eastern and western portion of the Greenway neighborhood.

Gardening Opportunities

A portion of the Greenway will be reserved for community and/or cooperative gardens. These gardens will be provided, designed and maintained privately to serve the residents of the neighborhoods. The community gardens could provide a variety of opportunities for residents to cultivate plants and vegetables in small individual plots, community herb gardens, terrace planters as well as providing an educational and recreational amenity. The Plan also encourages roof-top gardens as part of new residential multi-family buildings.

Figure 33A: Greenway Neighborhood Open Space

Figure 33B: Perspective of Street with Greenway Frontage

Figure 33C: Additional Town Center Open Space

The Plan currently proposes an approximately 7 acre expansion (Figure 33E) to the Dora Kelley Nature Park. In addition, the City intends to supplement the open space by utilizing the $1.5 million dollars in BRAC-133 funds to purchase land. The .85 acre is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19, 200 sq. ft.). *The intent of the additional 7 acres adjacent to the park is that the landscaping and trees would be done in a manner that would be consistent with the natural character of the park.

Figure 33D: Evolution of Plan

EXISTING

EARLIER PROPOSAL

CURRENT PLAN

PROPOSED EXPANSION OF DORA KELLEY NATURE PARK 7.4 ACRES

* The .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Staff Report.

Figure 33E: Neighborhood Open Space

Note: Proposed building footprints for illustrative purposes only. In addition to the open space depicted, ground level open space will be required as part of the rezoning(s).

Total proposed public and defined open space is approximately 44.54 acres.

* The .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Small Area Plan Staff Report.

Figure 33F: Neighborhood Open Space

ADAMS NEIGHBORHOOD

GARDEN DISTRICT

UPLAND PARK & SOUTHERN TOWERS

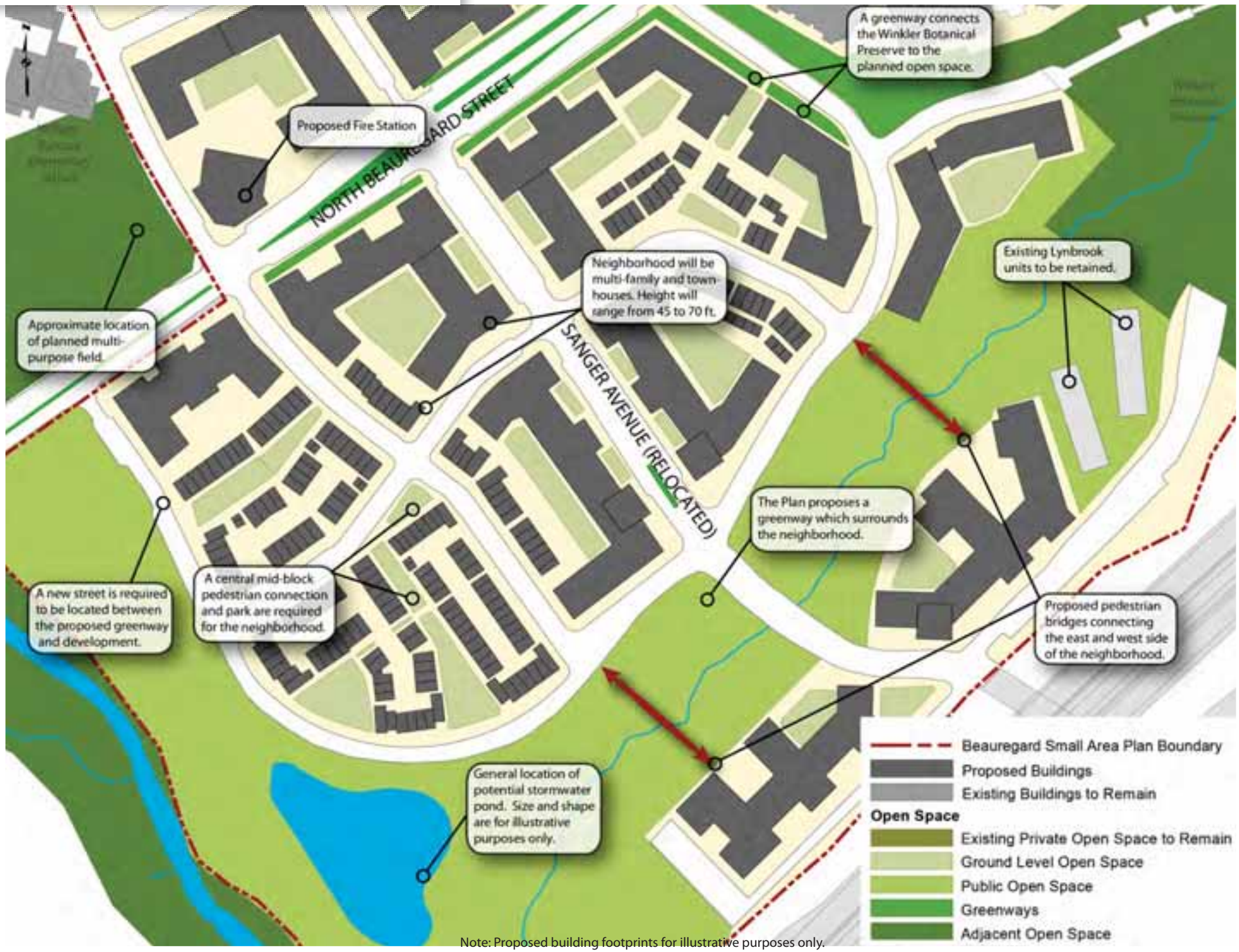
TOWN CENTER

GREENWAY NEIGHBORHOOD

Note: Proposed building footprints for illustrative purposes only. In addition to the open space depicted, ground level open space will be required as part of the rezoning(s).

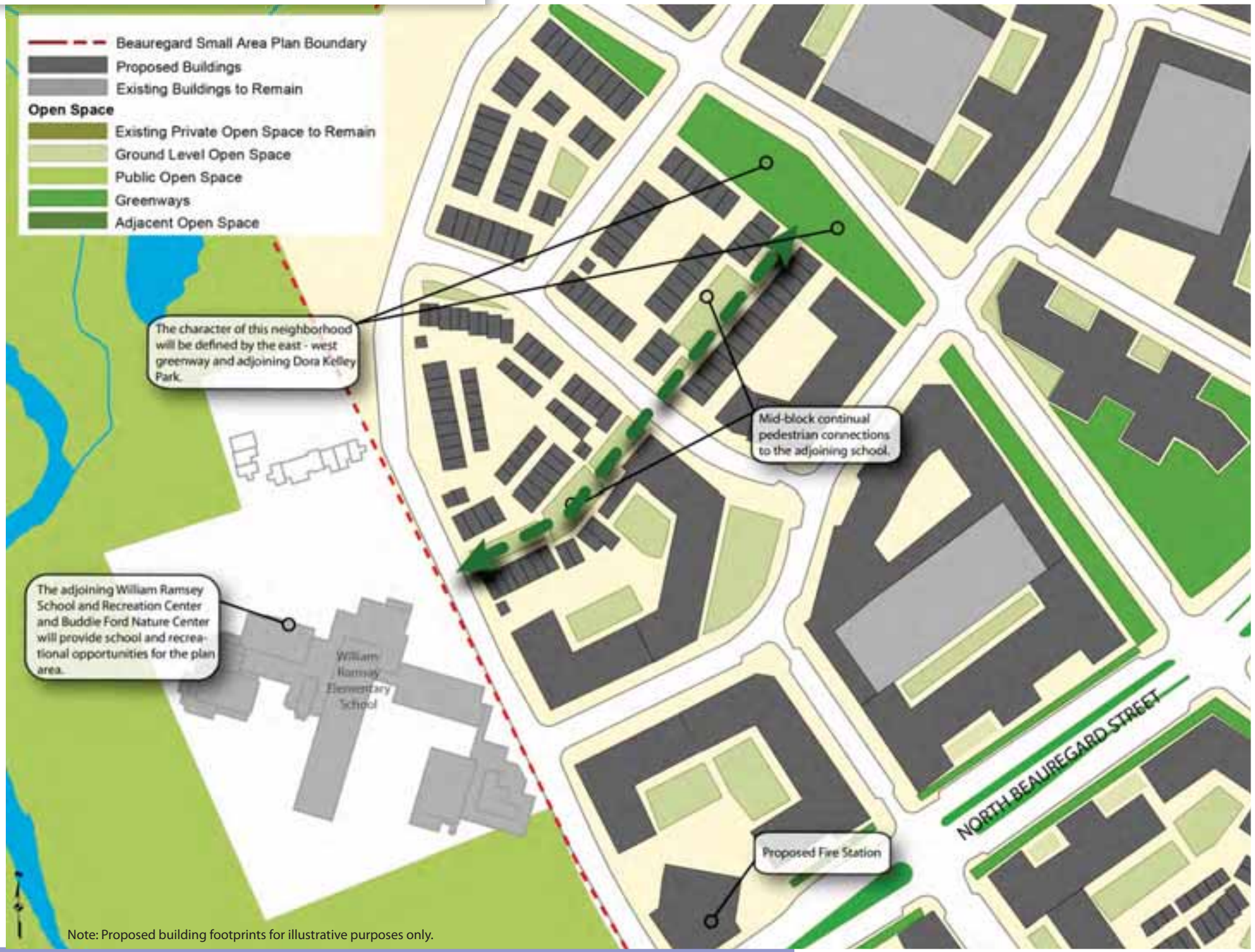
* The .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Small Area Plan Staff Report.

Figure 34: Greenway Neighborhood



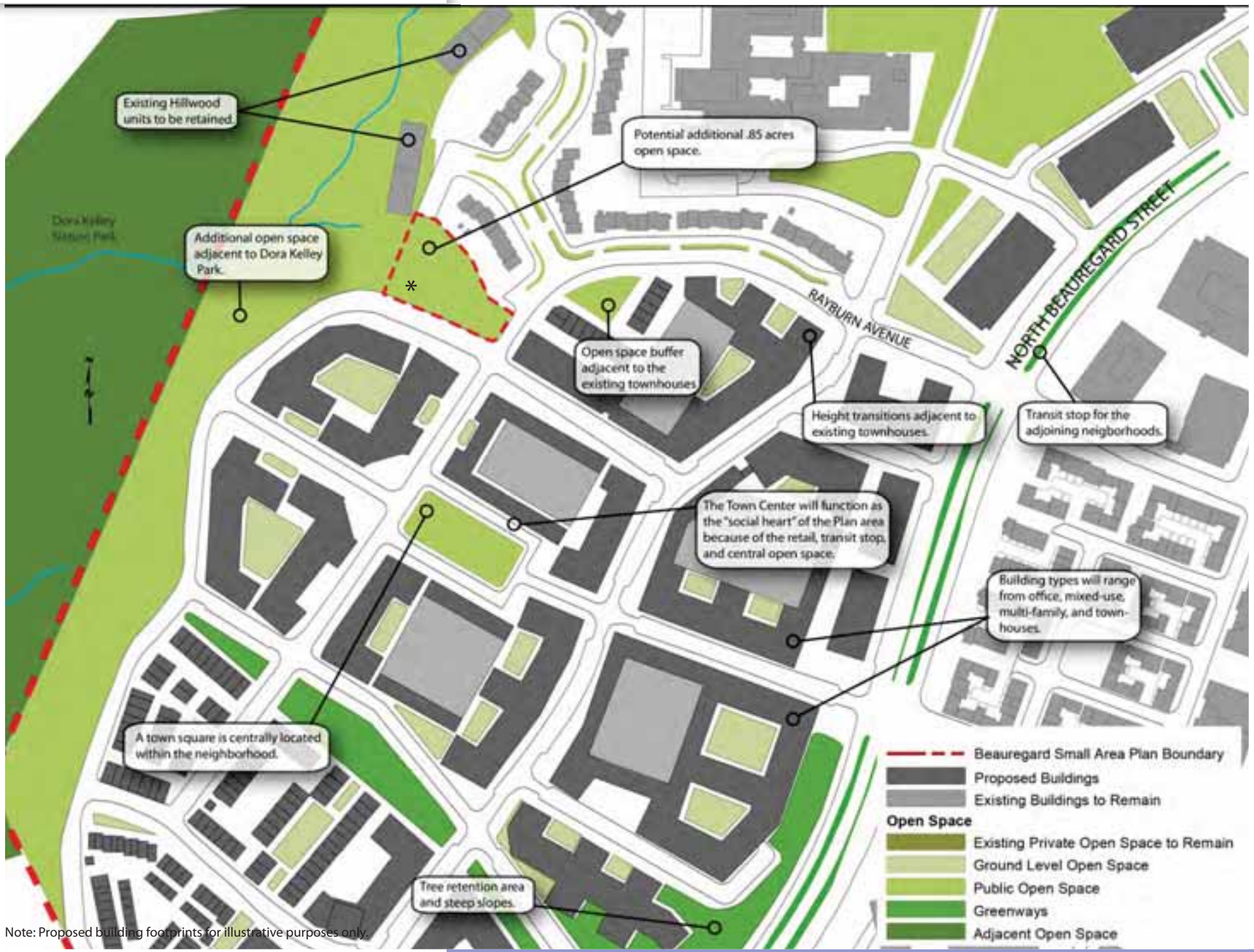
Note: Proposed building footprints for illustrative purposes only.

Figure 35: Garden District Neighborhood



Note: Proposed building footprints for illustrative purposes only.

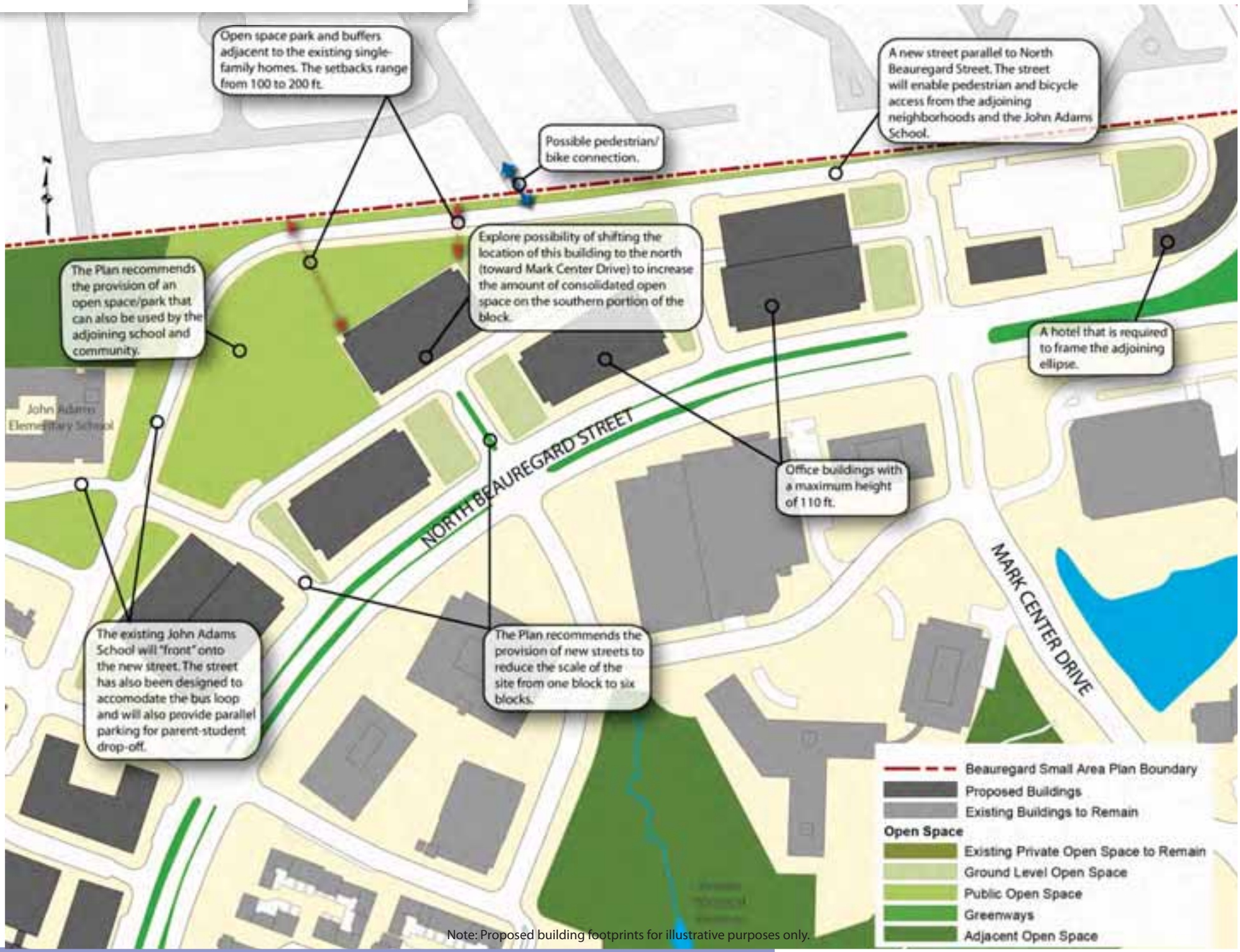
Figure 36: Town Center Neighborhood



Note: Proposed building footprints for illustrative purposes only.

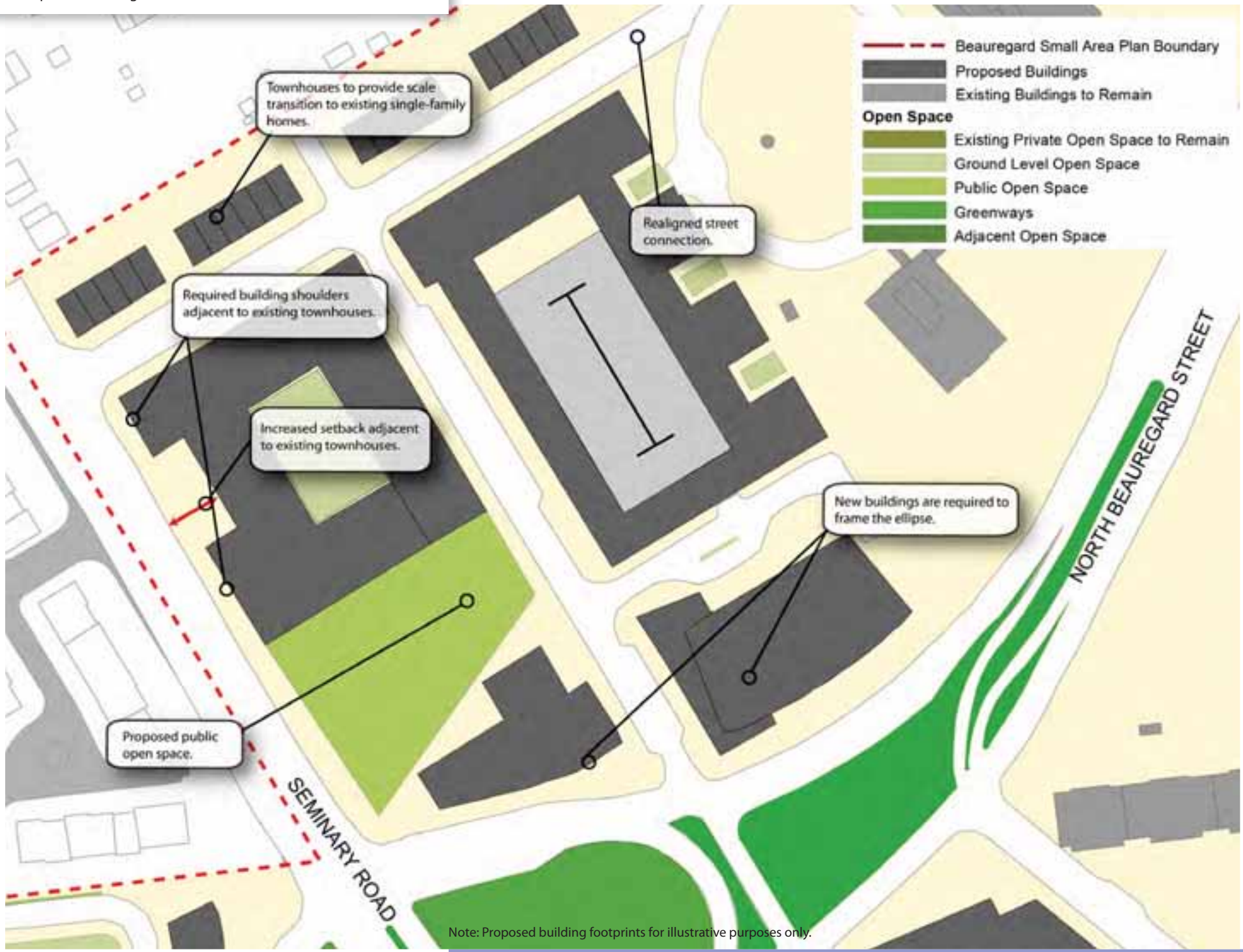
* The .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Small Area Plan Staff Report.

Figure 37: Adams Neighborhood



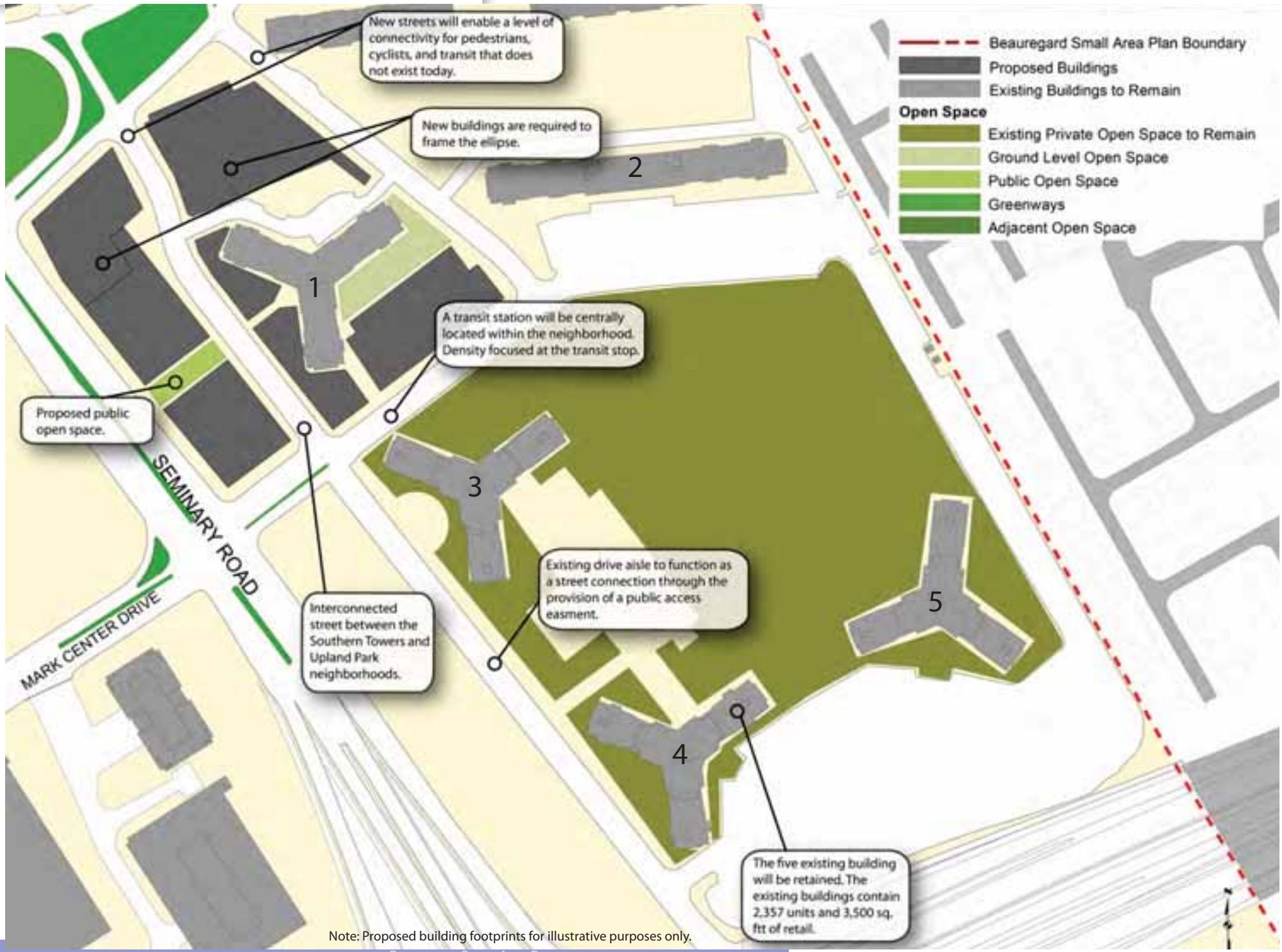
Note: Proposed building footprints for illustrative purposes only.

Figure 38: Upland Park Neighborhood



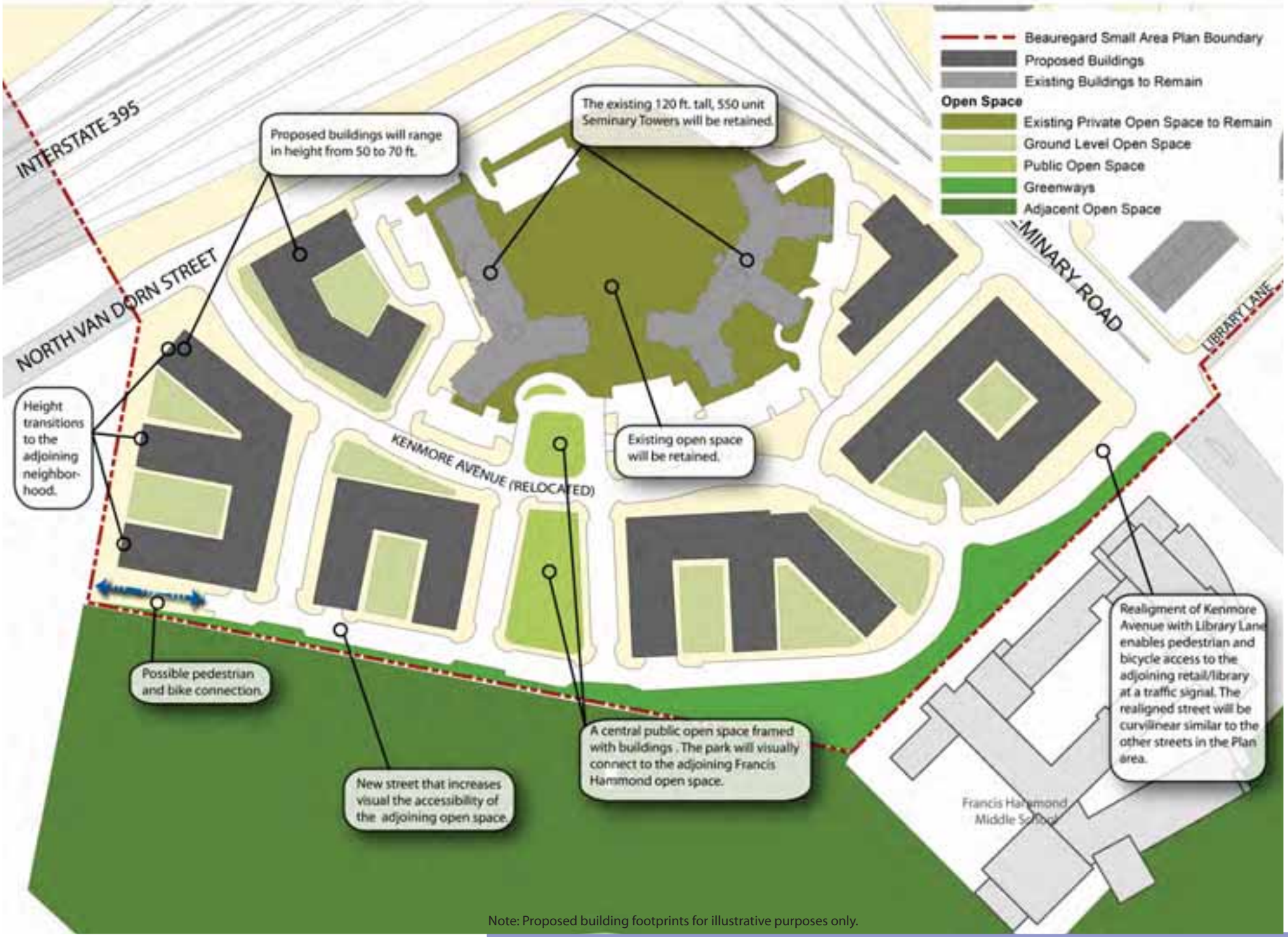
Note: Proposed building footprints for illustrative purposes only.

Figure 39: Southern Towers Neighborhood



Note: Proposed building footprints for illustrative purposes only.

Figure 40: Seminary Overlook Neighborhood



Note: Proposed building footprints for illustrative purposes only.

Children Play Spaces

Outdoor play areas will be provided throughout the Greenway for all age groups. In addition, children's playgrounds (or similar amenities) are recommended throughout the Plan area. Amenities, such as spray parks and other water features, should be considered for the children's play spaces.

Dog Parks

The City is well known for being friendly to dog owners and their pets. The Greenway will provide an opportunity to expand the City's dog park system with the provision of at least one fenced dog park. The park will be designed in accordance with the City's Dog Park Master Plan to be a minimum of a ½ acre and to include water, double gates and shade. Other dog exercise areas may be provided throughout the Plan area as part of the rezoning or development review process.

Town Center—Square

An urban gathering place

A town square framed by buildings will be centrally located within the Town Center (Figure 36 and 41A). The design of the Town Center Square should reinforce its prominent location, and accommodate active gatherings and events, which may include fairs, live music, markets, and other similar events.

Neighborhood Parks:

The neighborhood parks are intended to serve the outdoor recreational and social space needs of each neighborhood with a range of program elements varying from tot-lots and picnic areas to open lawns or passive gardens. Each neighborhood park is intended to have a distinct character and programmatic function. Materials and practices are encouraged to be as sustainable as possible and consider long-term maintenance, durability, and energy use. The scale and program of each park is

Figure 41A: Perspective of Town Square - Park

Figure 41B: Planned Multi-Purpose Field

Note: Multi-purpose field location for illustrative purposes only.

intended to reinforce the importance of the pedestrian and promote social interaction and will be designed so that they are oriented towards and integrated with the adjoining streets and buildings. The larger neighborhood parks should provide areas for multiple small scale active uses.

Ramsay Multi-Purpose Recreation Field:

The new multi-purpose field (Figure 41B and 42) is envisioned to foster a healthy and active lifestyle for residents, students and visitors, and provide needed organized team sports facilities. The field is accessible to pedestrian and bicycle access with any needed parking for the field to be provided at the adjoining school and nature center and on the adjoining public streets. The field is a synthetic turf field that will include lighting and accommodate multiple activities or sports. The proposed field can serve the students during school hours. The field is also intended to be used for local leagues, community groups, and families as well as tournament play, which would allow activities ranging from team sports to individual fitness. The Plan recommends that the field be located and designed in a manner that will minimize the loss or impacts on the adjoining trees and adequately handle stormwater. The Plan also recommends that the field be located in a manner to minimize the impacts to the adjoining Dora Kelley Nature Park.

Adjacent School Open Spaces:

In addition to the proposed active recreation improvements at William Ramsay school, the Plan is recommending to be determined open space improvements at the adjoining schools and parks. Improvements to the open spaces of these nearby school and park properties can provide increased recreation opportunities for school aged children and adjoining neighborhoods. Enhanced access and better circulation for the open spaces and parks surrounding the schools should be addressed through the design of each neighborhood. In addition, the Plan is recommending the open space within the Adams neighborhood be designed to potentially accommodate school use (Figure 40).

Figure 42: Proposed and Adjacent Open Space - Greenways

Notes: Proposed building footprints shown for illustrative purposes. In addition to open space-parks depicted additional will be provided within each neighborhood. The location of the storm water pon and multi-purpose fileds for illustrative purposes only .

* The .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Staff Report.

Ground Level Open Space:

In addition to the parks within each neighborhood, the Plan recommends an additional amount of ground level open space be required for each neighborhood as part of the rezoning.

Roof Top Open Space:

The Plan recommends the provision of roof-top open space in addition to the ground- level open space. Inclusion of roof-top gardens and recreational amenities could provide residents and building tenants with high quality outdoor open spaces. The use of sustainable materials and concepts should be integral to the design of the roof-top open spaces. The roof-top open space should also be integrated with the architecture and serve as an extension of each building's common areas.

Tree Canopy:

The overall City goal is to achieve 40% tree canopy tree coverage by 2020. The redevelopment sites contain approximately 30 - 35% tree canopy, which is a significant amount of the City's urban tree canopy. The redevelopment will result in the loss of a significant amount of the existing tree canopy. The Plan recommends a canopy coverage requirement of 40% for each neighborhood, which can be met through a combination of on-site and/or off-site improvements.

Open Space—Programming Plan:

Because of the number and interconnected nature of the parks and the phased implementation, the Plan is recommending submission of an overall plan as part of the rezoning(s) and development review process. to The Plan ensures a coordinated approach to the neighborhood park design and programming and will be updated with each development special use permit for each neighborhood. The Urban Design Guidelines and Standards will also contain design standards for the parks, open spaces and greenways.

K. Land Use—Future Zoning (Coordinated Development District)

The Plan recommends the creation of new CDD zoning for the redevelopment sites. The CDD zoning is recommended for the designated redevelopment sites to implement elements of the Plan such as streets, transit and open space located among the various property owners.

The rezoning(s) will be contingent on compliance with the vision, intent and recommendations of the Plan and future Urban Design Standards and Guidelines (including a definitive plan agreed to by the property owners and the City addressing financing the plan improvements) and approval of subsequent rezoning(s), CDD Concept Plan(s) and applicable approvals by the City. The Plan does not recommend changing zoning for properties within the Plan area other than the potential redevelopment sites (Figure 8). The Plan recommends flexibility for existing senior housing facilities (The Hermitage and Goodwin House) to achieve the goals and objectives of the City's Strategic Plan on Aging and consistency with the intent of this Plan. Any future zoning changes to these sites (The Hermitage and Goodwin House) will be determined through the rezoning(s) process and development review process. The recommendations of the Plan will function as the CDD Guidelines and basis for approval of a subsequent rezoning(s).

Table 4: Development Summary

NEIGHBORHOOD	PRINCIPAL LAND USES	LAND AREA (ACRE)	PUBLIC OPEN SPACE [6, 7]	MAXIMUM BUILDING HEIGHT [10]	REQUIRED PARKING	FLOOR AREA (SQ FT) BY USE						TOTAL SQ. FT.
						OFFICE	RESIDENTIAL	DWELLING UNITS [8, 9]	REQUIRED RETAIL	OPTIONAL RETAIL [3]	HOTEL	MAXIMUM
1. Town Center	Residential/ Office/ Retail/ Hotel	± 46.27	SEE FIGURE 33E	60-130	SEE TABLE 3 FOR REQUIRED PARKING	405,165	2,342,863	2,123	200,000	109,245	126,845	3,184,118
2. Garden District	Residential/ Retail	± 24.14		45-60		0	1,109,336	1,008	0	21,355	0	1,130,691
3. Greenway	Residential	± 59.06		45-60		0	2,069,751	1,881	0	13,250	0	2,083,001
4. Adams	Office/ Retail/ Hotel	± 19.20		45-110		1,020,765	0	0	0	15,000	100,000	1,135,765
5. Upland Park	Residential/ Office/ Retail/ Hotel	± 9.47		45-110		78,469	590,000	536	0	16,000	75,000	759,469
6. Southern Towers	Office/ Retail/ Hotel [5]	± 5.48		45-110		195,000	0	0	25,000	80,000	100,000	400,000
7. Seminary Overlook	Residential [5]	± 24.0		60		0	979,744	890	0	0	0	979,744
Total		± 187.62				1,699,399	7,091,694	6,438	225,000	254,850	401,845	9,672,788[14]

Notes:

[1] Community facilities, public buildings and accessory uses may be provided within any neighborhood in addition to the maximum permitted development; however, the uses will be subject to the height requirements, Urban Design Standards and Guidelines, and other applicable requirements as part of the rezoning(s) and/or development review process.

[2] Development within the total floor area may be permitted to be transferred. The standards for the transfer will be determined as part of the rezoning(s) and require approval as part of a Development Special Use Permit.

[3] Optional retail use may be provided if approved as part of the development review process, subject to the locations depicted in the Plan.

[4] Development Summary Table is exclusive of parking.

[5] Does not include existing residential use.

[6] Open space identified as part of the Plan is the minimum required publicly accessible open space. Additional ground-level open space will be required as part of the subsequent rezoning(s).

[7] Additional rooftop open space may be required as part of the development review process.

[8] Accessory dwelling units are permitted as part of the development review process. Each accessory dwelling unit shall be deducted from the residential square footage and density for each neighborhood.

[9] The total number of dwelling units is based on an assumption 1,100 sq ft. for each unit. The floor area represents the maximum permitted within each neighborhood.

[10] As part of the zoning(s) for each neighborhood, a minimum height shall be established.

[11] All development shall be subject to the Urban Design Standards and Guidelines for the Plan area.

[12] Additional development for the properties depicted in Figure 23 (Goodwin House and The Hermitage) may be permitted for senior housing. Any changes to the zoning will be determined through the rezoning and development review process.

[13] Maximum building height of 60 ft. (Figure 30) may be increased to 70 ft. for buildings with pitched roofs and/or ground floor retail.

[14] If the .85 acre open space is one option to be considered with the BRAC funds. If the .85 acres is not selected, the Plan will revert to the townhouse layout (19,200 sq. ft.) depicted in Figure 5 in the Beauregard Small Area Plan staff report.

LAND USE REQUIREMENTS

A. General

4.1 The land use strategy is based on:

- Density at Transit Stops;
- A Balance of Commercial and Residential Uses;
- A Mix of Land Uses Within Each Neighborhood;
- Concentration of Retail at Transit Stops;
- Building Height at Transit Stops;
- Appropriate Height Transitions to Existing Neighborhoods;
- Transit Supportive Parking;
- Centrally located open space-park(s) within each neighborhood;
- A Greenway adjacent to the Winkler Botanical Preserve; and
- A variety of open spaces such as community gardens, athletic fields, passive open space, urban squares and neighborhood parks.

4.2 The land uses within each neighborhood will generally consist of the following:

- Town Center Neighborhood - Mixed Use with residential, office, retail, and hotel.
- Garden District Neighborhood - Primarily residential with a fire station and optional retail.
- Greenway Neighborhood - Residential
- Adams Neighborhood – Office use, Hotel and optional retail.
- Upland Park Neighborhood - Office, hotel, residential and retail.
- Southern Towers - Office, retail, hotel and existing residential.
- Seminary Overlook Neighborhood - Existing and proposed residential.

Complementary land uses are encouraged in close proximity to each other so as to reduce dependency on the automobile and encourage residents, workers and visitors to use alternative modes of transportation.

B. Balancing Land Uses

4.3 A mix of land uses and mixed-use zoning should be encouraged to enhance activity throughout the day and evening.

4.4 Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.

4.5 The general character of the neighborhoods should allow for a variety of building types (townhouses, multi-family, office, hotel, accessory dwelling units, and retail) in a pedestrian-friendly public realm.

4.6 Encourage flexibility for the existing senior housing facilities (Goodwin House and The Hermitage) to be consistent with the City's Strategic Plan on Aging. Any changes to the existing zoning for each site will require a rezoning and all applicable development approvals.

C. Land Use - Zoning

4.7 Establish new CDD zoning for the designated redevelopment sites (Figure 8) to implement the Vision and recommendations of the Plan. The number of new CDDs and the allocation of property within the CDDs will be the subject of a future action by Planning Commission and City Council pursuant to the map amendment process set forth in the Zoning Ordinance. Each new CDD will be considered individually for purposes of the map amendment process, including, without limitation, any zoning protest petition.

4.8 The redevelopment for each neighborhood will be subject to the requirements and all applicable provisions of the Development Summary - Table 4.

D. Building Height - Types

4.9 Implement the maximum building heights for each neighborhood consistent with Figure 30 and Table 4. In addition to the maximum heights, the future zoning will establish minimum heights for each neighborhood.

4.10 Encourage ceiling heights and depths for various uses which are flexible to encourage a broad range of uses within the multi-family, retail mixed-use and commercial buildings, particularly the ground floor.

4.11 The new building(s) and development will be compatible with the scale of the existing homes and neighborhoods through the use of building shoulders, open space, building step-backs and setbacks.

4.12 Within the primarily residential portions of the Plan area, a variety of building types and heights is encouraged.

E. Parking Strategy

4.13 Implement transit-oriented parking maximums consistent with Table 3. Parking Management will be part of the development review process. The parking for Phase II (with operational transit) will be subject to a traffic/parking analysis.

4.14 Each building and block is required to provide a minimum of one full level of underground parking below the building. All of the parking for some of the blocks is required to be located below grade (Figure 32A).

4.15 Above-grade structured paling (provided that a minimum of one level is below grade of the building) may be located within the central portion of the block, provided each level of the entire perimeter of each street and/or park frontage is devoted to active uses (residential, office or retail uses) for a minimum depth of 30 ft., unless additional depth is required to comply with the applicable retail requirements. Where high capacity transit stops are integrated as part of the building, they may be considered an active use for the first level. Above-grade parking adjacent to I-395 may be permitted to be screened with architectural treatment and/or active uses as required through the development review process and Urban Design Standards and Guidelines. Above grade structured parking is permitted at Southern Towers to replace existing required parking for existing buildings to remain, above grade structured parking is also permitted along alleys in the Plan area, which will be screened with architectural treatment as opposed to active uses. The appropriate architectural treatment for above grade parking structures should be defined in the Urban Design Standards and Guidelines to be developed as part of the rezoning and CDD Concept Plan.

4.16 On-street parking is generally required for all of the streets, excluding Seminary Road. A limited number of on-street parking spaces may be permitted on North Beauregard Street. Parking on the streets adjacent to the Dora Kelley Nature Park will be strategically located to be compatible with the adjoining Dora Kelley Nature Park.

4.17 Encourage shared parking in commercial/mixed uses areas of the Plan area.

4.18 On-street parking near the Required Retail (Figure 26) will be metered and managed.

4.19 Surface parking lots for new development, other than parallel on-street parking, are prohibited.

F. Open Space

4.20 An interconnected park and greenway system will be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities consistent with Figure 42.

4.21 Ensure that there are connections between adjacent developments and public parks, school and other public buildings.

4.22 Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation and, public art.

4.23 A range of open space types should be provided including active and passive recreational opportunities.

4.24 Any new development must preserve the integrity, continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical Preserve, ensure that there is a comprehensive system of pedestrian, and bike trails connecting to these parks.

4.25 The additional approximately 7.4 acres being added adjacent to Dora Kelley Nature Park will be designed and landscaped in a manner to be a visual extension of the existing park. The edge of the park will be designed and landscaped in a manner to use the existing trails and minimize disturbance to the park.

4.26 At the perimeter of Dora Kelly Park, the design of the road should distinctly change character and speed, creating a large park lane where pedestrians and bicyclists have primacy. The width of the park road should narrow, perhaps to a single one-way lane for cars but with a substantive bike and pedestrian lane of equal width integrated. Its surface should change to one that is rough textured and employs pervious paving material. Consideration should be given to providing no parking or parking on one side away from the park and the road should undulate along its length. The neighborhood side should have a widened walkway that becomes narrower and wider at various points to accommodate landscaping and curves in the lane. The park side should not have curb and gutter, but a swale to accommodate infiltration of run-off. Consideration should be given to permitting only local traffic on this park lane at certain times of day or seasonally on weekends so the road itself can become an extension of the park at time, particularly on weekends in the spring and fall.

4.27 The .85 acre open space adjacent to the Dora Kelley Nature Park is one option to be considered with the $1.5 million BRAC funds. The use of the Upper Town (Town Center) site or other potential open space sites using the $1.5 million BRAC funds will be decided as part of a future rezoning(s) or separate approval by the Planning Commission and City Council. If the .85 acre site within the Upper Town (Town Center) is not selected, the Plan will revert back to the townhouse layout depicted in Figure 5 of the staff report and the 19,200 square feet of development that is proposed to be removed under the Small Area Plan and under the existing zoning will be added back into the Upper Town (Town Center) as originally contemplated. As part of the city's regular budget review process, the city will consider additional opportunities to purchase open space to expand the Winkler Preserve, Dora Kelly Park and other areas of this small area plan that would contribute to the overall community quality of life. Any such proposal would be subject to the standard budget evaluation process. Staff shall work to develop additional open space options using the $1.5 million Base Realignment and Closure (BRAC) funding to expand existing or proposed park/open space and shall seek to enhance such park/open space with community-oriented, low intensity uses such as picnic areas, trails or a structure for outdoor concerts.

4.28 Make development tree-friendly and hospitable to the "urban wildlife".

4.29 Respect the "green landscaped and open heritage" of the Plan area.

4.30 Employ sound urban forestry principles and practices to improve the City's tree canopy.

4.31 The neighborhood parks shall be designed to serve a variety of uses and serve as gathering places for residents and visitors.

4.32 The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.

4.33 Encourage family-oriented neighborhoods by providing open space and programming for children play areas (non-organized) and organized areas. A minimum of one tot-lot will be provided within each residential neighborhood. Additional tot-lots and/or children's play area may be required as part of the development review process. Consider the use of additional amenities such as water features for the children's play spaces.

4.34 At least one fenced, public dog park to accommodate large and small breeds shall be provided within the Greenway Park. The dog park will be a minimum .5 acre and include water, double gates, shade, and be designed to all applicable City requirements. Additional dog-parks may be required as part of the development review process. Explore the possibility of locating these facilities on the roof-tops of the multi-family buildings. Dog parks will be located outside the resource protection area (RPA).

4.35 Require the submission of a neighborhood comprehensive Open Space Plan to identify the programming within each park/public open space. The Plan will be submitted with the first development special use permit and updated with each subsequent development special use permit.

4.36 The parks/open space required within the Proposed Open Space Plan (Figure 42) will be implemented with the development of each neighborhood.

4.37 The Plan recommends that streams be improved and the RPA restabilized to maximize functional ecological potential.

4.38 The Town Center open space-square should be designed to encourage programming, including:

a. Outdoor dining and public areas for retail shops and restaurants;

b. space for outdoor (and possibly indoor and/or covered) entertainment events;

c. public art; and

d. Outdoor shows, displays, craft fairs, ethnic fairs.

4.39 The Greenway, Dora Kelley extension, and the park within the Upland Park neighborhood will be dedicated to the City. The remainder of the designated public open spaces will provide a perpetual public access easement and will be privately maintained. Public access easements are encouraged for the ground level open space, where appropriate.

4.40 In addition to the open space-parks within each neighborhood, a minimum amount of ground level and roof-top open space will be required for each neighborhood as part of the rezoning(s).

4.41 In addition to the ground level and roof-top open space, amenities such as swimming pools, exercise facilities etc. are encouraged as part of each building and/or block.

4.42 An athletic field, sized to accommodate multiple activities or sports (i.e. soccer, football, lacrosse, rugby) with synthetic turf and lighting will be located near William Ramsay School and should have access to sufficient parking, restrooms and trash receptacles.

4.43 Two pedestrian bridges will be required within the Holmes Run – Turkey Run Greenway as generally depicted in Figure 34. The design parameters of the bridges will be part of the development review process.

4.44 The Plan strongly encourages the provision of community gardens. A minimum of one community garden will be provided within the Greenway. The community gardens are an area where residents would be able to plant vegetables, herbs, and flowers. The garden area would need to have access to water and space for composting and storing equipment. Efforts should be made to locate the community gardens outside of the Resource Protection Area (RPA). In addition, private roof-top community gardens are encouraged as part of the multi-family residential buildings.

4.45 The redevelopment area is required to provide 40% tree canopy. In no case, shall tree canopy coverage be less than the applicable City requirements and provisions at the time of the approval for each redevelopment area. To the extent that the tree canopy cannot be accommodated on-site, tree canopy may be provided off-site within the Plan area, Dora Kelley, and/or other nearby areas as determined by staff and supported by the Planning Commission and City Council.

4.46 Implementation of the plan by the City should consider creating an agreement early in the implementation process with a commercial tree grower for pre-contracted nursery stock needed in the Beauregard area for the next 10 to 15 years. The goal is to increase the caliper of trees planted in the planning area.

4.47 The stormwater pond within the Greenway, will be designed to be integrated into the overall design of the park. Stormwater plans within the planning area, whenever feasible, must seek to minimize, and if possible reduce stormwater discharge into the Winkler Botanical Preserve.

4.48 The open space within the Adams neighborhood (Figure 37) will be available for public use including potential use by the adjoining school.

4.49 The city-owned lot(s) at the intersection of Seminary Road and North Beauregard Street will be retained as open space as part of any future adjoining development. The future redevelopment will augment the existing city-owned land to create an approximately one acre open space-park.

G. Retail Uses

4.50 Locations with Required Retail will be provided as depicted in Figure 26. The amount of Required Retail provided within each location will be subject to all applicable provisions of Table 4.

4.51 Encourage neighborhood-serving retail uses, including the potential provision of a grocery store within the Town Center and Upland Park/Southern Towers Neighborhoods.

4.52 The optional retail depicted within Table 4, while not required may be permitted within each neighborhood as part of the development review process.

The optional retail will be approved by the Planning Commission and City Council as part of the development review process. The future zoning(s) will establish standards for the optional retail consistent with the intent and vision of the Plan.

4.53 Explore the possibility of allowing street carts-vendors within the retail areas of the Plan.

4.54 Encourage opportunities for live-work and comparable ground floor uses.

4.55 The Urban Design Standards and Guidelines will include:

a. Standards and guidelines for all retail uses, including large-format retailers; and

b. Standards for retail storefronts and signage.

4.56 Require the submission of a comprehensive retail marketing strategy within each neighborhood for each Required Retail area prior to the submission of a development special use permit for the first building and update as necessary with each subsequent development approval. To the extent that optional retail is permitted, a management strategy for the optional retail may be required as part of the development review process.

4.57 Require district-wide management of retail within each neighborhood (i.e. business improvement district, or other similar entity) for the Town Center, Southern Towers, and Upland Park Neighborhood retail.

4.58 While grocery stores, fitness centers, cinemas and other similar retail uses may be appropriate within the Plan area through the DSUP process, the Plan area should generally not be the location for a large format destination retail stores.

4.59 The City and the developer(s) of the designated redevelopment sites (Figure 8) will be responsible for coordinating with the existing Mark Center Transportation Management Plan (TMP) to ensure transit connections between the existing office building and the Required Retail areas.

Housing

5

Housing

The Plan envisions a series of neighborhoods designed to accommodate households at a range of incomes, ages, types and sizes. The Plan identifies $120.4 million (in 2011 dollars) in private and public monetary and in-kind resources to accomplish the creation of 800 replacement affordable and workforce housing units. This is $34 million more in private and public resources and includes 97 more units than in the first draft of this Plan. This goal number of units may grow as other sources of leverage are identified over time.

A. Beauregard is an important source of Affordable Units.

The existing residential development in Beauregard contains approximately 5,500 residential units, with a mix of efficiencies, and one, two and three bedroom units. As of 2011 approximately 44% of the existing units were market affordable units, which constitutes more than 25% of the City's total market affordable housing inventory. Many residents of Beauregard are families who depend on the relatively affordable housing.

Housing is generally considered affordable if the cost of the housing and its utilities are at no more than 30% of a household's gross income. Many of the households in the Plan area likely spend 50% or more of their income on housing and housing-related costs.

The City defines the income group for affordable housing as households making up to 60% ($64,500) of the area median income for rental units and up to 80% ($86,000) of the area median income (AMI) for sales units, adjusted for household size. Annual income guidelines for the Washington, DC area median income are established by the U.S. Department of Housing and Urban Development (HUD).

Table 5A: City of Alexandria, VA Area Median Income (AMI), 2011 60% AMI incomes and rents

2012 INCOME LIMITS					
PERCENTAGE OF AMI	ONE PERSON HOUSEHOLD	TWO PERSON HOUSEHOLD	THREE PERSON HOUSEHOLD	FOUR PERSON HOUSEHOLD	FIVE PERSON HOUSEHOLD
60%	$45,150	$51,600	$58,050	$64,500	$69,660

2012 MAXIMUM RENT LIMITS AT 60% AMI (including utility cost allowance)				
RENTCALCULATION FACTOR	EFFICIENCY	1 BEDROOM	2 BEDROOM	3 BEDROOM
30% of 60% of AMI	$1,129	$1,209	$1,452	$1,677

Source: City of Alexandria, Office of Housing

Future rent increases for affordable rental units depend on HUD's determination regarding AMI growth. Table 5 shows maximum incomes and rents in 2012 for City households with incomes at or below 60% AMI. For each size household, this table shows the highest income possible to qualify which means that households with incomes below 60% AMI may qualify, but to do so may exceed the 30% rent to income ratio that is considered optimum.

The Plan area does not currently contain any publicly-assisted affordable, non-profit owned, Resolution 830 or ARHA owned public housing units. In addition, none of the rental properties owned by the developers in the Plan area currently accept Section 8/Housing Choice vouchers that enable low and moderate income households to find housing in the private rental market by providing assistance to supplement what the household can pay.

Public Housing serves extremely low income households (typically 0-30% AMI) in the City. Public housing is owned and operated by the Alexandria Redevelopment and Housing Authority (ARHA). Residents pay 30% of their income for rent, and federal funds are paid to ARHA to help with costs of managing and maintaining public housing. There are approximately 823 public housing units in Alexandria.

Affordable rental housing serves households with incomes up to 60% AMI. Some units may be specifically designated to be affordable to households at lower income ranges. Owned or developed by both nonprofit and private developers, affordable housing may be funded with a variety of sources including low income housing tax credits and bonds which help attract private investment to subsidize project costs. Many affordable housing projects have covenants or regulatory agreements which specify the terms and conditions of affordability, including resident eligibility and qualification. The City monitors affordable housing when it is a lender or investor in the project, or when a developer provides as a set-aside, pursuant to a DSUP.

Workforce rental housing usually designates units that have rents that are affordable to households with incomes between 60-80% AMI. Because there are no state or federal subsidies to specifically fund the cost of constructing workforce housing, this type of housing must be subsidized or financed privately and/or by the local government. At The Station at Potomac Yard, 20 workforce units were developed using funds contributed by the developer to the City's Housing Trust Fund. Within the City's rental market, there are options for workforce housing in many existing developments.

Housing choice vouchers (formerly known as Section 8) are administered by ARHA. Vouchers provide a supplement to help low and moderate income households find apartments within the general rental market. The program expands housing choices and helps create mixed income communities. The participating household pays 30% of its income toward rent, with the voucher making up the rest up to a fair market rent established by HUD. Households are re-certified each year. Vouchers may be used wherever a landlord agrees to accept them.

B. Current Affordable and Workforce Housing Units

Although Beauregard is one of the largest sources of market affordable and workforce housing in the City, none of the units are dedicated affordable units. Market affordable and workforce units have rents that are considered to be affordable because of the property's age, condition, location, and/or limited on-site amenities. Since the rents for these units are not regulated by agreements or restrictive covenants they may cease to be affordable due to increases in the rents caused by market pressures. Over time an increased demand for housing will likely eliminate most all of the current market rate affordable units.

Another way that market affordable rental housing may be lost is by renovation and repositioning of an existing property. An example of this can be found just outside the Plan area at The Encore property. When this property, which was formerly known as Seminary Forest, was acquired in the mid-2000's it was rehabilitated and rents were increased, resulting in an economic dislocation of most residents. No relocation assistance was provided. During the decade rents rose nearly 90% at this rehabilitated property, more than twice the rent increases experienced across the street at a comparable market affordable garden apartment property.

Although market affordable housing is usually lost through rent increases that take the property out of the range considered affordable, in a desirable market like Alexandria, garden apartments are susceptible to redevelopment. Prior to the Beauregard Plan process, JBG filed a plan to redevelop the Lynbrook community by demolishing the largely affordable apartments there and replacing them with townhomes. Because the proposed density is permitted by the existing zoning, the developer could not be required to replace any of the market affordable rental units.

To ensure that some affordable and workforce level housing within the Plan area remains affordable over time the Plan recommends that 800 committed affordable and workforce units, with terms ranging from 30 years to perpetuity be provided throughout the Plan area, including both new and existing units. Residents of committed affordable and workforce units would have to be qualified as "income eligible," and both the tenant income certifications and the lease agreements for these units would be monitored by the City's Office of Housing to ensure compliance based on specific conditions incorporated during the development review phase. Ideally, income eligibility would result in a household spending only 30% of its income on rent and utilities.

C. Funding Challenges

It is estimated that the average cost to maintain new affordable and workforce housing for a range of households between 40%-75% AMI over thirty years, equates today to an average of $173,000/unit because of the loss of rent revenue compared to the rent revenue generated by an equivalent market rate unit. The average cost to buy down an existing unit for 30 years is less (estimated at $58,000 in 2011 dollars) and may vary depending on the unit's condition as renovated or not. Table 5B illustrates potential average costs to maintain affordability in new and existing units across a range of affordability levels.

D. Ensuring Economic Sustainability

The Plan's success in providing committed affordable and workforce housing could impact Alexandria's future economic sustainability. Without an adequate supply of affordable and workforce housing, the City's ability to compete for future job and economic growth is compromised. A recent George Mason University Center for Regional Analysis study underscores this need for an increased supply of affordable and workforce housing in the City and the Washington metro area. As a result, Alexandria may lose talented human capital and its associated consumer spending to other jurisdictions. City

Table 5B: Affordable Housing Unit Cost by Income Group

AVERAGE COST OF A NEW AND EXISTING AFFORDABLE HOUSING UNIT in Beauregard Plan Area, 2012		
INCOME GROUP	NEW UNIT COST	EXISTING UNIT COST
40% AMI	$251,500	$119,000
50% AMI	$202,500	$70,000
55% AMI	$178,000	$45,500
60% AMI	$153,500	$21,000
75%AMI	$80,000	xx

businesses such as car repair shops, retail establishments, restaurants, hotels, as well as service sector employers need to have an adequate supply of affordable and workforce housing options for their workers in order for their business to thrive and serve the Alexandria community.

E. Affordable Housing Strategies

A goal of the Plan is to ensure that over time, at least 32% of the existing 2,475 units to be demolished, are replaced with new and existing committed affordable and workforce units. The Plan's focus is to provide options for lower income households which have limited choices in the City's private rental market. The Plan recognizes that the cost to develop and maintain committed affordable units over time, while a high priority still, needs to be balanced with other Plan public benefits such as transit and a new fire station. The Plan proposes to achieve this 32% affordable and workforce housing target based on an identified public-private investment of over $120.4 million, in 2011 dollars. This target will be met, and possibly improved, through several strategies including:

I. Phased dedication of committed affordable and workforce units beginning before demolition starts;
II. Tenant Relocation and Assistance Program;
III. Affordable units dispersed throughout the Plan area;
IV. Innovative building types and parking approaches, when feasible;
V. Incentivizing green technology, enhanced accessibility and proximity to transit;
VI. Encouraging enhanced regional coordination;
VII. Retention of some existing 100 units, through developer donation;
VIII. Use of Tools and Resources to be recommended in the forthcoming Housing Master Plan;
IX. Funding and third-party leverage;
X. Collaboration with housing non-profits and the Alexandria Redevelopment and Housing Authority (ARHA);
XI. Exploring partnerships to achieve affordable senior housing units; and
XII. Continued outreach and consultation with stakeholders and advocacy groups.

I. Phased Dedication of Committed Long-Term Affordable and Workforce Rental Units

The Plan recommends that 800 units (equals to 32% of the existing units to be demolished) be provided as committed affordable and workforce rental housing for households with incomes ranging from 40% to 75% AMI. To achieve this target will require that some of the developer contributions for Beauregard, as well as voluntary affordable housing contributions, be applied to finance the affordable housing plan. In addition, the City plans to dedicate $52.4 million of the future real estate tax revenue that is realized due to an increase in the assessed values of properties as a result of redevelopment in the Plan area. The Plan also envisions an active role for the City to meet and/or increase affordable housing by leveraging available third-party funding through state, federal and other public and private sources.

With early money being made available through $4.0 million from the City's Housing Trust Fund account and other City housing sources, the City will be able to acquire 101 committed affordable units within existing apartment developments so that some dedicated, long term units will be available by the time the first phase of demolition occurs. The City and the developers have set a preliminary target of having committed units, available of at least 20% of the units which are proposed to be demolished in each phase, prior to the start of each phase of redevelopment.

The City and the developers, in consultation with Tenant and Workers United (TWU) plan to sponsor a survey of the households that will be impacted by redevelopment. Survey data regarding household income and demographics

Old Town Commons

The Alexandria Redevelopment and Housing Authority (ARHA) is partnering again with private developer, EYA, to redevelop 194 obsolescent units of public housing at its James Bland properties into a mixed-income development known as Old Town Commons that will include market rate sales townhomes and condominiums, workforce sales condominiums and public housing rental units. Some of the existing public housing at James Bland, which covers five City blocks, will be relocated to other sites within the City; however, 134 will be redeveloped onsite. The cost to redevelop the public housing units (around $56 million) is being funded by private equity induced by federal low income housing tax credits, proceeds from the sale of ARHA-owned land to EYA and through a portion of the proceeds earned by ARHA from EYA's sales of market rate and workforce units. Old Town Commons is modeled on a prior collaboration between ARHA and EYA, which also accessed federal HOPE VI grant funds. Old Town Commons is phased over five years. Market rate townhomes in the first two phases of have sold quickly, and reservations for the first phase of condominiums was recently offered to the public.

As designed by EYA, the public housing rental units are integrated seamlessly into its market rate product through innovative design as shown in the accompanying illustration. Three public housing apartments are incorporated into a multistory structure which mimics the exterior of neighboring market rate sales townhomes. By locating the public housing, which requires no-minimal parking, within the corner units the design efficiently maximizes the floor space available by eliminating a garage.

of current residents will help refine planning for housing needs and targets for the rezoning in the fall and subsequent DSUP processes. The City also hopes to improve the housing target by extending the affordability period beyond thirty to forty years, when possible. The developers have agreed to negotiate in good faith with the City regarding the terms for this ten year extension.

In order to create units that would be dedicated affordable housing units in perpetuity, JBG has agreed to donate 100 existing units to the City. The value of these units is estimated at least $14.3 million, with the mortgage value, including rehabilitation, projected at around $8 million. These would include two buildings (56 units) in HIllwood and two buildings (44 units) in Lynbrook. The City would designate the future owner-operators of these affordable housing units. The owner-operators could be either a housing non-profit or ARHA. While the household incomes to be served in these buildings would be determined at a later date, it is the intent of this Plan that a range of incomes would be served in these 100 donated units. Since the units would have net income generated, that value can be captured through mortgages with the proceeds then used to help increase the number of Plan area dedicated affordable housing units to or beyond the desired 800 unit level.

In addition to the donated units, in order to increase the number of units that could be considered held in perpetuity for affordable housing, the developers have agreed, after the CDD adoption and before DSUP consideration, to negotiate, in good faith with the City and non-profit housing provider and ARHA to sell building pads or sites to be developed. The sales prices in such transactions are contemplated to be at market rates, and the City would be able to apply some of the $114.1 million in affordable housing funds for acquisition and development of acquired sites. Funding from federal housing tax credits and the Virginia Housing Development Authority (VHDA) would also be potential sources of financing for such acquisitions.

II. Interim Tenant Relocation and Assistance Program

Even as committed affordable units are acquired, it is anticipated that there will be an ongoing demand, exceeding the capacity provided by these units, for additional relocation resources within the Plan area for residents impacted by redevelopment. Some tenants may be eligible for committed affordable and workforce units if/as available on a priority basis; others may have incomes above the threshold for qualification for these units.

The Plan proposes that the developers provide coordinated relocation and tenant assistance to impacted households as soon as DSUPs are filed. The tenant relocation and assistance program will include:

- Notice and regular, ongoing communication with residents beginning when a DSUP is filed, including information regarding the projected timing of demolition and relocation. This should provide around two years advance notice to tenants before demolition so that they can prepare. To ensure that residents understand the process and can participate in planning for their future, translation and language services will be provided, as needed.

- After the initial notice, affected residents will be surveyed regarding their household's composition and income to assess housing need and qualification for a committed unit. The survey will also collect information regarding other factors to determine whether the household should be considered on a priority basis for a committed affordable unit when available. These factors could include income, age (seniors), tenure, a disabled or special needs household member and children enrolled in elementary school in the Plan area.
- A relocation coordinator will provide assistance based on information provided in the survey. The coordinator will maintain a database of all available units and upcoming vacancies in the Plan area. The developers will cooperate in providing information about their properties. For residents who wish to relocate in the Plan area, the coordinator will offer available comparably priced units and will help with the leasing process. All resident households in good standing will be allowed to relocate without further credit or background checks. They will not be required to meet a minimum income standard to qualify for a comparably priced unit. The household shall be defined as consisting of every member listed on the lease.
- The relocation coordinator will also keep information regarding other affordable housing resources nearby and throughout the City, as well as information and referrals to other multifamily rental properties.
- The City's Office of Housing will provide information regarding housing resources. It will also work with the relocation coordinator to manage the process to prioritize households for relocation into a committed affordable or workforce housing unit and maintain a waiting list, as necessary.
- All households in good standing at the time of relocation will receive financial assistance to help defray costs of the move. These payments shall be no less than as set out in the City's Voluntary Conversion Assistance Policy.
- The tenant relocation and assistance program will be reviewed by the Landlord Tenant Board as part of the subsequent zoning(s) and development review process. That Board will seek comment from the Economic Opportunities Commission and the Social Services Advisory Board.

The Plan is recommending that the developers within the redevelopment sites and the City develop a Tenant Assistance Plan which would assist existing tenants in finding new rental units at the time their existing rental units are planned to redevelop.

Phase II – Tenant Assistance and New Units

Based on the projected development phasing, beginning in 2020, the developers will be responsible for providing monetary contributions to fund long term committed affordable and workforce units, which will total $57 million, as follows (in 2011 dollars):

- $23,900,000 - Developer public amenities fund for Beauregard (contribution allocated for housing); and
- $25,800,000 - Developer voluntary affordable housing contributions to City based on current contribution formula for proposed density.

In addition, JBG will donate 100 units at Hillwood (56) and Lynbrook (44).

To meet the 32% replacement goal the City, with cooperation from the developers, will work to leverage up to $52.4 million in City and other funding sources to supplement the developer contributions. In total, $120.4 million is estimated to be needed to develop and maintain 32% of the units to be demolished as affordable to households with incomes at or below 40%, 50%, 55%, 60%, and 75%, for a minimum of 30 years, and in some instances considerably longer.

III. Affordable and Workforce Units Dispersed throughout the Plan Area

The Plan envisions distribution of affordable and workforce housing throughout the Beauregard Plan area. As planned development occurs, in each DSUP developers will work with the City towards the goal of providing some committed units in every residential phase including conditions to allow the City to "reach back" to buy additional new units in the future, as funding and opportunities may arise.

Distribution of unit types would be defined as both distribution of individual affordable units within a market rate building, as well as buildings which would be comprised of either a range of affordable housing levels or a mix of market and affordable income levels. With the proposed acquisition of existing units to expand the commitment target, distribution will extend to Southern Towers and Seminary Towers, potentially adding three bedroom units to the available mix. Unit types and sizes may be considered in determining the appropriate level of affordability to best meet the necessary housing needs. The new committed affordable and workforce housing units would be able to accept residents with housing choice/ Section 8 vouchers, providing expanded housing options.

IV. Innovative Building Types and Parking Approaches

Beauregard will offer a range of housing products and types. Creative design may increase the pool, location, and amount of affordable and workforce housing options available while integrating these units into the larger mixed-income community. Old Town Commons, offers a local example of a mixed-income development which combines market rate (sales) townhomes and affordable (rental) housing units in through a design in which all of the units appear to be townhomes from the street. The Plan recommends the use of innovative building types such as stacked townhouses, back to back townhouses, reduced width townhouses and accessory units to maximize the number of committed affordable and workforce rental units when/if feasible. Smaller and/or more efficiently designed units may help yield a larger number of committed units, or to reach households with very low incomes and/or special housing needs. Allowing accessory dwelling units in the Plan may also increase affordable options. Lowering

the parking requirements (and its associated cost) for affordable housing units is a potential way to increase the committed housing that can be developed. Such reductions reflect a documented lower rate of auto ownership and usage (and higher rate of public transportation usage) among residents of affordable housing. This strategy is also consistent with/supportive of the Plan's goal of fostering transit-oriented development.

V. Green Technology, Enhanced Accessibility and Proximity to Transit

Over the 20 - 30 year period of redevelopment, new construction offers opportunities to incorporate green technologies to increase energy efficiency and reduce monthly utility costs for residents enhancing affordability. In addition, new construction will also enable accessible and universally designed units to enhance affordable housing options for aging residents and/or persons with disabilities. Residents of affordable housing units will also benefit from proximity to improved transit, jobs, amenities and services. Expanding economic opportunity and lowering transportation costs will enhance financial self-sufficiency. An appropriate jobs-housing balance is important to Alexandria's future economic growth. Funding to incentivize green, accessible, and transit-oriented development are available through federal and private sources invested in sustainable smart growth.

VI. Enhanced Regional Coordination

The potential impact from the loss of market affordable and workforce housing in the Plan area is exacerbated by the anticipated loss of other affordable and workforce housing resources in the region, particularly in adjoining areas such as Columbia Pike and Bailey's Crossroads over the next several decades as redevelopment and revitalization occur. While each jurisdiction is developing plans and strategies to preserve and/or produce committed affordable and workforce housing, financial constraints may make regional collaboration and potential pooling of resources a mutually beneficial and pragmatic option for future consideration.

VII. Retaining Existing Units

Incorporating existing units as part of the pool of committed affordable housing not only enhances opportunities to meet/improve the target number (by lowering initial acquisition costs) but also increases options to secure a variety of units sizes and dispersion through the Plan area. The per unit cost of affordable and workforce units will be more financeable if some of the existing market affordable units in Beauregard are preserved as committed units, because the cost is substantially lower than new units. This approach may be helpful in securing unit types or sizes that are not widely produced within redeveloped Beauregard, particularly to the extent that they are desirable for relocation of existing income-eligible households. Using this strategy, it may also be possible to more deeply subsidize some units down to a 40% AMI level. The cost to preserve existing units must include allowances for adequately rehabilitating and maintaining these units over time. Part of the preservation strategy may include accessing funding sources such as low income housing tax credits and/or bonds to attract investment of private equity, along with other public financing mechanisms.

Hillwood and Lynbrook Donation of Existing Units

JBG has offered to transfer ownership of four existing multi-family buildings in the Hillwood and Lynbrook communities to the City around 2020 (Hillwood) and 2028 (Lynbrook). Pending their transfer, the City would buy down some units in Lynbrook to be part of the Plan's committed affordable stock at a price calculated to recognize this interim arrangement. It is likely that the City will designate the Alexandria Housing Development Corporation (AHDC), a non-profit entity, and/or ARHA to own and operate these properties, totaling 100 units as affordable mixed-income housing in perpetuity.

The mortgage value of the Hillwood and Lynbrook properties adds an additional $8 million of value to the overall public benefit being contributed by the developers. The future owner will leverage resources from available federal and state sources, including tax credits, to renovate the buildings, if/as necessary, and to enhance livability and energy efficiency. Through coordination and cooperation between the City and the developers, it is anticipated that this type of public-private and non-profit collaboration may be replicated elsewhere in the Plan to incent and maximize affordable housing preservation of other apartment properties.

The Plan anticipates the acquisition of existing units, as well, as part of the City's strategy to meet or exceed the target number. The developers have agreed to offer up to 10% of the units in the apartment buildings that are not proposed for redevelopment to be bought down as committed affordable units. Currently these include Southern Towers, Berkeley Building (46 units) and Seminary Towers (55 units). Since JBG's donation of Lynbrook is not planned for 10-15 years or more, the City will likely buy down affordability in the 44 units in that development pending transfer of ownership. The revised Plan now has a target of preserving more than 200 existing units as affordable, when Lynbrook and Hillwood are added.

VIII. Tools and Resources in the Forthcoming Housing Master Plan

Other tools and resources now being developed in the Housing Master Plan may also help to increase the target number of committed affordable housing units in the future. Potential tools for Beauregard could include a bridge or construction loan facility offered through a regional loan consortium, City loan guaranties, accessory dwellings and reduction of parking requirements for affordable housing units and incentives for universal design and supportive housing. When efficiencies enabled by the City result in savings for developers, these could be quantified and applied to increase the overall pool of resources for affordable and workforce housing. If additional development, beyond what is proposed in the Plan be approved in the future as "bonus density" subject to traffic and other studies to demonstrate sufficient capacity of infrastructure in place; it would be subject to the provision of affordable housing in conformance with the City's bonus density policy in effect at the time of approval.

IX. Funding and Third-Party Leverage

More than $120 million in public amenities fund, developer voluntary contributions for affordable housing, City real estate tax increment revenue and in-kind donations of land and buildings has been proposed to create and fund a stock of 800 long-term committed affordable and workforce housing units in the Plan area.

As presented, these funds are unleveraged. It is anticipated that this unprecedented investment will be leveraged with other third party sources to improve the Plan's target, extend the term of affordability, provide deeper subsidies, renovate existing buildings that are preserved, acquire other sites and/or units, if feasible, and meet other City affordable housing goals.

Table 5C: Affordable and Workforce Housing Funding Sources

AFFORDABLE AND WORKFORCE HOUSING FUNDING SOURCES for Beauregard Plan Area	
FUNDING SOURCE	AMOUNT ($ IN MILLIONS)
Developer's Cash Share	$49.7
Mortgage Value of Donation	$14.3
City Tax Increment Share	$52.4
City Housing Monies	$4.0
Total	$120.4

Among the sources that may be leveraged are federal grant funds specified for sustainable communities and green or transit oriented development, private foundation grants and funds (e.g., Enterprise, MacArthur), bridge funds for preservation (Virginia Community Capital), and other federal and state funding sources (VHDA, FHA, housing tax credits and bonds) as well as private equity investment.

The Station at Potomac Yard

The Station at Potomac Yard, an innovative mixed use development combining a state-of-the-art City fire station, retail space and 64 affordable and workforce rental units, was completed in 2009. An underground parking structure, with 142 spaces, serves all building users, and provides some potential commercial leasing revenue. A private developer provided the one acre site for the project, as well as a significant monetary contribution toward the design and construction costs of the fire station and housing elements. To finance, develop and construct the project, the City of Alexandria formed an limited liability corporation with a local nonprofit housing organization, the Alexandria Housing Development Corporation (AHDC). The completed building operates as a condominium, with the City owning the fire station and its associated parking and AHDC owning the residential facility and the retail space and their associated parking. The City and AHDC own the structure's common areas, including a community room.

The Station's public, private and nonprofit collaboration allowed the partners to access a wide range of financing tools and resources to fund the $34 million project. In addition to the developer's donation of land and $14.1 million, other sources for the project included federal low income housing tax credits ($8.6M), a construction to permanent loan from the Virginia Housing Development Authority (VHDA) ($8.3M), a loan from the nonprofit (its deferred developer fee of $900,000), and City grants and loans totaling approximately $2.9M.

This award-winning model of municipal, mixed use development has received national and international recognition. It is currently being replicated by jurisdictions in the U.S. and abroad.

X. Collaboration with Housing Non-profits and ARHA

To achieve the greatest number of units, the City will be a partner and investor throughout the redevelopment process. Not only will there need to be continued communication, collaboration and coordination with developers, the City will also take an active role in potentially facilitating public private partnerships and/or joint ventures, including with non-profits and private developers as a means to maximize access to public and private resources. AHDC and/or ARHA are are likely partners.

The City can also provide information and technical assistance as well as identify and secure a wide range of public and private resources to fund affordable and workforce housing. These may include organizing a loan consortium, securing loan and development guarantees, accessing soft funding sources such as Federal Home Loan Bank grants for affordable housing production, providing local support to enable federal low income housing tax credits, funding bridge, pre-development or construction loans through the City's Housing Opportunities Fund and accessing foundations funds from Enterprise, MacArthur, Calvert and other affordable housing funders to underwrite affordable housing production or preservation costs. To fully implement the Plan, funding for additional Housing staff will be necessary.

The Plan area may provide an important resource for some public housing replacement units, if/as deemed needed, when future ARHA redevelopment occurs. ARHA's draft Strategic Plan, anticipated to be released in spring 2012, provides a road map for the Authority's redevelopment plan and timeline for its Braddock Metro rail station area properties.

XI. Exploring Partnerships to Achieve Affordable Senior Housing Units

The City will explore potential partnerships to achieve affordable senior housing units, including the possibility of affordable assisted living, with The Hermitage and with Goodwin House, two senior housing communities located in the Plan area. This initiative is consistent with recommendations in both the Strategic Plan for Aging and the draft Housing Master Plan. The City will explore the feasibility of developing senior or other supportive housing above the proposed fire station.

XII. Continued Outreach and Consultation with Housing Groups

In addition to multiple community meetings, the City has been active in reaching out to residents, neighbors, stakeholders, housing advocates (like Tenant and Workers United), neighbors, AHDC and regional non-profits with projects in the City, ARHA and the Affordable Housing Advisory Committee (AHAC) to provide information and to solicit feedback to improve and enhance the Plan. In February, AHAC sponsored a Town Hall meeting in the Plan area so that residents impacted by redevelopment and other stakeholders could provide comments. There has also been preliminary outreach to potential funders, such as VHDA and Enterprise, and to local and community lenders, to assess what financing products and resources might be made available to leverage the considerable investment already pledged to increase the target number of committed affordable and workforce units. This consultation will continue through each phase of redevelopment as the Plan is implemented.

HOUSING REQUIREMENTS

5.1 A minimum of thirty-two percent (32%) of the existing units (2,475) which are demolished will be replaced with 800 committed affordable and workforce rental housing, including a mix of units to serve households with incomes at or below 40%, 50%, 55%, 60%, and 75% AMI. Committed affordable and workforce units will also be available to otherwise qualified participants in the Housing Choice Voucher/Section 8 rental assistance program.

Phase I - Tenant Assistance/Reach Back

An umbrella tenant assistance plan should be agreed upon between the City and the developers concurrently with the rezoning(s) contemplated by the Plan. Then, as DSUPs are proposed, developers will provide a specific tenant relocation plan to the City for its review and approval, and shall comply with the City's Voluntary Conversion Assistance Policy. As part of the Plan for affordable housing, the developer(s) will provide tenant assistance through a developer-sponsored relocation coordinator. Tenants will be surveyed and, depending on their qualification and income, will receive financial assistance and direction to comparably priced housing resources.

An agreement will also be developed between the City and the developers in the Plan area regarding the future process through which the City may reach back to acquire and preserve units constructed in the early years of development as "committed."

Phase II – Tenant Assistance and New Units

As part of the provision of committed affordable and workforce housing the developer(s) will be responsible for providing a monetary contribution based on square footage for each new building as part of the redevelopment. The Implementation Chapter of the Plan will detail the amount and structure of these contributions. During each DSUP process where residential units are included, affordable and workforce housing plans for each of the residential units in that DSUP shall be addressed.

5.2 Affordable home ownership will not be subsidized through the Beauregard public amenities fund and/or through Beauregard developer voluntary affordable housing contributions. These sources will be dedicated to produce and/or preserve affordable and workforce rental housing since that is the type that is being redeveloped in Beauregard and can be most effectively maintained as affordable over the long term. Within the Plan area, home ownership assistance may be provided to qualified buyers within whatever City resources may exist for this purpose.

5.3 All affordable and workforce housing should be distributed throughout the Plan area to the degree feasible. This would include units within market-rate buildings as well as individual buildings which had a mix of affordable housing incomes or had that mix of incomes including market-rate housing units.

5.4 As part of the redevelopment process, explore the provision of innovative building types such as stacked units, back-to-back townhouses and accessory dwelling units.

5.5 Explore parking that will incentivize affordable and workforce housing while also being consistent with the intent of the Plan.

5.6 Utilize the green technologies and systems to provide energy efficient units to minimize utility bills. If preservation opportunities arise, the City will review plans for rehabilitation to ensure they are adequate to extend the function, efficiency and livability of the building throughout the proposed affordability period.

5.7 In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities, in compliance with applicable ADA requirements.

5.8 Explore opportunities for public, private and non-profit collaborations to maximize the use of land and to leverage all available resources for the development and preservation of affordable and workforce housing. As an active participant in the redevelopment process, the City will facilitate public, private and non-profit partnerships as well as potential joint ventures in order to help access a range of funding and financing sources.

5.9 Create perpetual affordable housing units by creating opportunities for non-profit and/or AHRA site or building acquisition during the plan implementation process. Cost-sharing between the City and the Developer shall be negotiated for an extension of ten years.

5.10 The portion of the Southern Towers property remaining in the Beauregard Small Area Plan (BSAP) but not currently planned for redevelopment contains a large concentration of market rate and affordable housing. The City shall consider amending the BSAP to permit redevelopment of Southern Towers provided that any such redevelopment contains an affordable housing component.

5.11 Any property owners that provide committed, dedicated units at the time of the rezoning shall have such dedication count toward their obligation to provide 40 years of dedicated housing.

5.12 Prior to any rezoning the City shall complete a survey of current area tenants and that information shall be used to design the specific implementation plans of the affordable housing elements of the Plan.

5.13 Properties that are proffered or purchased to achieve affordable housing goals should be distributed throughout the Plan area and should provide a range of subsidies.

5.14 Prior to rezoning the Affordable Housing Advisory Committee shall provide recommendations related to the provision of affordable housing to City Council and the Planning Commission. These recommendation will take into account the results of the tenant survey and the funding recommendations of the Plan.

5.15 Due to the expected competition for affordable housing units in the BSAP, the Office of Housing should give preference to current, income-qualified tenants in the BSAP at the time of adoption, to obtain the affordable units.

5.16 The Office on Housing shall circulate among City employees, including firefighters, teachers, police officers, and sheriff's office, information regarding the availability of units in the BSAP area.

Urban Ecology Sustainability

6

Urban Ecology Sustainability

Integrated Sustainable Design

Consistent with the Eco-City Charter, the Plan recommends sustainability measures based on the following:

- Neighborhood sustainability and high performance buildings;
- Effective use of water resources;
- Energy utilization and conservation;
- Green Infrastructure; and
- Transportation.

The Plan is based on the principle that urban development and natural ecosystems need not be mutually exclusive, nor are people and their activities separate from nature. In addition to implementing progressive elements at a neighborhood scale, the Plan also recommends improvements for individual buildings to increase efficiency and reduce resource consumption. The Plan also includes aspirational goals, because the Plan recognizes that implementing the vision will occur over a 20 to 30 year period.

A. Plan Area Goals:

I. Neighborhood Sustainability and High Performance Buildings

The Plan is recommending that the redevelopment sites be subject to an overall environmental site certification such as LEED-ND or comparable. Buildings and infrastructure will be designed to be better integrated with the environment by capturing sunlight, allowing rainwater infiltration and conveyance, and reducing water and energy consumption through a certification such as LEED or comparable.

In addition, new buildings and sites should express the environmental elements through visually green approaches such as sunscreens, green walls, and integrated stormwater elements.

II. Effective use of water resources

The Plan recommends a Stormwater Master Plan to decrease stormwater runoff, and improve water quality. The Plan is also recommending the installation of low-flow or ultra-low flow water fixtures such as toilets, lavatory sinks, and showers in new units and encouraging retrofits in the existing older units and buildings as the buildings are renovated.

III. Energy utilization and conservation

The Plan recommends that new buildings focus on reducing the carbon footprint greenhouse gas emissions, on-site energy generation and increased used of renewable energy.

IV. Green Infrastructure

Permeable paving will be installed in the sidewalks, and parallel parking. In addition, tree wells will be designed to accommodate stormwater and water infiltration. These systems will help manage the detention and treatment of stormwater.

V. Transportation. Land Use and Other Sustainable Elements

No sustainability plan can be effective without including an urban mix of uses, street layout, and multi-modal transportation modes (car share services, bike share, electric vehicle docking stations), high capacity transit, etc. which are discussed in the Plan.

B. Potential Strategies:

The Plan recommends that future development consider the following:

I. Neighborhood Sustainability and High Performance Buildings:

1. **Salvage and recycle construction waste**: By salvaging and recycling construction waste, a significant amount of debris will be diverted from landfills and could support local reuse businesses. Salvageable or recyclable materials may include cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet, insulation, doors, windows, trim materials, fixtures and hardware.
2. **Prefabrication:** Fabricating construction installations and welding steel in the controlled environment of a shop and delivering complete systems to the construction site helps to reduce the amount of equipment and number of construction vehicles needed, therefore reducing emissions. Prefabrication also allows more material reuse and generates less waste, aiding in lowering the carbon footprint associated with construction.
3. **Sustainable Footprints**: The Plan is encouraging footprint sizes and ceiling heights that will encourage different uses over the lifespan of the buildings.
4. **Site Disturbance – Grading:** Redevelopment should, to the extent possible, minimize land disturbance, preserve natural areas, and minimize grading.
5. **Recycled content:** Incorporating recycled content in building materials will reduce the need to extract virgin material, not only lowering Beauregard's carbon footprint, but also helping to reduce demand for virgin materials. Recycled content could include both post-consumer material (waste material generated by households or commercial activity) and pre-consumer material (material that is diverted from the waste stream during the manufacturing process). In addition to using recycled content in building materials, recycled materials could be used where feasible for roadways, sidewalks, pavers, water retention tanks, piping for water and, sanitary sewer.
6. **Regional materials:** Much of the greenhouse gas emissions associated with building materials is due to the burning of fuel during transportation. Using locally extracted and supplied materials limits greenhouse gas emissions.

7. **Certified wood:** Using certified wood supports and encourages environmentally responsible forest management and helps ensure that virgin resources remain available for generations to come. Such materials include bamboo, wool, cotton insulation, agrifiber, linoleum wheat board, strawboards, and cork. To the extent practicable, rapidly renewable materials will be used.

8. **Roofs:** Roofs are recommended to have more than one use such as open space, a green roof, power generation, etc.

II. Effective Use of Water Resources:

1. **Stormwater Master Plan:** The Plan requires strategies to minimize stormwater runoff, reuse what is generated as a resource, and provide for mechanisms to improve water quality. This is an overall strategy that will incorporate the principles inherent in the items listed below.

2. **Stream Restoration:** The Plan recommends water quality improvements, drainage improvements, riparian buffer restoration and stream improvements that will improve water quality. The stream system will be the focal environmental element within this planning area. Redevelopment that capitalizes on Resource Protection Areas (RPAs) buffer restoration/ stabilization with natural stream improvements of Turkey Run, and possibly portions of Holmes Run, which will enable enjoyment for citizens, more diverse animal habitat, and greater functionality to the stream system.

3. The redevelopment will be required to meet the Virginia Storm Water Regulations for new development and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) whichever is more stringent at the time of approval. The goal is to have the efficiency of all BMPs be 40 percent or greater.

4. **Stormwater Pond:** The provision of a level II stormwater pond near Holmes Run will provide efficient and economical stormwater detention. The pond is required to be integrated into the design of the park.

5. **Utilize low-flow or ultra low-flow fixtures:** The installation of low-flow or ultra low-flow water fixtures such as toilets, lavatory sinks, and showers in new units and encouraging retrofits in the existing units as they are renovated produces the benefit of a reduction in potable water use. The life cycle benefits are far more reaching. This one action reduces the diversion of freshwater from our streams for potable water usage, the reduction of energy consumption to convert freshwater to potable water, the reduction in energy use to purify the potable water after use,

and the reduction in contaminants in the ultimate receiving water. This generates savings in energy, more effective natural resource use, and the cost of converting the resource at each life-cycle stage: an all-around reduction in the City's carbon footprint.

6. **Rainwater capture:** Rainwater can be captured and reused for irrigation, and indoor plumbing needs as well. This reduces the demand for potable water and has concomitant energy and cost savings.

7. **Grey water:** Wastewater generated from domestic sources such as sinks, showers, and laundry machines composes 50-80% of all wastewater produced. Under-the-counter systems could be installed to direct wastewater from bathroom sinks to adjacent toilets for flushing. Laundry facilities using nontoxic biodegradable detergents could also be connected to cisterns for irrigation.

III. Energy utilization and conservation

8. **Lighting efficiency:** Because natural daylight is the most efficient lighting strategy, new buildings will be constructed to maximize daylight exposure in both private and commons areas. Though the latter makes up only a small fraction of the building's total area, common areas are typically responsible for using nearly half of the building's lighting energy because the lights are on at all times. Common area lighting control will respond to daylight and human occupancy to ensure that artificial lighting is used only when needed.

9. **Exterior Lighting**: Exterior lighting efficiency could be improved by utlilizing exterior building lighting such as light emitting diodes (LED), or other energy-efficient technology. The Plan should focus on the "Dark Skies" principle.

10. **Energy Efficient Designs:** Lessen energy usage as much as practically and economically feasible through energy-efficient design of new buildings.

11. **Renewable Energy:** Apply innovative and renewable energy technologies including geothermal and solar (for heating or electricity generation) energy.

12. **District Energy System:** Assess and, if feasible, encourage district energy systems that centrally, or in a distributed manner, provide cooling and heating needs for groups of area buildings, and that employ cogeneration technology to increase the system thermal efficiency.

13. **Electrical Vehicle Infrastructure:** Provide infrastructure for accomodating the use of electrical vehicles which are anticipated to increase with time.

C. Aspirational Goals

In addition to the sustainability goals and strategies, the Plan also aims to encourage innovative methods for reducing consumption of natural resources. It is imperative that as building systems and materials continue to be improved during the course of the Plan's 20 to 30 year build-out, a process be in place to implement these new and emerging technologies to ensure that Beauregard continues to reduce its environmental impact. The Plan requires the submission of a Sustainability Plan, to evaluate site-wide and building specific sustainability measures. In addition, as part of the Sustainability Plan, the more progressive and innovative goals such as those outlined below could be considered consistent with the City's Green Building Policy.

URBAN ECOLOGY SUSTAINABILITY REQUIREMENTS

6.1 Require the submission of a Sustainability Plan for each neighborhood. Each development will be required to meet the City's Green Building Policy in effect at the time of such development. Therefore, an overall sustainability plan is not necessary and would cause unnecessary additional expense.

a. All new development will subject to LEED-ND or comparable.

b. All new buildings will be subject to the City's Green building policy at the time of approval of the development special use permit approval for each building(s) and/or block.

c. New buildings and the site should express the environmental elements such as sunscreens, green walls, and integrated stormwater elements.

d. The majority of roofs are required to have more than one use such as open space, a green roof, power generation etc.

e. Encourage building footprint sizes and ceiling heights that will encourage different uses over the lifespan of the building.

f. Require the provision of low or ultra- low flow plumbing fixtures for all new development.

g. New public streets will incorporate green elements and stormwater management which will be integrated as part of the design of the street. The final design parameters for the streets will be part of the Urban Design Standards and Guidelines.

h. Install LED or comparable efficiency lighting that will also be dark skies compliant.

i. All new development will explore compliance with the potential strategies for implementing the goals of the Plan which shall consist of the following:

   i. Salvage and Recycle Construction waste.

   ii. Prefabrication

   iii. Minimize land disturbance

   iv. Recycled Content

   v Regional Materials

   vi Certified Wood

   vii. Efficient use of water resources

j. Remove impervious surfaces within the resource protection areas as part of the associated redevelopment.

6.2 To the extent that stormwater facilities are coordinating multiple properties, require the submission of a comprehensive Stormwater Master Plan. The stomwater plan shall be updated with each building as part of the development review process. The Plan shall include the provision of a level II stormwater pond near Holmes Run which will provide efficient and economical stormwater detention to protect against flooding and act as a BMP to improve water quality. Combined with additional park land, high quality landscaping as well as an aquatic shelf for safety and planting to discourage geese, this feature provides functionality as well as aesthetics to the area. The pond is required to be integrated into the design of the park.

6.3 Require stream restoration/stabilization of Turkey Run and of a portion of Holmes Run as part of the restoration of the Greenway.

6.4 The development will meet the Virginia Storm Water Regulations for new development and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for Storm Water Quality and Quantity, whichever is more stringent at the time of preliminary plan submittal. In any case, the goal is to have the efficiency of all BMPs be 40% or greater. No grandfathering shall be allowed.

ASPIRATIONAL GOALS

In addition to the requirements of the Plan, the Plan recommends aspirational goals to achieve the vision of the Plan during the 20 to 30 year build-out of the Plan. The goals should consist of the following:

a. District Energy Systems

b. Cogeneration

c. Renewable Energy such as geothermal and/or solar

d. Photovoltaics

e. Rainwater capture

f. Grey water use

g. Green Building requirements consistent with Eco-City goals.

Community Facilities and Infrastructure

7

Figure 43A: Planned Fire Station

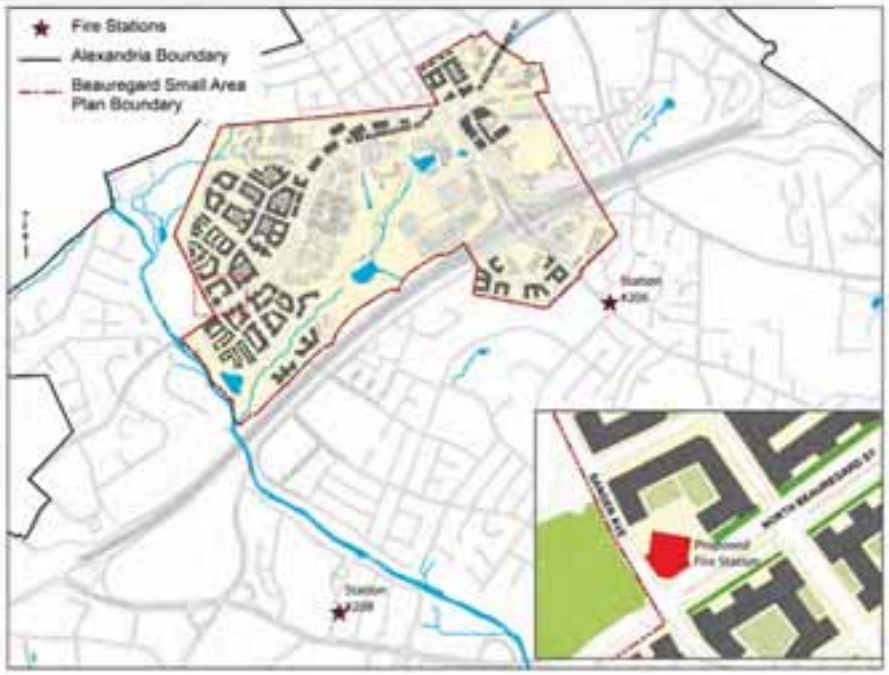


Figure 43B: Perspective of Planned Fire Station

Note: For illustrative purposes only.

Community Infrastructure

The redevelopment and growth of a new and existing communities is directly related to the presence of the civic, community and infrastructure necessary to serve the proposed redevelopment. These community facilities include facilities that support public safety, basic health, social services, and education. The neighborhoods will evolve over time, and therefore the Plan must be adaptable to future trends and needs. The chapter also addresses potential impacts to public infrastructure.

A. Fire Service

The Alexandria Fire Department includes a network of nine Fire-EMS stations (Figure 44A). Two of these, Fire Station #206 on Seminary Road near the Burke Library and Fire Station #208 on Paxton Street near Landmark Mall are the primary providers of service to the Plan area. In addition, there is a mutual aid agreement between the City and the adjoining jurisdictions. These two fire stations are among the most heavily utilized in the City. As a result of existing and projected volumes, the City has recognized a need for two additional fire stations in the West End of Alexandria. The adopted FY 2012-2021 CIP allocates approximately $11 million for Fire Station #210 in the Eisenhower Valley.

New Fire Station Needs in the Plan Area

The City of Alexandria Fire Department Resource Allocations, Staffing, and Facilities Assessment Study conducted in 2008 recommended the development of two new fire stations in the West End of Alexandria to better respond to fire and emergency needs of this area of the City. The Plan area has a high number of older high-rise buildings without sprinkler systems. These buildings pose a challenge for fire and emergency responses. The two new recommended fire station locations were in the Eisenhower Valley and in the area West of I-395.

Figure 44A: Existing Fire Stations

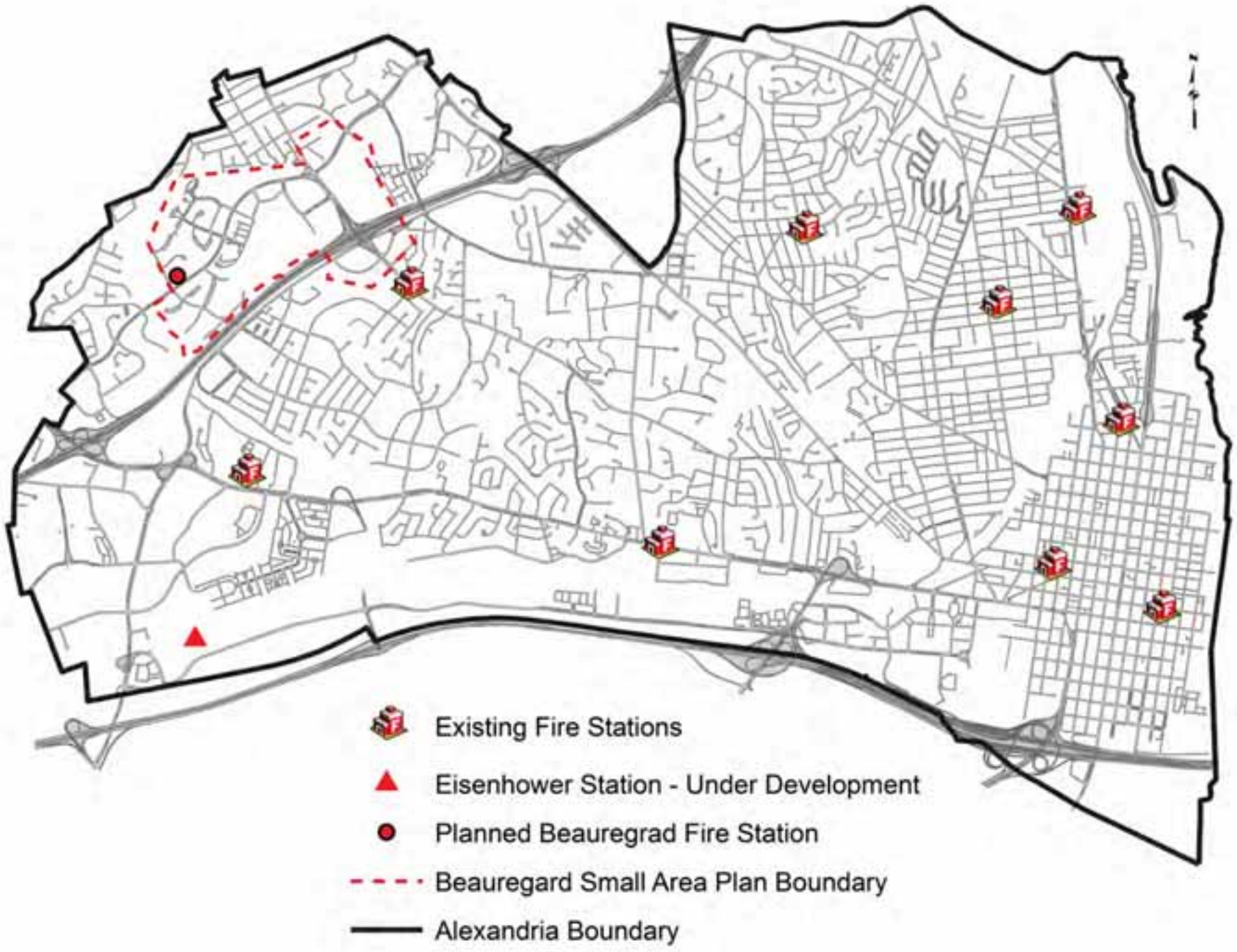


Figure 44B: EMS Incident Density by Concentration of Calls

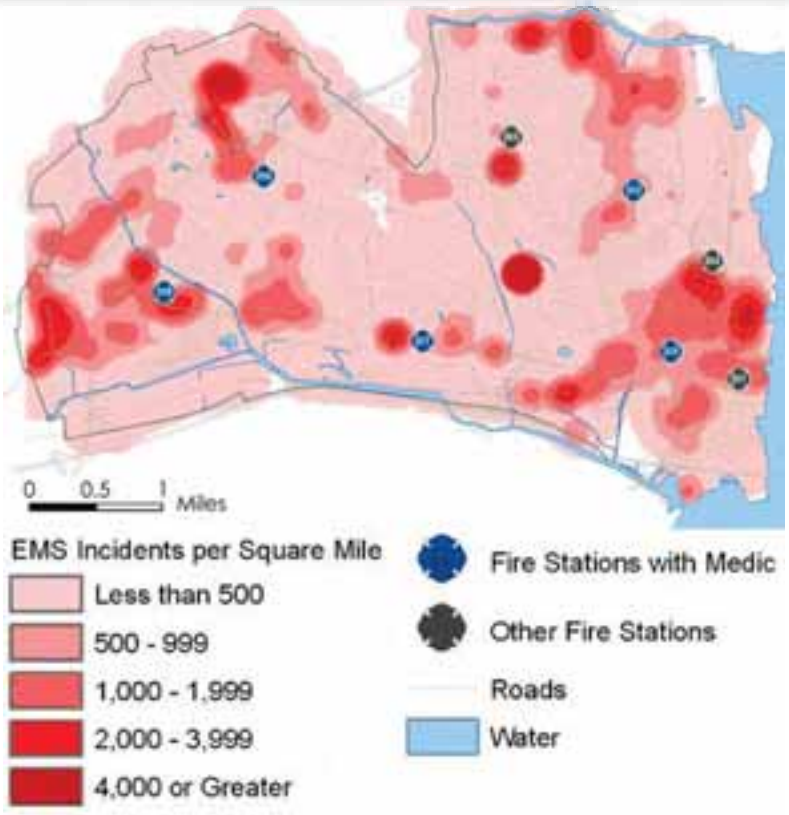


Figure 44B shows that there is a high number of emergency medical service incidents within and in close proximity to the Plan area. Fire Stations #206 and #208 are the closest in proximity to these incident areas. In addition, Fairfax and Arlington County often provide mutual aid response within the Plan area.

The City's adopted FY2012 Capital Improvement Program (CIP) for public buildings and facilities allocates approximately $11 million for Fire Station #210 in the Eisenhower Valley. Funding for Fire Station #210 provides for the design and construction of a new fire station at the existing Impound Lot facility. Additionally, the project will provide training classrooms and training bays for the Fire Department. The training classrooms will share use with the Police Pistol Range, which also has an identified need for training classrooms.

There remains a need for an additional new Fire Station #211, however, located directly West of I-395 within the Plan area. As part of the planning process, the location for a new Fire Station was identified at the northwestern portion of the intersection of North Beauregard Street and Sanger Avenue. (Figure 43A). The proposed fire station would be a four bay, two-level fire station. The proposed fire station will also include a community meeting room. The Plan recommends dedication of the land as part of any rezoning process. The developer contributions will fund the construction of the fire station. The location is desirable because it enables convenient access to Beauregard, Sanger, and the I-395 underpass. In addition, the proposed site does not contain existing buildings and therefore, will not require demolition of existing buildings to construct the fire station.

B. Childcare

There will likely be a need for childcare facilities that can serve residents and employees of the existing and proposed development. The Plan is recommending that childcare uses may be located within an office and/or residential building, excluding areas where retail is required.

Childcare facilities will likely need to be provided in the early phases and integrated within larger office, residential and/or mixed-use buildings. To encourage these uses, the Plan is recommending that childcare uses be permitted with administrative approval subject to conditions. The specific requirements will be part of the future CDD zoning.

C. Schools

Redevelopment within the Plan area is expected to reduce the number of public school students. Housing units that are newer, higher density, and/or more expensive generate fewer students than housing units that are older, less dense and/or more affordable. The City and ACPS have calculated student generation by housing type for the past three school years. Older single family detached houses (27 students for every 100 units) and older garden apartments (28 students for every 100 units) are two of the housing unit types in Alexandria that are generating larger numbers of public school students. Older high rise apartments, such as Southern Towers, generate 12.5 students per 100 units. Housing unit types that are generating few students include new mid and high rise apartments and condos (2-3 students per 100 units). The analysis reflects the most up-to-date student enrollment data to capture the effect of recent student enrollment increases.

Planned redevelopment will consist predominantly of older garden apartments (and some older single family homes) being replaced with new mid and high rise apartments and condos. Older high rises, such as Southern Towers and Seminary Towers, will remain. The bars in Figure 45 show redevelopment over 30 years as it replaces gardens with mid and high-rise apartments over time;

Figure 45: Student Generation and Residential Development for Plan Area

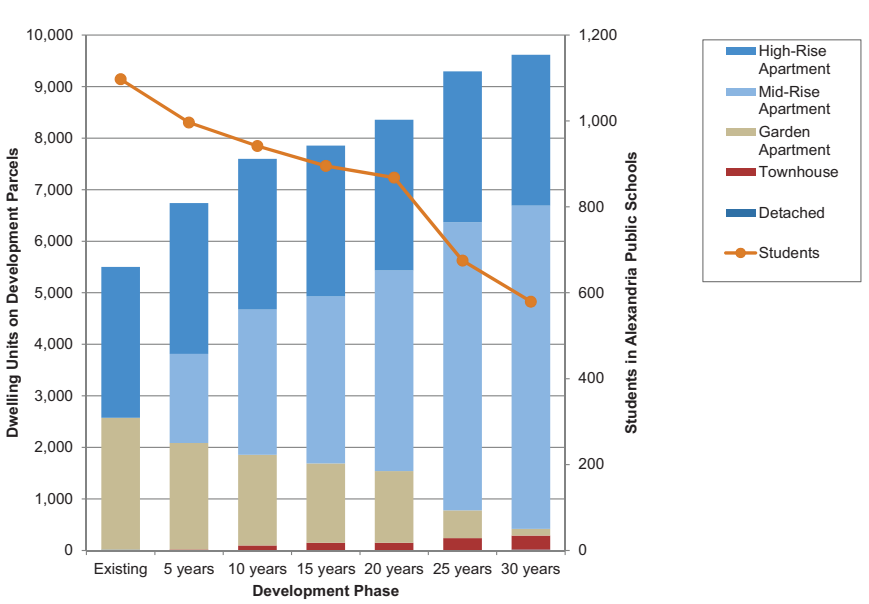
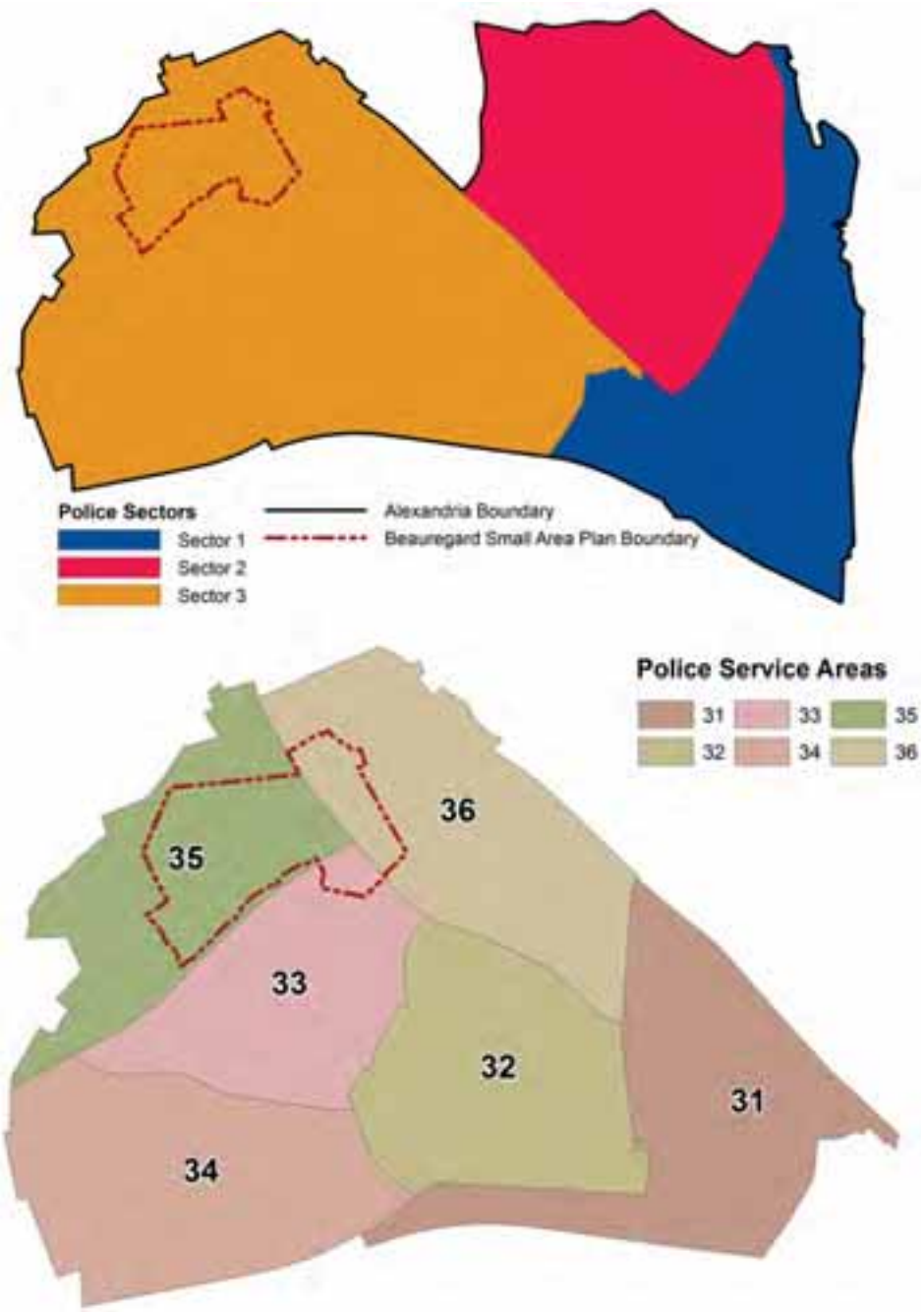


Figure 46: Police Patrol and Service Areas



the line shows how the number of public school students. Although the number of housing units will increase from about 5,500 to about 9,000, the number of students is anticipated to decline from about 1,100 to about 580.

The City and ACPS plan regular updates of the analysis of Alexandria's student enrollment by housing type in order to track any changes in enrollment trends. Even if student generation rates were to increase four-fold, planned redevelopment would not increase the number of students in the Plan area.

D. Police

The City divides its policing activities into three separate but mutually supportive patrol sectors. Patrol Sector Three is divided into six primary patrol service areas, which serve a diverse mix of residential neighborhoods and business districts, including the Plan area. (Figure 46.)

The policing approach in Patrol Sector Three focuses on utilizing effective and innovative problem-solving strategies with the goal of preventing and reducing crime. The Police Department is committed to maintaining and enhancing a strong partnership with the many civic and business associations in the West-End of the City.

Sector Three has created a Community Improvement Team comprised of police officers, deputy sheriffs, probation and parole officers, juvenile probation officers, Transportation and Environmental Services staff and personnel from Human Services. This multi-agency, multi-discipline team is designed to thoroughly examine issues in communities experiencing surges in public disorder, crime or quality of life issues and use innovative and service focused strategies to mitigate the problems. Team members use "Crime Prevention through Environmental Design (CPTED)" to address conditions that

contribute to and facilitate criminal activity. This has been a productive and innovative partnership between City agencies interested in maintaining and elevating the quality of life. The proposed redevelopment is not projected to materially impact the existing resources of the Police Department.

E. Cultural Facilities

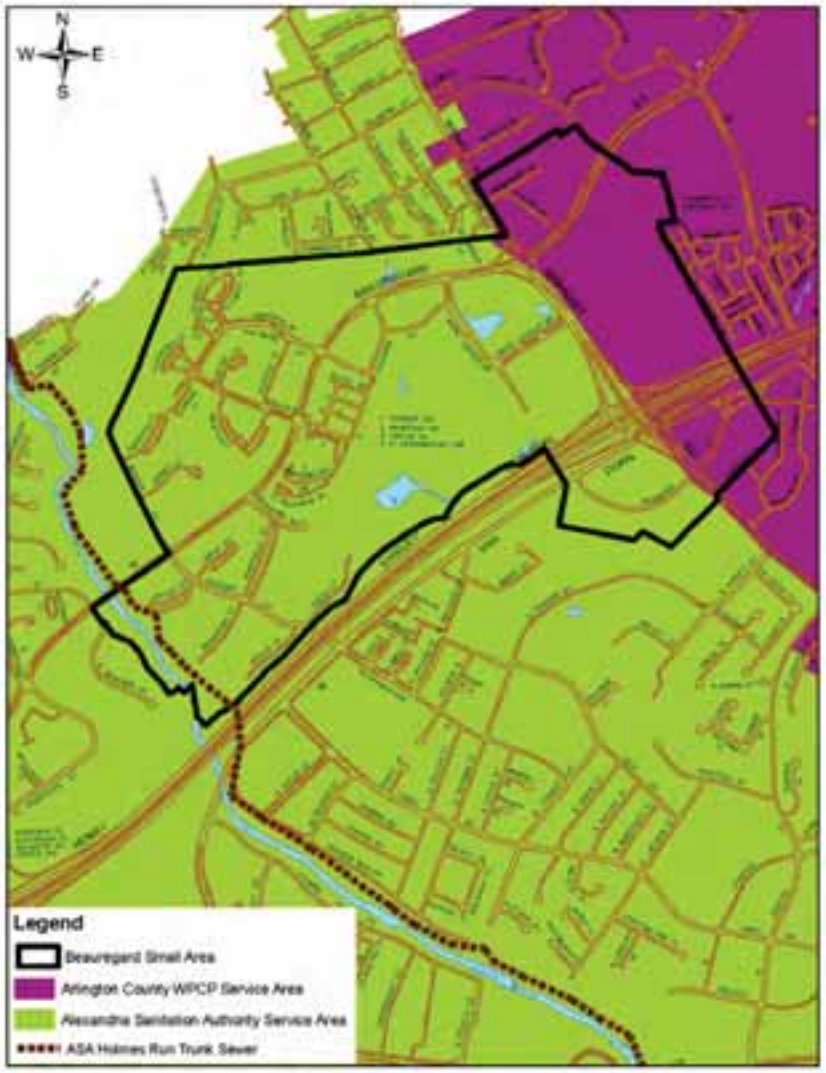
Cultural facilities and programs are important contributors to the overall quality of life in a community. Current venues adjacent to the Plan area include: Fort Ward Park, Rachel Schlesinger Concert Hall and Arts Center, Episcopal High School, and William Ramsay Recreation Center. These venues are important in providing City-wide cultural facilities and opportunities for the City and the Plan area.

The Plan does not recommend new cultural facilities. However, the Plan encourages community – cultural facilities through two elements:

1. The Plan recommends that the floor area for community facilities not count against the maximum amount of permitted development. However, the Plan recommends that each use require the approval of a development special use permit.

2. Wherever possible, community facilities should be collocated to insure cost effectiveness and maximum operational efficiency which results in added convenience for users. Collocation of community facilities occurs when multiple community service related uses are physically provided for in the same building/facility. Shared services result when one facility are "shared" by more than one service provider. It is a principal of this Plan that future community facilities should provide for collocation of services wherever possible.

Figure 47: Sewer Service Areas



F. Sewer

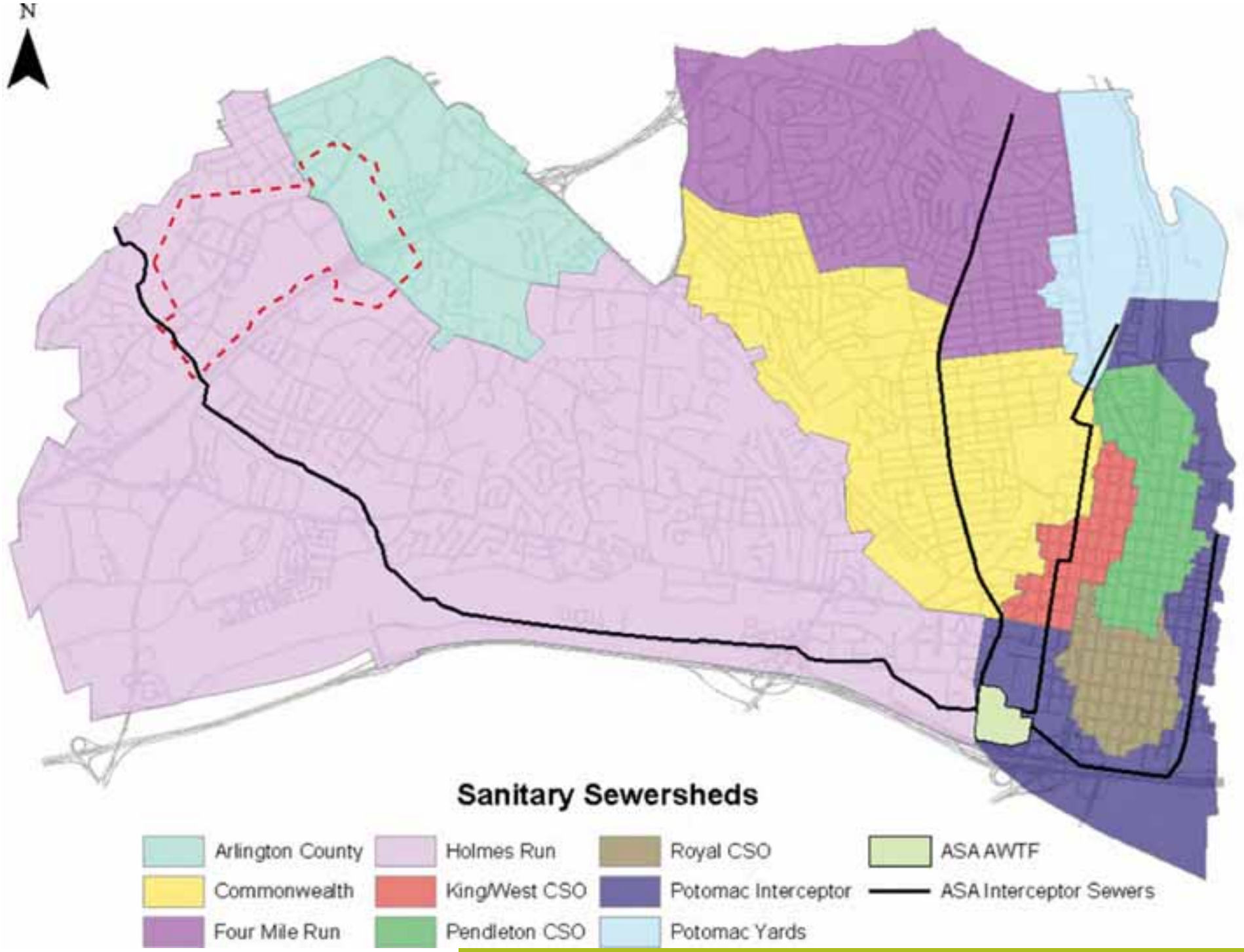
Approximately 77% of the Plan area is located in the Holmes Run Trunk Sewer Shed with treatment service provided by the Alexandria Sanitation Authority (ASA) Advanced Wastewater Treatment Facility (AWTF). The City has a treatment allocation of 21.6 million gallons per day (mgd) at the ASA Plant and the City's flow is currently averaging 16.3 mgd. The remaining portion (23%) of the Plan area drains northward to the Water Pollution Control Plant (WPCP) in Arlington County (Figure 47). The City has a treatment allocation at the Arlington County plant of 3.0 mgd. The City's current average flow at the Arlington County plant is 1.8 mgd.

Based on analysis of long-term growth forecasts City-wide, the sanitary sewer treatment capacity at both the ASA and Arlington County facilities is projected to be exceeded in about 30 years sometime after 2040. The City is currently evaluating options for acquiring additional treatment and permit capacity at both facilities. Funding options for acquiring this additional capacity are being developed. Long-term capacity in the Holmes Run Trunk Sewer, which conveys the City's flows to the ASA plant, is being evaluated. Any necessary improvements to accommodate future growth will be addressed as part of the City's Sanitary Sewer Master Plan, and is contemplated to be funded by user fees and developer paid connection fees.

The Holmes Run Trunk Sewer currently experiences sewer capacity constraints due to inflow and infiltration (I&I). The inflow and infiltration are a result of groundwater and stormwater that enter into leaking sanitary sewer infrastructure. This excess water leads to surcharging conditions in the sewer during periods of heavy rainfall. As a result, the City has an on-going extensive rehabilitation program in this Holmes Run Sewer Shed to remediate the sanitary infrastructure.

Preliminary analyses have indicated that there is insufficient capacity in some local sanitary collector sewers to accommodate the proposed development in the Plan. Local sanitary sewer collection system upgrades will be required and paid for by individual development projects as needed to provide adequate capacity for proposed development.

Figure 48: Sanitary Sewersheds



Community Facilities Requirements

Fire Station

7.1 Adequate provision will be made to accommodate a four bay, two level fire station at the intersection of North Beauregard Street and Sanger Avenue as generally depicted in Figure 43, including all necessary dedication of land. The dedication will be part of the rezoning(s).

Daycare/Childcare

7.2 Encourage the provision of daycare/childcare facilities as part of the community facilities, mixed-use, and/or office buildings. Daycare/childcare facilities will be permitted through an administrative approval within existing buildings, the administrative standards will be part of the rezoning(s).

Collocation, Flexibility And Development Incentive

7.3 To the greatest extent feasible, community facilities will be -collocated, and be designed to provide for flexible use of interior spaces.

7.4 Consider City public services amenities in the Plan area such as a Post office, DMV office (without road tests), city services, police substation or other comparable uses through the provision of a space or as shared space through the use of technology.

Implementation

7.5 Provide a comprehensive Community Facilities proposal depicting the general size and locations of community proposed facilities and/or public buildings and/or collocated services. This proposal will be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.

Sewer

7.6 Every new or re-development proposal must include an effective sanitary sewer plan approved as part of the Development Special Use Permit by the City's Transportation and Environmental Services Department. Any required Alexandria Sanitation Authority (ASA) permits must also be obtained.

7.7 Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any Development Special Use Permit application.

7.8 Improvements related to individual future development plans and the costs related thereto are borne by the respective property owner.

TRANSPORTATION

8

Transportation

The transportation strategy has been designed to maximize the use of transit, pedestrian, and bicycle amenities, to encourage a shift – from private autos to alternative, more sustainable modes of transportation, consistent with the City's Transportation Master Plan. As set out in the City's Eco-City Plan as well as the Urban Ecology - Sustainability Chapter (Chapter 6), transportation plays a key role as the Plan area redevelops and as residents, and visitors are offered a number of mode choices with which to travel.

The geography that gives Beauregard its special character – also somewhat constrains traditional roadway street-grid connectivity. The topography, I-395, existing roadways, developed parcels, and existing parks limit some opportunities for additional east-west streets. However, the Plan recommends a significant increase in the existing street network through the provision of the required street grid. In addition, the transportation network is required to include a dedicated high capacity transit corridor, buses, shuttles, car sharing, pedestrian amenities, and bicycle facilities. An aggressive Transportation Management Plan (TMP) will be required and parking will be managed, shared, priced, and designed to minimize car trips. The Plan is designed to allow employees and residents access to commercial and transit services within a traditional 1/4 mile walk-shed. Recommendations include strategies to manage transportation demand, expansion of the street grid and connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network and create a culture of people first in a complete streets context.

A. Transportation Network:

The transportation network builds on the existing network of primary and local streets, by developing a new street grid to the extent possible, within the Plan area, to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle connectivity (Figure 49A). As part of

the transportation analysis, a number of transportation network improvements were determined to be needed. The improvements described below, as well as other proposed transportation improvements needed by 2035 are further described in Figure 50 and Table 6.

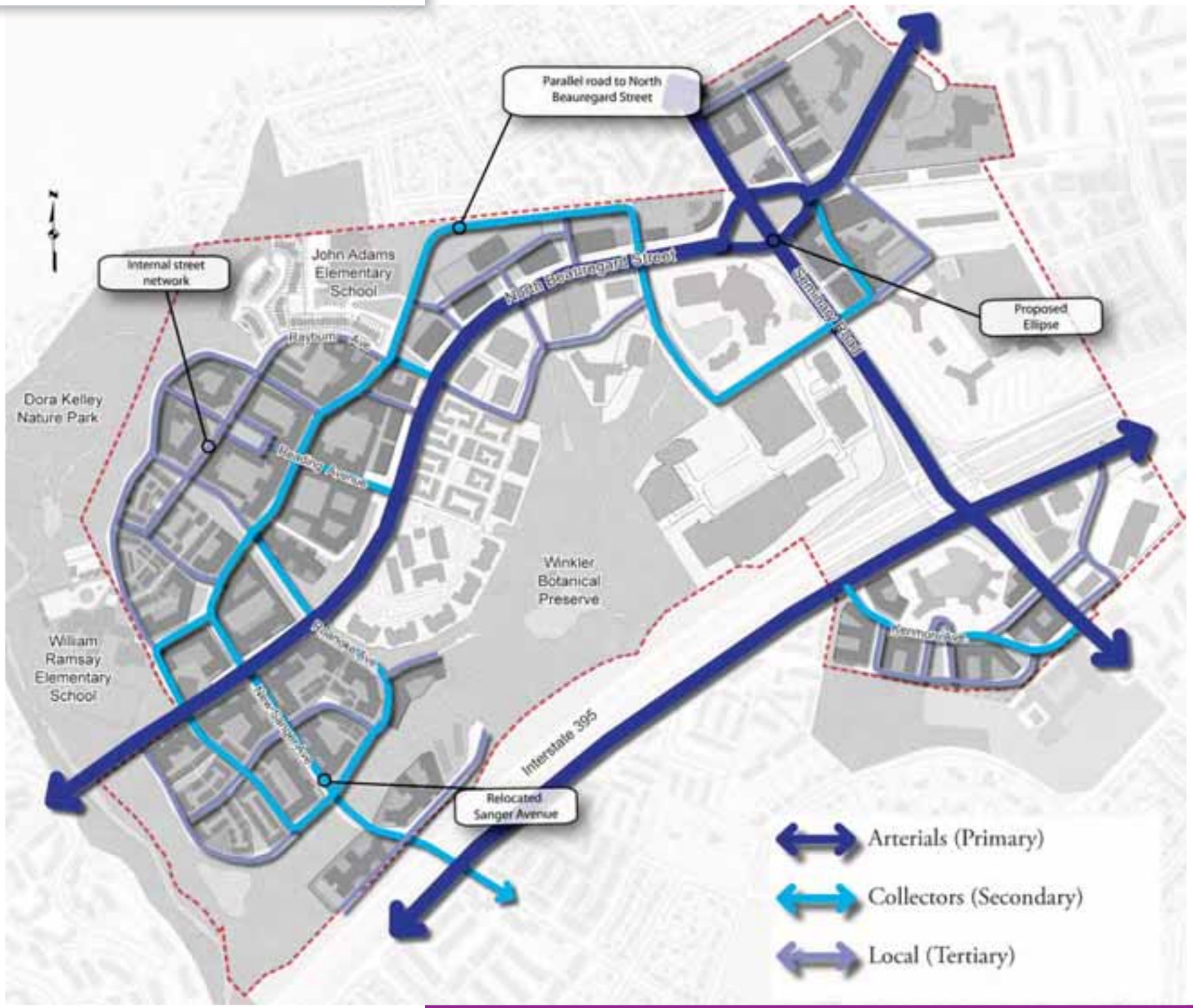
- Ellipse at Seminary Road / Beauregard Street – An Ellipse at the intersection of Seminary Road and Beauregard Street will improve the traffic flow. The Ellipse will eliminate left turns from both directions along Seminary Road, and redirect those movements in a configuration similar to a traffic circle in a more efficient manner as right turns.

  The primary benefit of the Ellipse is that its configuration reduces potential conflict points due to the elimination of the left turn movements along Seminary Road. It also provides more capacity for vehicle storage and therefore improves overall traffic operations along Seminary Road and North Beauregard Street. Other benefits of the Ellipse include improved pedestrian and bicycle access across Seminary Road, and improved aesthetics and opportunities for a better urban design as compared to today's street configuration.

  The Plan provides a coordinated opportunity to construct the Ellipse which benefits multiple properties. Due to its scale and cost, and required coordination, construction of the Ellipse would not be possible without the Plan and the roadway network would be overburdened.
- Parallel Road to Beauregard Street – The new road will be parallel to Beauregard Street from Sanger Avenue in the south, to Mark Center Drive. It will be a collector type of roadway serving more localized traffic of the Plan area.
- Transitway – The transitway in the Plan area will connect to the Van Dorn Metrorail station, using Beauregard Street (with a short diversion through Southern Towers and Mark Center), Sanger Avenue and Van Dorn Street. The transitway is consistent with the City Council approved transitway location. This rapid transit service will also connect to Shirlington and the Pentagon. The transitway will provide access for high capacity transit in a dedicated guideway along most

Transportation Improvements at Ellipse

Figure 49A: Roadway Classifications

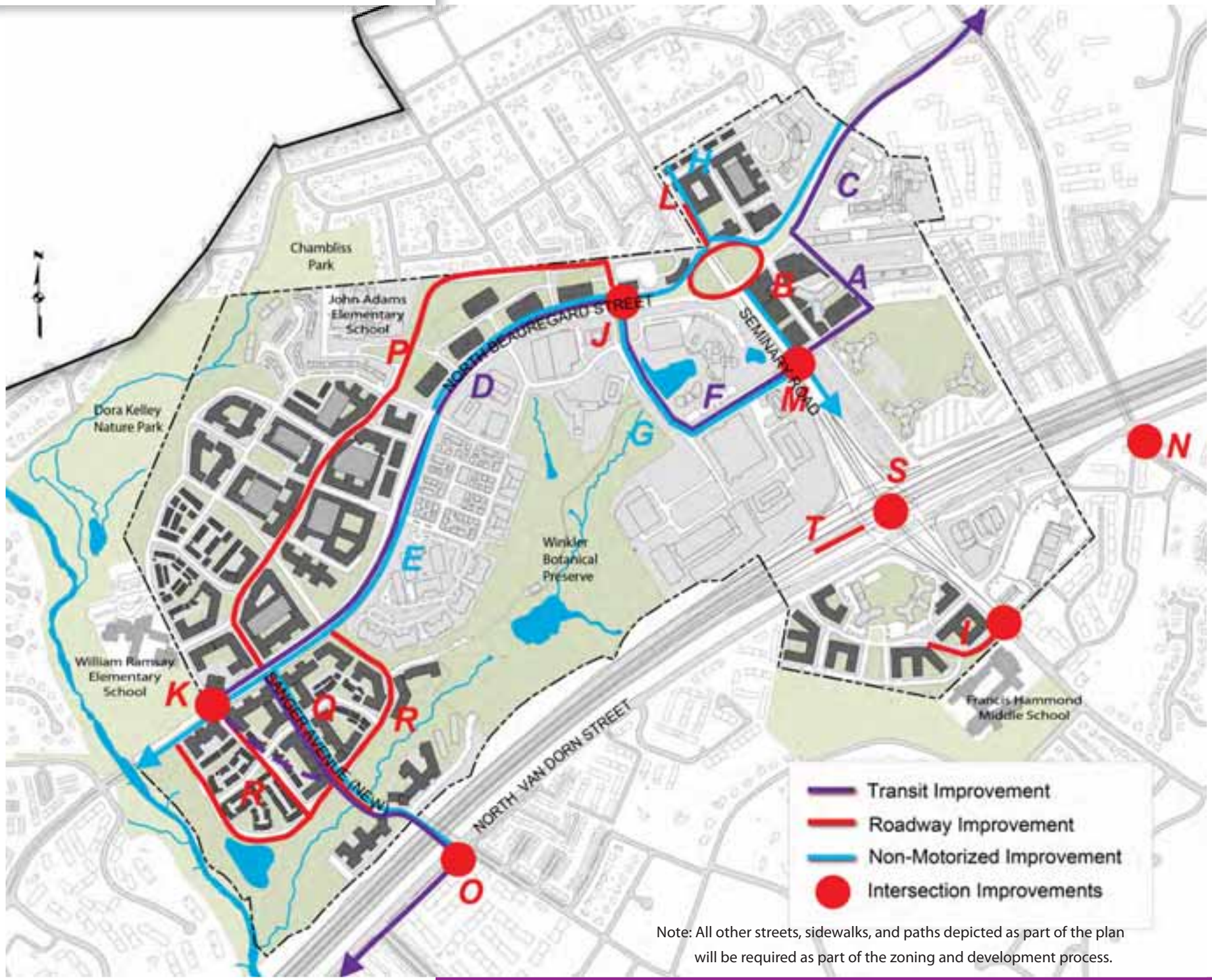


of its length, and include elements such as larger stations with real-time information, wayfinding, improved transit headways, and rapid transit vehicles with greater capacity than a typical local bus. The Transitway has been designed to incorporate enhanced landscaping.

- Roadway improvements in vicinity of Seminary Road / I-395 – A series of road improvements and pedestrian improvements will be constructed in the vicinity of Seminary Road at Interstate 395, as well as at Beauregard Street and Seminary Road, primarily to help mitigate the recently constructed Washington Headquarters Service BRAC-133 Building.
- Internal Street Network – A more interconnected grid of streets will be built to provide pedestrian, cyclist and vehicular connectivity within and adjacent to the Plan area.
- New High Occupancy Vehicle (HOV) Ramp—The traffic analysis assumes the proposed new HOV ramp to and from the south at the I-395/Seminary Road interchange. This ramp will be used by high occupancy vehicles, including transit, vanpools and carpools. The need for, and design of the ramp will be fully determined after the pending environmental analysis is complete.
- Relocated Sanger Avenue—The segment of existing Sanger Avenue between Sheffield Court and Beauregard Street will be relocated to intersect with Beauregard Street approximately 400 feet north of the existing Sanger Avenue intersection and connect to the new road west of, and parallel to Beauregard Street (Figure 49A).

Figure 49B: North Beauregard Street

Figure 50: Proposed Transportation Improvements



Note: All other streets, sidewalks, and paths depicted as part of the plan will be required as part of the zoning and development process.

Table 6: Proposed Transportation Improvements

REF.	LOCATION	IMPROVEMENT
A	Southern Towers	New road and rapid transitway through Southern Towers
B	Beauregard at Seminary	Ellipse at Seminary Road and Beauregard Street
C	Beauregard north of Southern Towers	Transitway Improvements for Bus Rapid Transit
D	Beauregard between Mark Center Drive and Existing Sanger	Provide necessary right of way and widen Beauregard Street and construct a transitway
E	Beauregard between Fillmore Avenue and Holmes Run	Build Multi-use trail (For bicycles and pedestrians)
F	Mark Center Drive (Beauregard to Seminary)	Transitway Improvements for Bus Rapid Transit
G	Mark Center Drive (Beauregard to Seminary)	Provide on-street bicycle facilities
H	Seminary Road from Fairbanks Avenue to Library Lane	Construct multi-use trail on north side of road
I	Relocated Kenmore Avenue and Library Lane	Realign Kenmore Road to align with intersection of Seminary Road at Library Lane; Improve pedestrian crossing across Seminary Road
J	Beauregard Street at Mark Center Drive	Add northbound right turn lane
		Reconfigure westbound approach as 3 lanes - 1 left, 1 thru and 1 right turn lane
K	Beauregard St at Existing Sanger Avenue	Reconfigure Sanger Avenue approaches to consist of a one left turn lane and a shared thru/right lane in the eastbound direction, and a right turn lane in the westbound direction.
		Provide permissive left-turn phasing for the Sanger Ave left turns
		Provide permissive right turn phasing for westbound Sanger Ave
L	Seminary Road at Heritage Lane	Add westbound left turn lane
M	Seminary Road at Mark Center Drive	Widen Mark Center Dr. to allow for southbound dual left turn lanes.
N	Van Dorn Street at Braddock Road	Northbound and Southbound Lane Approach improvements (One Left, one Thru and one Shared Thru/Right in each direction)
O	Van Dorn Street at Sanger Ave / Richenbacher Ave	Restriping and widen sidewalk on north side under I-395 bridge
		Restripe westbound approach to have a left, and a shared thru/right turn lane
P	New Parallel Road to Beauregard Street	Construct new parallel road west of Beauregard between Mark Center Drive and relocated Sanger Avenue
Q	Relocated Sanger Avenue	Construct new Sanger Avenue
		Construct transitway and construct multi-use-trail
R	New Local Streets Parallel to Relocated Sanger Avenue	Construct new local streets
S	Seminary Road at I-395	VDOT Near / Mid Term improvements (Associated with BRAC-133)
T	Seminary Road at I-395	VDOT Long Term improvements (Transit/HOV ramp to and from the south)

Figure 51: Intersections Studied in Transportation Analysis

Key to Intersections

1. Route 236 at Beauregard St
2. Beauregard St at N Chambliss St
3. Beauregard St at Gloucester Rd/ Lincolnia Rd
4. Beauregard St at Quantrell Ave
5. Beauregard St at N Armistead St
6. Beauregard St at N Morgan St
7. Beauregard St at Sanger Ave
8. Beauregard St at Reading Ave
9. Beauregard St at Rayburn Ave
10. Beauregard St at Highview Lane
11. Beauregard St at Mark Center Dr
12. Beauregard St at Seminary Rd
13. Beauregard St at Fillmore Ave
14. Beauregard St at W Braddock Rd
15. Beauregard St at King St
16. Seminary Rd at S George Mason Dr
17. Seminary Rd at Dawes Ave
18. Seminary Rd at Echols Ave
19. Seminary Rd at Mark Center Dr/ Southern Towers
20. Seminary Rd at Ramp to I-395 South
21. Seminary Rd at Ramp from I-395 North
22. Seminary Rd at Ramp from I-395 South
23. Seminary Rd at Ramp to I-395 North
24. Seminary Rd at Library Lane
25. Seminary Rd at Hammond School
26. Seminary Rd at N Pickett St
27. Seminary Rd at N Jordan St
28. N Van Dorn St at Taney Ave
29. N Van Dorn St at Sanger Ave/ Richenbacher Ave
30. N Van Dorn St at Kenmore Ave
31. N Van Dorn St at W Braddock Rd
32. W Braddock Rd at Hampton Dr

- Pedestrian and Bicycle Network—Streets within the Plan area will include pedestrian facilities with varying sidewalk or path widths in context of the surrounding uses. Off-street bicycle facilities will be built along Beauregard Street, Seminary Road, and Sanger Avenue (Figure 52). There will be improved pedestrian and bicycle access to commercial, recreational and transit within the Plan area, and connectivity to adjacent neighborhoods and schools.

B. Transportation Analysis:

The comprehensive transportation study undertaken in the development of this Plan examined the transportation impacts within the defined Plan area, as well as the surrounding area (Figure 51) and coordinated studies/analysis completed for Virginia Department of Transportation (VDOT), Department of Defense (DOD), and Federal Highway Administration (FHWA) initiatives. The transportation study area for the transportation study extended beyond the Plan boundaries and included 32 intersections that were studied during both the AM and PM peak hours (Figure 51).

The transportation analysis performed for the Plan is a planning-level study that evaluates the impacts associated with the Plan. The study assumed a 25 year build-out period and assumes changes in regional traffic patterns over that period. All future redevelopment applications associated with the Plan will require additional traffic studies to analyze specific impacts based on specific development plans for each site and will include additional transportation data available at that time and more refined development information. The studies will also update the traffic impacts associated with specific development and refine the recommended improvements to the transportation.

The proposed redevelopment within the Plan area assumed a horizon year of 2035 for purposes of the transportation analysis. Three scenarios were analyzed:

- 2010 Existing Conditions
  - Assumes existing development and transportation network.
- 2035 Baseline Scenario
  - Assumes regional growth through 2035;
  - Approved and unbuilt development in Alexandria;
  - Transitway;
  - Roadway improvements associated with BRAC-133; and
  - Transit/HOV ramp to and from the south at I-395 and Seminary Road.
- 2035 Development Scenario
  - Assumptions from Baseline Scenario;
  - Development build-out in the Plan area; and
  - Additional roadway improvements, such as the Ellipse, needed to support 2035 development.

The analysis assumes increases in traffic attributed to regional growth including approved development in the Plan area and planned development in neighboring jurisdictions for future (2035) scenarios. The Plan provides new roadway connectivity and enhanced transit facilities in and through the Plan area which provides travel choices in terms of route and mode. The study showed that with the construction of all the recommended roadway and transit improvements, the transportation network operates more efficiently in the 2035 Development Scenario than the 2035 Baseline Scenario. This is largely due to the construction of the Ellipse.

A number of factors contribute to improved traffic operations under the 2035 development scenario. These include:

- There is a shift of some regional trips to roadways outside of the Plan area;
- The interconnected roadway network and mix of land uses result in a greater shift to other modes such as walking and using transit; and
- The transportation improvements, including the ellipse and transitway improve mobility and traffic operations.

The analysis showed that each of the analyzed intersections within the Plan area would operate at an overall Level of Service (LOS) E or better during the AM or PM peak hours in the 2035 Development Scenario with all of the roadway network enhancements in place. However, there are several intersections within the Plan area that have individual turning movements that would perform at LOS "F" during one or both peak hours. These intersections are as follows:

- Beauregard Street at Seminary Road;
- Beauregard Street at King Street; and
- North Van Dorn Street at Sanger Avenue.

C. Transportation Infrastructure Phasing:

An interim (2020) year analysis was conducted in order to develop a phasing plan for transportation improvements. The analysis showed that all of the recommended improvements were needed by 2020 based on 3 million sq. ft. of additional development, with the exception of the parallel road to Beauregard Street, and the relocated Sanger Avenue.

2020 Interim Year Development Scenario

a. Assumes regional growth through 2020;

b. Approved and unbuilt development in Alexandria;

c. Proposed Beauregard development (land uses) planned through 2020;

d. High Capacity Transitway;

e. Roadway improvements associated with BRAC-133;

f. Transit/HOV ramp to and from the south at I-395 and Seminary Road; and

g. Road improvements needed to support 2020 development.

Construction of the Ellipse and other transportation infrastructure will be phased to ensure that adequate transportation infrastructure is in place to support each phase of development. The Ellipse must be constructed by 2.4 million sq. ft. of development. Phasing of transitway improvements and contributions are outlined in the Implementation Chapter.

D. Streets and Connectivity:

Within the Plan area, there are opportunities to build on the existing street network to improve connectivity. New streets will be built in a grid pattern to improve vehicular and non-motorized connections to activity centers, transit and land uses. In addition, there are opportunities to provide non-motorized connections to adjacent neighborhoods. This will enable connectivity from surrounding areas to schools, parks and recreation facilities, commercial and mixed-use land uses, and transit facilities.

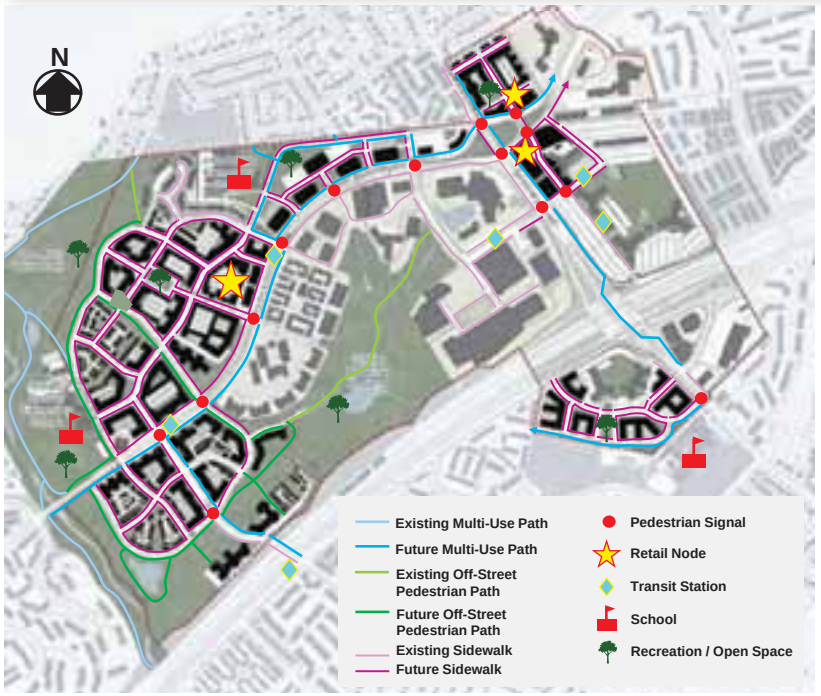
E. Pedestrian Circulation:

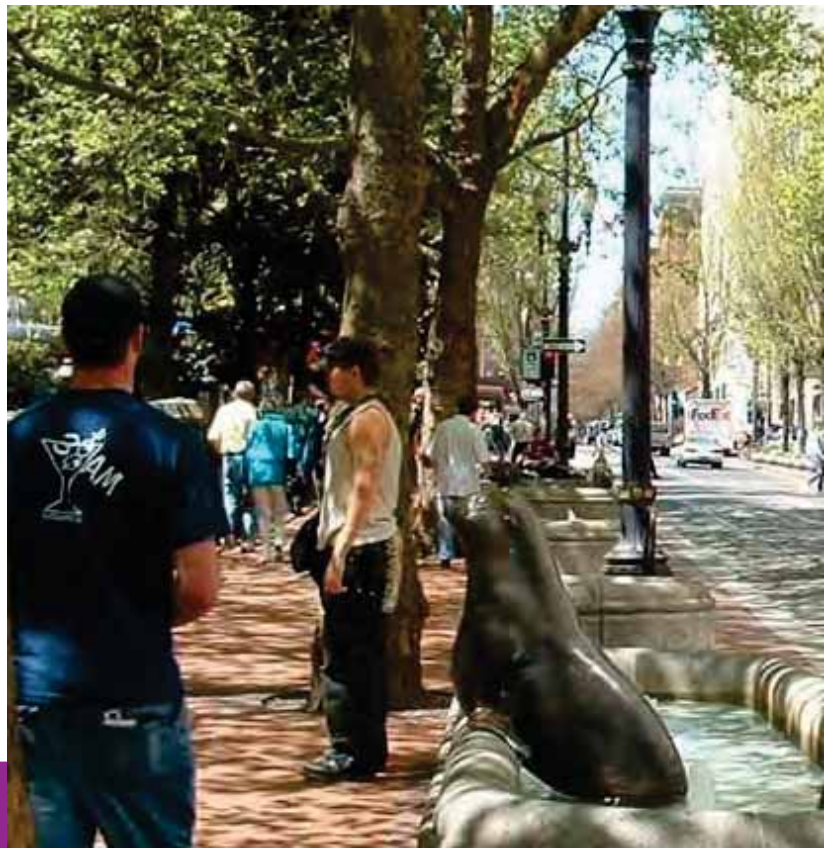
Smaller blocks, limited curb cuts, frequent intersections and a variety of pedestrian routes, form a neighborhood pattern of streets and blocks that encourage walking. Narrower curb-to-curb dimensions, bulb-outs, and other methods of reducing crossing distances will increase pedestrian safety and in turn increase the likelihood that people will choose walking as a primary mode of mobility. A robust network of sidewalks and multi-use trails will allow people to walk and bike through the neighborhoods in an environment designed to facilitate pedestrian and bicycle circulation.

As Beauregard is redeveloped, there are opportunities to provide safe, convenient, attractive and accessible pedestrian facilities that connect destinations both within Beauregard, and to adjacent areas and activity centers. The City's Complete Streets policy encourages new streets to safely accommodate all users including pedestrians, bicyclists, transit riders, persons with disabilities and motor vehicles. The Plan provides pedestrian facilities that are designed to enhance pedestrian safety, through measures such as adequate width, crosswalks and pedestrian signals, and accessible to the disabled community.

The Plan includes a network of sidewalks, multi-use trails and pedestrian paths that provide connectivity to adjacent neighborhoods, schools, transit, and parks and recreation facilities. This includes providing paths that better connect schools within the plan area to adjacent neighborhoods. Furthermore, opportunities should be explored that will allow for pedestrian connectivity to adjacent neighborhoods where connections are limited today. Pedestrian improvements are also recommended along Seminary Road, especially between Mark Center Drive and Library Lane, with an improved sidewalk along the north side of Seminary Road

Figure 52A: Pedestrian Circulation and Connectivity





over I-395. Improved pedestrian crossings across Seminary Road are also recommended. These improvements will help to ensure multi-modal connectivity within the Beauregard area, the surrounding areas, and thereby help to reduce reliance on the automobile.

F. Bicycle Circulation:

The Plan creates a network to encourage bicycling as a viable alternative mode to driving. (Figure 52B). When approaching the Plan area from the south, the primary bicycle route is the Holmes Run Trail. Trail improvements are currently programmed for the Holmes Run Trail, including the installation of a trail crossing at North Chambliss Street, improvement to the trail tunnels at I-395 and Van Dorn Street, and the crossing at North Ripley Street. A trail underpass was recently completed where the Holmes Run Trail/Eisenhower Trail crosses Eisenhower Avenue. Currently this trail lacks accessible connections to the Plan area. An off-street multi-use trail system will provide for primary north-south and east-west bicycle connectivity both within the Plan area, and to adjacent neighborhoods. A north-south trail will be built along Beauregard Street, with a connection to the Holmes Run trail at the south end of the Plan area. To the north, the trail would eventually connect to an existing trail within Arlington that provides a connection to Four Mile Run. East-west trails will be built along Seminary Road, and Sanger Avenue. The trail along Sanger Avenue would connect to future bike lanes planned along Van Dorn Street. Additional multi-use trails will provide connections to the adjoining schools, such as John Adams Elementary School, Francis Hammond Middle School, William Ramsey Elementary School and surrounding neighborhoods.

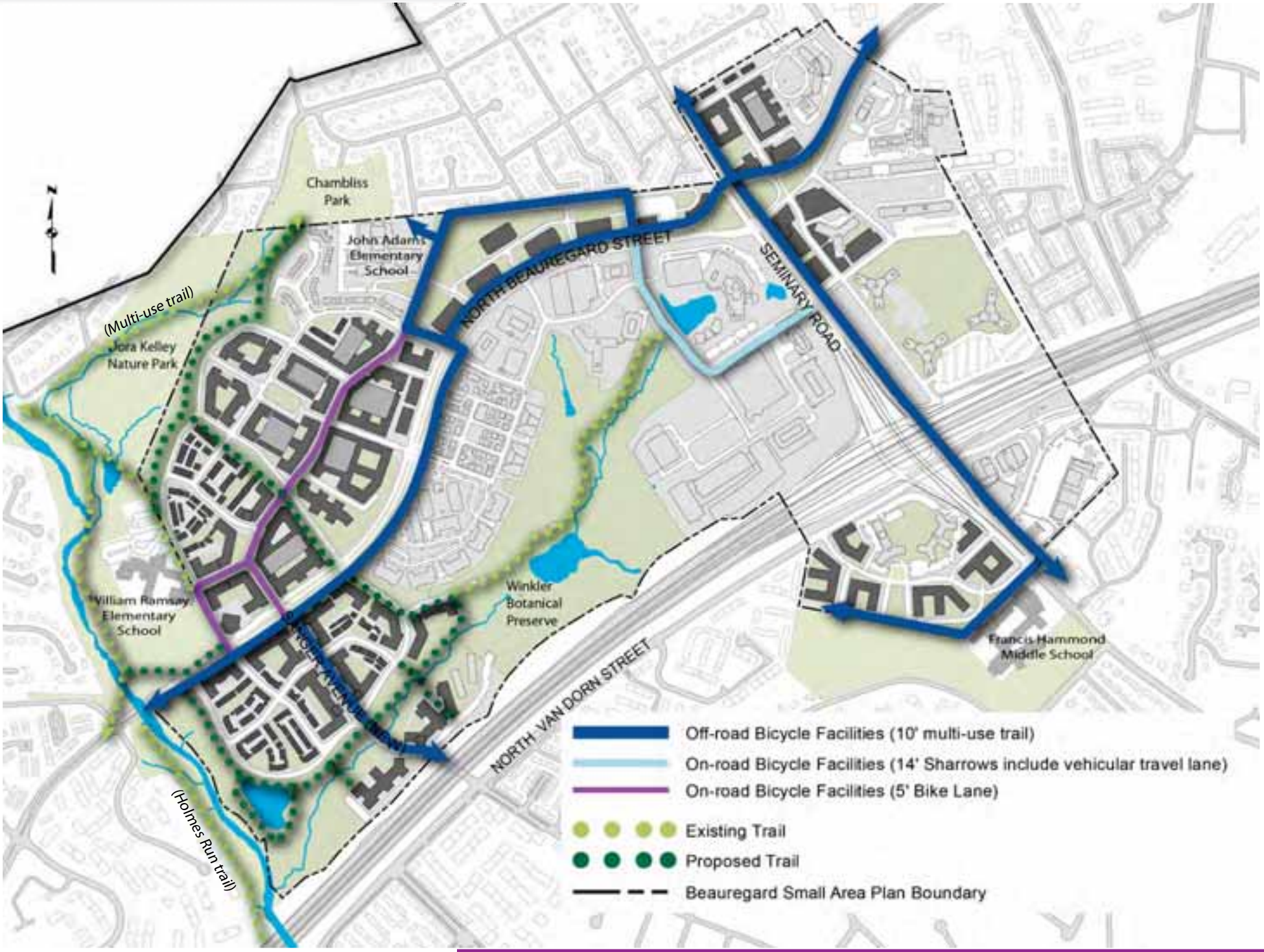
The slower design speed and urban context of the streets will encourage cyclists to "take the lane" on all streets where appropriate. However, on-street bicycle facilities on certain streets will include bicycle lanes to improve bicycle safety and provide a sense of security. This includes an on-street facility that will be built through the Town Center neighborhood of the Plan area. Roadway crossings are critical to the connectivity of the bicycle network and intersections will be designed to

street the convenience, safety and comfort of cycling. Providing adequate end-of-trip facilities is a critical component of any bicycle network and especially in transit-oriented developments. The Plan considers bicycle parking in a number of contexts:

- Bicycle parking in connection with public transportation and at major stops along the Transitway;
- At homes and at workplaces;
- At shops and retail centers; and
- On public streets.

To encourage the use of the bicycle as means of transportation, off-street bike parking will be incorporated in the redevelopment. Bicycle parking areas are recommended to be located on the ground floors of buildings, close to activity to provide convenience and increase security. A combination of Class I and Class II spaces should be provided to meet this bicycle parking supply requirements. Class I bicycle parking facilities provide secure long-bicycle storage by protecting the entire bicycle, including its components and accessories against theft and inclement weather. Examples include lockers, check-in facilities, monitored bicycle parking, restricted access bicycle parking and personal storage. Class II bicycle parking facilities provide short-term bicycle parking and include bicycle racks at permit the lacking of a bicycle frame and one wheel and support the bicycle in a stable position without damage to wheels, frame or components. Class I bicycle parking is required to be provided at residential buildings, and a combination of Class I and Class II parking is required to be provided at retail and professional services uses at the school and at the fitness/ community center.

Figure 52B: Bicycle and Trail Networks



G. Bikeshare:

Bikesharing is a program that allows users to rent a bicycle for short periods of time. Bicycles are "checked out' at one station and returned to any station within the system. Members pay based on the length of time they use the bicycle, thus reducing the costs associated with the personal bicycle ownership. With stations dispersed throughout the Plan area, these bicycles are meant to be used for short time periods only and checked in and checked out at the start and end of each trip.

The City will be launching a pilot Bikeshare program in 2012 as part of the regional bikeshare network. The Plan encourages exploring future expansion to the Plan area.

H. Carshare:

Car sharing provides an effective incentive for participants to forego car ownership and rely on transit as primary mode of travel because they know that a car is readily available when they need one. The growth and success of these programs in the City and other urban areas throughout the country has shown their effectiveness in reducing auto dependency. Members pay based on how much they drive, thus reducing the fixed costs associated with private automobile ownership. Typically, carshare members are able to reserve a vehicle at each established carshare hub. The Plan encourages as part of the redevelopment, that the new developments establish carsharing in each building and/or neighborhood.

I. High Capacity Rapid Transitway:

A Rapid Transitway will be built to provide high capacity transit service between the Pentagon and the Van Dorn Metrorail Station, consistent with the City's 2008 Transportation Master Plan (Figure 53 & 54). This Transitway will include dedicated transit guideways along most of its running way within Alexandria. The service will operate as a Rapid Transit (RT) system, but the facility will be designed so as to not preclude future consideration of service as a streetcar. Rapid Transit is a term applied to a variety of public transportation systems using special rapid transit vehicles to provide faster, frequent, and more efficient

service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles and scheduling. The goal of these systems is to approach the service quality of rail transit while still enjoying the cost savings and flexibility of bus transit. The City's DASH transit service, WMATA service and potential new circulators will be integrated with the Rapid Transitway system, providing access to all residents who are not located in direct proximity of the newly designated transit corridors.

Within the Plan area, high quality high capacity Rapid Transit stations will be located in both directions of the Transitway at approximately the following locations (Figure 54):

- Van Dorn Street near Sanger Avenue*
- Beauregard Street near Sanger Avenue
- Beauregard Street near Rayburn Avenue
- Mark Center Transit Center
- Southern Towers

*Note: This is outside the Plan area

The Rapid Transit service is anticipated to operate with frequent service, especially during weekday peak periods. The City has allocated funding in its 10-Year Transportation Improvement Program toward the design and construction of the Transitway. In addition, the future development is required to contribute toward the cost of constructing the Transitway and associated elements.

J. Local and Circulator Transit Service:

While the Rapid Transitway service is a critical element, other modes of transit will also be provided. These are local buses operated by DASH and Metrobus that provide valuable connections between neighborhoods in the City. It is anticipated that the current transit routes, such as Routes AT1 and AT2 and the Metrobus Route 7 series will continue to provide service within the Plan area. Local buses will most likely continue to operate in the curb lane on Beauregard to serve local stops that are spaced

Figure 53: City of Alexandria Planned Transitways

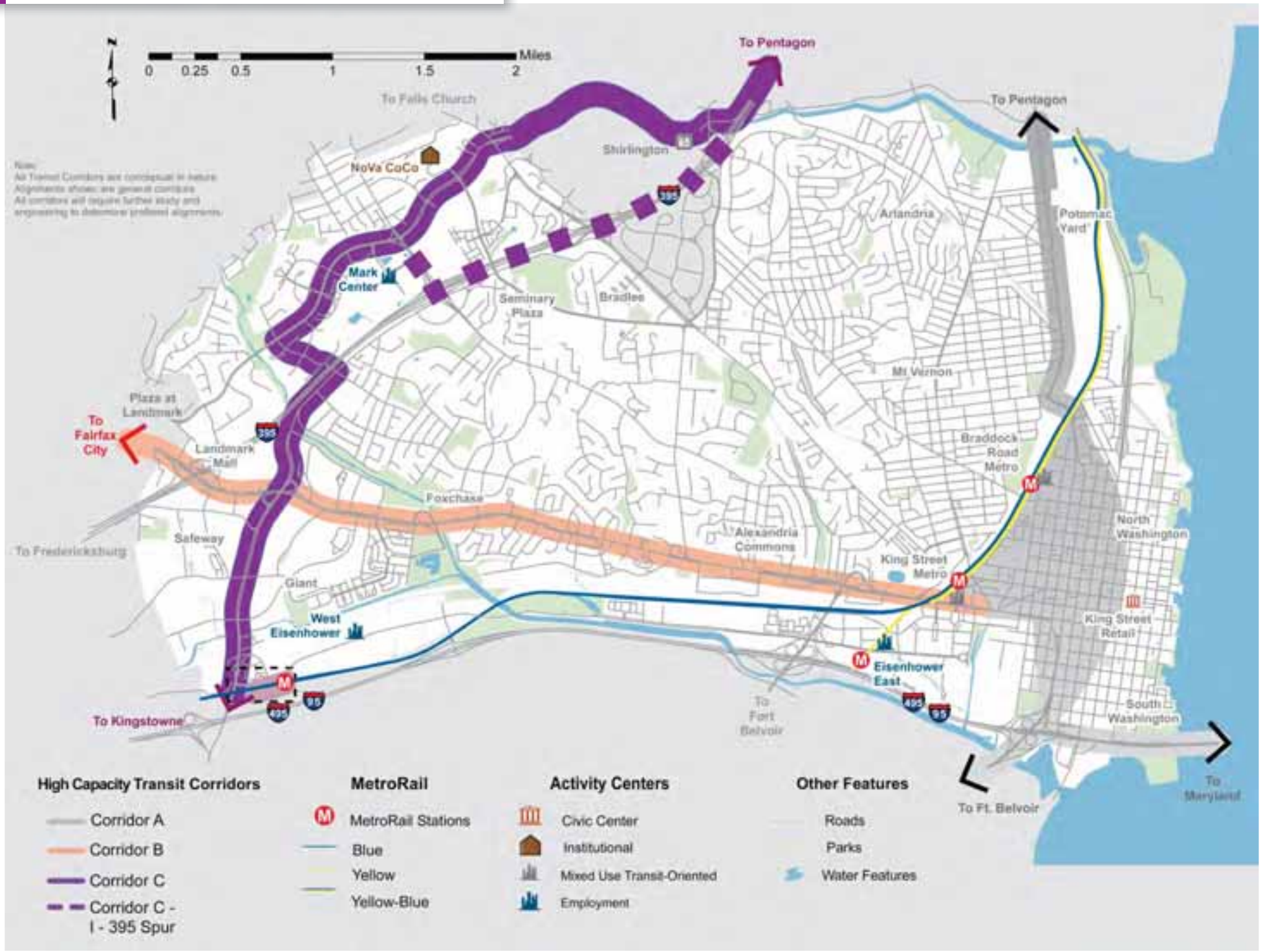
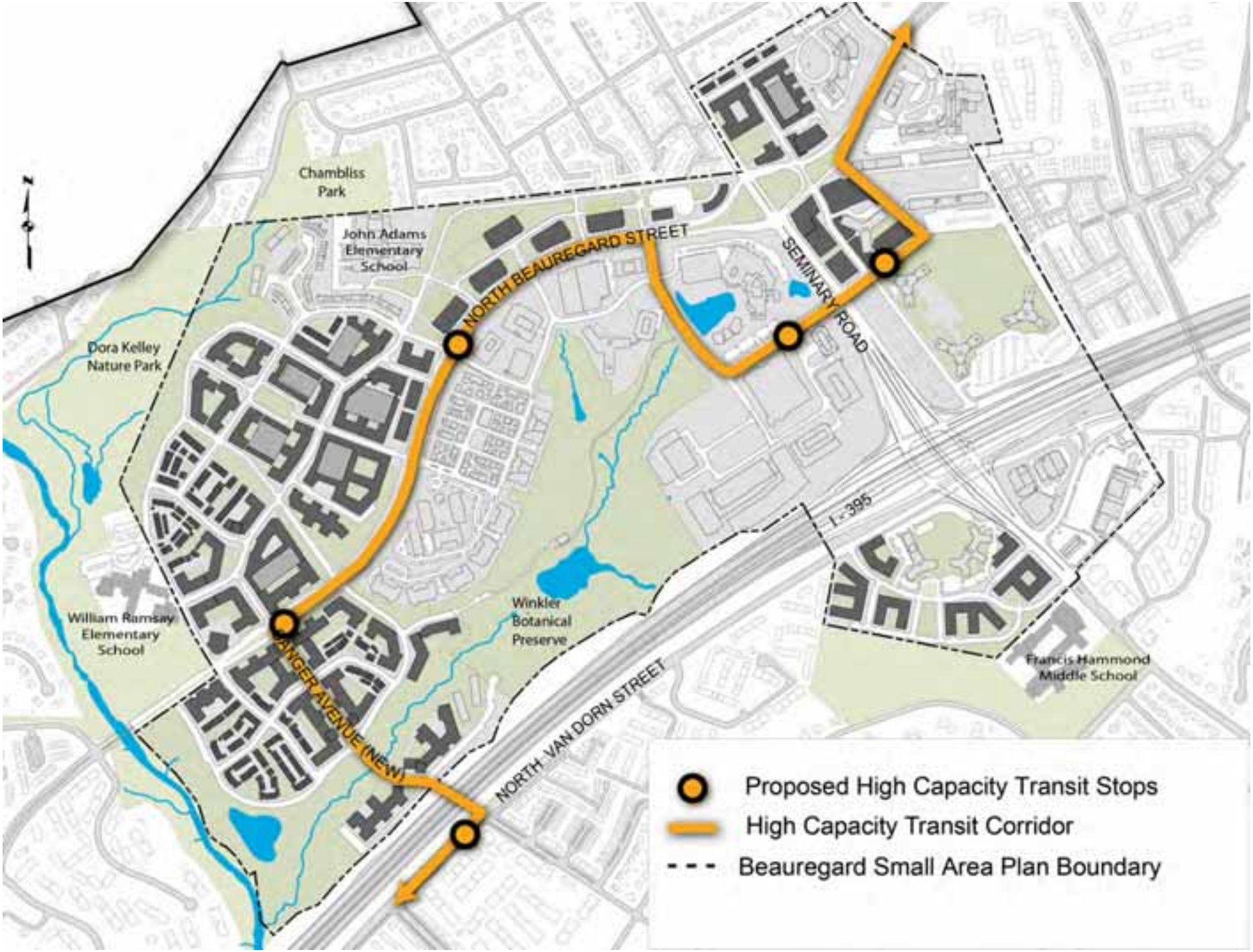


Figure 54: High Capacity Transitway and Proposed Stops



every two blocks. However, these services or new circulator routes could be designed to better feed the future Transitway. This is especially important for connecting riders that are further than a half mile from the High Capacity Transitway stations.

K. Truck Loading:

The growth in office, retail and other development will increase truck loading and deliveries. To maintain efficient traffic circulation, minimize impacts an existing and propose residential uses, the Plan recommends a comprehensive policy regarding truck loading and deliveries during the development review process. Additional requirements regarding access and loading will be specified in future Urban Design Standards and Guidelines.

L. Parking Management:

Management of on-street and on-site parking is a critical feature of any transportation system and should be carefully coordinated with the other transportation components of the Plan. On-street parking spaces will be required to be efficiently managed to maximize turnover of spaces and encourage garage parking for longer stays. On-street parking spaces may be required to be metered and be part of a performance parking program to efficiently manage the on- street parking resources.

Parking garages should employ smart parking technologies including variable pricing and available parking space technologies. In order to increase parking efficiency and support other parking and mobility management programs, parking should be unbundled in residential and mixed use garages. Wayfinding signage should be employed to efficiently direct drivers to parking garages and clearly indicated price and availability of parking. Parking garage entrance widths should be minimized. Market rate parking for all uses will be required including the unbundling of parking in residential development. Parking technologies should be integrated into all new parking structures.

M. Electric Vehicles / Charging Stations:

Electric vehicle (EV) charging stations will become ever more important as drivers consider the switch to vehicles that reduce fuel use and emissions contributing to global warming. Charging stations should be installed at key locations to serve drivers using plug-in hybrid vehicles so they can "top off" their batteries and ensure a round trip. These key locations may include residential, commercial and office parking areas, or within a parking structure.

N. Transportation Management Plans:

Transportation Management Plans (TMPs) are a set of specific strategies that influence travel behavior by mode, frequency, time, route or trip length to reduce single occupancy vehicle trips. TMPs help achieve an efficient and sustainable use of transportation facilities, and help attain larger City goals such as promoting access for all transportation system users, improving mobility, and minimizing the negative impacts of vehicular traffic.

In order to ensure that the systems and programs are in place as needed to support the density of the Plan, future development may be required to participate in a TMP District. Development within this District would be subject to future TMP requirements and employ aggressive TMP measures. Each development will have a specific program and goals that can be attained in collaboration with the District TMP. The District TMP will be coordinated to maximize resources and programming and minimize duplicative marketing and reporting.

Some strategies for reducing single occupancy vehicles through TMP programs include offering transit incentives, providing dedicated spaces or reduced rates for vanpool and carpool parking, establishing parking maximums, eliminating parking subsidies, using shared parking, providing transit pass subsidies, implementing shuttles to transit stations, "unbundling" parking cost (parking facilities available at additional cost rather than included in unit cost), and monitoring, surveying and reporting TMP progress annually.

Transportation Requirements

A. Transportation Network

8.1 The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupant vehicle (SOV) modes of transportation.

8.2 To the extent possible, within the BSAP, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle accessibility to residences, businesses, and recreation and open spaces, and transit facilities.

8.3 The street network should be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.

8.4 Consistent with the City's Complete Streets policy, consider all users in the future design of streets and streetscapes (i.e. vehicles, transit, pedestrians, bicyclists).

8.5 Interior traffic circulation patterns should be designed so as to maximize vehicular, pedestrian and bicycle safety and movement.

8.6 To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.

8.7 During the application for Development Special Use Permit (DSUP) staff shall evaluate additional options for the Beauregard-Seminary Road intersection to ensure that other options might be considered in terms of efficiency and level of service (LOS). While the ellipse configuration shows promise, this option should be evaluated along with other planned transportation improvements associated with BRAC and other alternatives identified in the DSUP process.

B. Transportation Phasing

Prior to the approval of any rezoning for the Plan area, a transportation infrastructure phasing plan will be approved by the City and will include all of the transportation improvements outlined in the Plan (Table 6). All transportation infrastructure required in the each of the phases of the Plan will be constructed and operational prior to the certificate of occupancy for that phase of development. The transportation infrastructure phasing plan must reflect the following:

- Construction of the Ellipse must be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development.
- Construction of the transitway and any cash contributions shall be constructed and/or contributed according to the phasing plan outlined in the implementation chapter.
- Transportation improvements on property frontages must be constructed prior to certificate of occupancy for those blocks.
- Prior to granting any final densities (DSUP) considered in this plan, the transportation infrastructure projects described as well as any refinements to them should be found to address the goals laid out in this plan and should have a clear and reliable implementation plan.

C. Streets & Connectivity

8.8 Streets

(a) Consistent with City of Alexandria policy, streets should be designed as complete streets to accommodate vehicles, pedestrians on both sides of the street, existing and future transit

and bicyclists. Sidewalks and pathways should be developed as an integral, aesthetic part of the community, that are much more than simply functional, but that feel like a part of the design plan.

(b) All streets, including North Beauregard Street and Seminary Road should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).

(c) To the extent possible, all collector and local streets should have on-street parking and provide pedestrian refuges, as well as landscaping, be designed to reduce vehicular speed and promote pedestrian safety. Pedestrian bulb-outs, crosswalks and countdown signals should be provided where appropriate to improve pedestrian safety, visibility and minimize street crossing lengths.

(d) Streets should be dedicated to the City, with the goal that all streets be public.

(e) Adequate transportation infrastructure should take into consideration features within the planning area, including provision of a transportation hub, as well as connected infrastructure outside the planning area, such as the implementation plans for all of the Corridor C transit system.

8.9 Connectivity & Accessibility

(a) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; no neighborhood should be totally self-contained or functionally isolated.

(b) Pedestrian facilities should be designed at an appropriate width for the context in which they are located (i.e. wider in commercial and transit station areas) and be compliant with the Americans with Disabilities Act (ADA).

(c) Appropriately sized landscaped strips or tree wells with trees and/or plantings should be incorporated to provide an adequate buffer between the sidewalk and adjacent streets and parking spaces.

(d) Integrated systems of walking streets or trails should be established that connect the built environment and natural areas and open spaces within the Plan area.

8.10 Street Furnishings & Lighting

(a) Streetscape appearances within the Plan area should be improved to include new sidewalks, street trees, landscaping, decorative streetlights, benches, trash receptacles, signage, bike racks etc.

(b) Lighting should be attractive, be pedestrian scale and promote pedestrian, bicycle and vehicular safety.

D. Transit and Transportation Improvements

8.11 Require dedication of right-of-way to accommodate the high-capacity transitway as approved by City Council and other needed transportation improvements as part of a rezoning and Coordinated Development District Concept Plan.

8.12 The transitway alignment should be consistent with the concept approved by the City Council on September 17, 2011.

8.13 Explore options to incorporate green technologies into the design of the dedicated transitway and associated stations.

8.14 Transit stations should be attractive, compatible with neighborhood design, protect riders from the elements and be designed to include real-time transit information, innovative display technologies and rider information including route maps, schedules, and local and regional information.

8.15 Locate high-capacity transit stations to maximize accessibility and ridership, be operationally efficient and connect to other modes, including pedestrian and bicycle facilities, local and regional transit. DSUP applications shall not be approved unless the approval authorities have reviewed and made a finding that in their judgment Corridor C is proceeding as planned.

8.16 Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the transitway and other needed and identified transportation improvements.

8.17 Examine the need to reconfigure existing transit service to better serve the neighborhood and connect to stops along the future transitway, and consider a potential transit circulator service within the Plan area.

E. Bicycles and Pedestrians

8.18 Provide adequate pedestrian and bicycle facilities to provide viable alternatives to motorized travel within the community.

8.19 Incorporate a comprehensive and connected on and off-street bicycle network and signage within the Plan area, consistent with the proposed bicycle system (Figure 52).

8.20 Provide improved pedestrian connectivity along the north side of Seminary Road across I-395 (between Mark Center Drive and Library Lane, as part of the VDOT ramp improvements.

8.21 Intersections by schools will be designed to minimize crossing distances for pedestrians. Non-motorized connectivity, with sidewalks and shared-use paths, will be provided between schools and adjacent neighborhoods.

8.22 Ensure that adequate bicycle parking (Class I and Class II), in compliance with Alexandria's Bicycle Parking Standards, is provided within public and private uses, including residential, commercial, recreational, office and transit areas, to serve all bicyclists' needs. Provide centralized, long and short term bicycle storage facilities, in visible locations near public recreation and open space, retail, office and other commercial uses, and transit facilities.

8.23 Provide pedestrian improvements along Seminary Road over I-395.

8.24 The shared use paths should be designed to enhance pedestrian and bicycle safety, especially at driveways, street intersections and across the proposed ellipse. Shared use paths will be a minimum of 10 feet wide.

8.25 Locations for future bike share facilities should be designated at key strategic locations within the Plan area, such as near the Mark Center Transit Center, the future transitway stations, and at major commercial or mixed use nodes.

8.26 Commuter and recreational bicycle information should be available to residents, workers and visitors.

8.27 Crosswalks should be designed so that slow moving pedestrians (such as the elderly, disabled and parents with young children) are not deterred from walking by fear of crossing streets.

8.28 Amenities in the form of rest areas, benches, points of interest, public art and the like should enhance the walking experience and encourage people to stop/pause and interact with one another.

8.29 Consider bike sharing program in new developments.

F. Transportation Demand Management

8.30 Require participation in an area wide Transportation Management Plan (TMP) as part of any Development Special Use Permit (DSUP) application, consistent with the City's revised TMP ordinance.

8.31 Explore additional local-serving transit routes or circulators to connect locations within the BSAP to nearby communities and destinations.

G. Truck Loading

8.32 Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.

(a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable;

(b) There should be defined hours during which dumpsters can be emptied;

(c) Ensure adequately sized loading docks based upon use; and

(d) Incorporate measures to mitigate potential noise impacts associated with truck loading.

H. Parking Strategy

8.33 Evaluate, and if staff finds appropriate, require the installation of real-time parking occupancy technologies in new shared parking facilities in the Plan area to monitor and manage parking demand and to reduce traffic congestion.

8.34 Evaluate, and if staff finds appropriate, require the unbundling of parking.

8.35 Provide infrastructure for accommodating the use of electrical vehicles.

Reference Chapter 4 - Land Use recommendations for additional Parking Strategy recommendations.

Implementation

9

Implementation

A. Overview

The Plan is a 30 year vision for Beauregard, which will enable the City to coordinate the existing and planned growth. While new development will generate a variety of local public revenues (property taxes, sales taxes, real estate transfer taxes, etc.), additional investments in dedicated affordable and workforce housing, transit, a fire station and open space —beyond what can be provided through these local General Fund revenue sources—are required to implement the vision of the Plan. Developer contributions are necessary to fund on-site and off-site improvements not normally required as part of a development review process. The developer contributions (Table 7) will be required as part of any rezoning(s) for the designated redevelopment sites (Figure 8).

B. Zoning

The City's Zoning Ordinance is the primary regulatory tool, and is used to direct the size, character, use, and location of development throughout the City. As part of a future rezoning(s), the Plan recommends new Coordinated Development District zoning for the designated redevelopment sites. The proposed increase in allowable development from approximately 10,000,000 sq. ft. to approximately 12,400,000 sq. ft. The increase in the maximum amount of development generates value for the landowners. The Plan recommends that a significant portion of the added value be required as developer cash and in-kind contributions of real estate to implement the Plan.

C. Funding Public Benefits

As described in the previous chapters of this Plan, there are many needed public benefits necessary to increase the livability for those residing and/or working in the Plan area, in the adjacent neighborhoods, as well as those in the Alexandria community at large. Beyond the on-site developer provided amenities and public infrastructure (streets, sidewalks, utilities, parks and plazas, etc.), the desired public benefits described in this Plan document that go above and beyond what is customary for a developer to be required to provide and pay for include:

- New Fire and EMS station at North Beauregard and Sanger;
- Ellipse to replace the Seminary and North Beauregard intersection;
- High Capacity Rapid Transitway on North Beauregard;
- Enhanced landscaping on North Beauregard;
- Various street, bike and pedestrian improvements;
- New athletic field at Ramsay with artificial turf and lights;
- Other parks and recreation improvements in or near the Plan area; and
- Replacement Affordable and Workforce Housing
- Enhanced Tree Canopy

The cost of the above public benefits has been calculated at a planning level basis and more detailed cost estimates based on engineered plans will come at a later date. These costs include substantial contingency funds in order to provide protection for the City until the actual costs become known. If these contingencies are not needed they will be able to be reallocated first to other public benefit infrastructure and facility elements, and if not needed in those categories would be able to be allocated to producing more affordable and workforce housing units than the 800 units that the Plan contemplates. The Plan requires, and the developers have agreed, to pay for the public amenities in the Table 7 that totals $153.8 million in value in 2011 dollars. This includes $121.5 million in cash contributions and $32.3 million in land and apartment building contributions. An annual adjustment for inflation (CPI-U) will be added so that the real buying power of these contributions does not diminish during the life of the Plan. Using a 3% estimated annual inflation change this would nominally increase the $121.5 million in developer cash contributions (in 2011 dollars) increases to $192.9 million by the year 2042.

Table 7: Developer Contributions

PUBLIC BENEFITS	DEVELOPER CONTRIBUTIONS
A. Transportation Improvements	
1. Ellipse [4]	$ 27,310,704
2. Transitway for BRT	$ 22,500,000
3. Other Transportation Improvements	$ 501,600
Transportation Subtotal	$ 50,312,304
B. Fire Station Facility #211	$ 9,256,025
C. Enhanced Landscaping and Streetscape for North Beauregard Street	$ 3,000,000
D. Enhanced Tree Canopy	$1,000,000
E. Athletic Field/ Recreation Enhancements	$ 8,150,500
F. Affordable and Workforce Housing	
1. Public Amenity Contribution	$ 23,926,504
2. Voluntary Formula Contribution Housing	$ 25,817,136
3. 56 Hillwood Units	$ 8,000,000 3
4. 44 Lynbrook Units	$ 6,300,000
Housing Subtotal	**$ 64,043,640**
G. Right-of-way Dedication for Transportation and Fire Station Land	$ 18,046,718 [3]
Total	**$ 153,809,187 [1,2]**

Notes:

1. All costs in 2011 Dollars
2. Excludes develop-paid sanitary sewer tap and building permit fees as well as with development site public infrastructure
3. Represents in-kind non-cash contribution
4. Includes a contingency of $9 million dollars; Design base features for Ellipse included so as to provides standard construction elements.

Because of the large complex, urban infill redevelopment efforts contemplated in the Plan, and due to real estate demand driven market absorption rates which will set practical limits as to how much new development can occur each year, this Plan will likely take about 30 years to fully implement as depicted in the Figure 55. Real estate development cycles and market demand will determine the actual rate of build out.

The three-decade build out schedule will mean that the timing of the implementation of the infrastructure will have to occur over time as each phase of the new development comes on line. This is because each phase of development will need to have a total cost to the developer that is in line with the resultant value (i.e., future income stream) that each phase of development creates. The fact that there are multiple property owners with different ownership structures, timelines and financial resources also adds a complicating factor. As a result, as has been the case with other small area plans in the City, the payment for public benefits will occur when each building of a project is completed and its certificate of occupancy is issued. For this Plan, this will mean that the developer contribution to the public benefits will occur over about a 30-year period. The consequences are that the public benefits listed on the prior page, if reliant on solely on developer contributions, also would need to be released and then scheduled and implemented over about a 30-year period.

Figure 55: 30-year Implementation Projection

Because this near 30-year developer payment schedule for the public benefits would significantly delay when the community could begin to gain the benefits of this Plan, it is proposed that a portion of the incremental real estate tax revenues generated by the real estate value growth in this Plan area be earmarked and set aside by the City to advance fund (using new Plan area real estate tax revenues derived from new Plan area construction) and front load the desired public benefits so that the public benefits can be implemented earlier than would otherwise be the case. For this value capture tax increment financing earmarking, the City would then be reimbursed when future development occurs for having provided up front the incremental real estate tax revenues through

receipt of developer contributions in the following 16 years of the projected development build out schedule. This would be a pay-as-you-go financing plan that would not require the use of any current City General Fund revenues nor would it require the City to issue any debt. It does assume, however, that the development build out would occur. The City would apply some $4.0 million in Housing Trust Funds and other housing monies to this Plan in its early years to facilitate buy down of some committed units prior to demolition.

It is estimated that the Plan and the resultant development schedule will generate from the developers some $121.5 million in 2011 dollars in cash, which due to inflation would equal to $192.9 million dollars in developer contributions over the next 30 years, as well as, significant new added real estate tax revenues from the first delivery of new development product in 2016. In addition, after 2025, most new development real estate tax revenues generated by this Plan (estimated at $16.9 million in 2026 dollars, rising to $46.0 annually in 2042 dollars) will be able to flow to the City's General Fund, as will some of the $112.6 million in remaining developer contributions projected to be paid in the 2026 to 2042 time period. Most of the developers contributions during this time period will be expended on affordable and workforce housing.

Given the fact that the payment of developer contributions would be made over about a 30-year period and given the implementation of the public benefits would normally occur over a 12 year period, it is necessary to adjust for inflation in both what the developers would pay and for likely inflationary cost increases in the public benefit projects. As a result, the developer's contribution of $121.5 million in pay-as-you-develop cash (which amounts to $12.55 per square foot in 2011 dollars) would be adjusted annually by the change in the Consumer Price Index (CPI-U). Using an estimated 3% inflationary adjustment this $12.55 per square foot contribution rate would increase to $14.54 per square foot by the time it is paid in 2016, $19.55 by 2026 and $29.56 by 2042. The actual amounts will be determined by the actual rate of annual CPI-U change. It is also necessary to add an inflationary adjustment to the public benefits cost side as well, which at a projected 3% annual CPI-U rate adjustment, increases (excluding donated land and the 100 apartment units) from $185.1 million to $258 million ($91 million in infrastructure and public facilities and $167 million for affordable and workforce housing).

Because of the need to schedule the public benefits over a multi-decade year period, it is necessary to prioritize the public benefits. The proposed prioritization is displayed in Table 8. This is not a simple task as all the public benefits are important. It is proposed to make the public safety benefits (fire station) the first priority, as the need

for the fire station now exists, and then the second priority would be transportation public benefits (Ellipse, Rapid Transitway, etc.) as the community has continually expressed transportation as a very high priority. In addition, the Ellipse needs to be put in place by the time net new construction reaches about 2.4 million square feet around 2020. parks, tree canopy enhancements, and recreation amenities then follow. two Hillwood apartment buildings containing a total of 56 units are proposed to be donated by JBG in about 2020. Two Lynbrook apartment buildings containing 44 units are proposed by JBG for donation in about 2028.

Scheduling the affordable and workforce housing replacement housing to start in 2014 is enabled in part because the projected demolition schedule of the existing rental housing is drawn out over 30 years and therefore there will only be a 18% reduction in the existing 5,500 unit rental housing in the Plan area in the first ten years of redevelopment. The demolition plan leaves 82% of existing rental housing (which equates to 4,473 units) in place by 2020 and therefore it lessens to some degree the immediate criticality of new, replacement affordable and workforce housing in the short term. Starting in the year 2020, funding of the replacement affordable and workforce housing begins and then continues annually until all of the 800 affordable and workforce housing units are in place by 2042.

The funding proposal for the implementation of this Plan proposes the dedication of a portion of new real estate tax revenues generated in the Plan area. For the first twelve years of the Plan nearly all of these new real estate tax revenues, or just over $81 million, generated in the Plan area during that time period will be needed to provide the cash flow to implement the public benefits projects and to initiate the affordable and workforce housing program. In particular in order to implement public benefits such as the fire station, the rapid transitway and the ellipse in the near term, and then be able to start implementing the affordable and workforce housing program in 2014, it is necessary to infuse into this Plan these incremental real estate tax revenues. About one-third of that $81 million in City tax increment revenues will be reimbursed by developer contributions over the last two decades of the Plan as the developers complete the new development contemplated by the Plan. The balance of these City tax funds not reimbursed represents the City's contribution to the 800-unit affordable and workforce housing replacement program. In about 2023, the City's General Fund will start to receive net new Plan real estate tax revenues to utilize for general City tax rate and budget setting purposes. This amount starts at $1.0 million in 2023 and continues to increase annually after that until it exceeds$24 million in 2030 and then grows to over $51 million annually by 2042.

The proposed schedule and funding plan for the public benefits that the Plan contemplates is detailed on the following chart:

Table 8: Beauregard Plan Public Benefit Funding ($ in Millions)

PUBLIC BENEFITS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026 to 2030	2031 to 2035	2036 to 2042	GRAND TOTAL
Fire Station			1.1	5.0	5.1											11.2
Ellipse					3.4	15.6	16.0									35.0
Rapid Transitway			2.6	12.1	12.5											27.2
Landscaping Beauregard				1.8	1.8											3.6
Tree Canopy			0.2					0.3					0.3	0.4	0.4	1.6
Other Roads				0.2	0.2	0.1	0.1									0.6
Ramsay Field/ Other								0.6	2.9	3.6	0.9					8.0
Other Parks										0.4	1.7	1.7				3.8
A/W Housing	2.0	2.0				5.1	in-kind	14.4	9.0	15.8	15.3	15.7	in-kind 30.3	33.2	24.2	167.0
Total	2.0	2.0	3.9	19.1	23.0	20.8	16.1	15.3	11.9	19.8	17.9	17.4	30.6	33.6	24.6	258.0
FUNDING SOURCES:																
Developer Contributions			19.1	1.1	19.5	3.1	6.6	7.7	1.7	8.1		4.6	37.5	38.5	36.6	192.9
RE Tax Revenues			2.8	3.1	6.3	7.1	8.3	9.5	10.2	9.8		12.8	(10.9)	(4.9)	(12.0)	53.1
City Housing Trust Fund/Other	2.0	2.0					4.0						4.0			12.0
Total	2.0	2.0	21.9	4.2	25.8	10.2	18.9	17.2	11.9	17.9		17.4	30.6	33.6	24.6	258.0

Table 9: Beauregard Plan Affordable and Workforce Housing

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026 to 2030	2031 to 2035	2036 to 2042	GRAND TOTAL
Set-aside Affordable and Workforce Housing Units	47	46				58	56	62	38	60	60	60	150	100	63	800
Cumulative Set-aside Affordable and Workforce Housing Units	47	93	93	93	93	151	207	269	307	367	427	487	637	737	800	

In addition to the developer contributions, each redevelopment site will be subject to elements and recommendations as part of the development review process, which generally include elements such as the following:

- Street and related improvements such as sidewalks, street right-of-way- necessary to serve the needs of the site;
- Applicable utilities such as sanitary and storm sewers, utilities such as water, electric, natural gas, and telecommunications;
- Public art under any Voluntary Art Contribution policy that is adopted by the City in the future;
- High quality architecture and high quality streetscape;
- Underground parking; and
- Design and programming of parks and public spaces

Finally, agreements between the City and each of the five developers will be needed to affirm and to implement the funding plan and schedule detailed in this Implementation section. These agreements would come forward for Planning Commission and City Council review and authorization to execute as part of the rezoning.

Implementation Requirements

9.1 In order to provide oversight and to ensure the plan is implemented carefully and thoughtfully, the City will create a citizen advisory group to monitor and provide guidance to the Planning Commission, City Council and City staff on all aspects of this small area plan. The group will include a broad cross section of community stakeholders and will be appointed by the City Council prior to rezoning.

9.2 In order to carefully manage the various financing approaches called for in this Plan, the City shall prepare for Council a regular (annual or as appropriate) update on the financial projections and costs associated with the Plan.

Appendix

- Demographics
- Existing Conditions
- Existing Zoning
- Topography
- Connectivity
- Infrastructure
- Schools
- Recreation, Parks, and Open Spaces
- Historical Context
- VDOT Correspondence - Seminary Road Pedestrian Bridge

Table 10: Comparative Demographic Profile for Beauregard Planning Area

CHARACTERISTIC	BEAUREGARD CORRIDOR TRACTS	ALEXANDRIA WEST END	CITY OF ALEXANDRIA	UNITED STATES
Population	15,272	74,218	139,966	308,745,538
Households	6,913	36,418	68,082	116,716,292
Family Households, percent	46.6%	44.1%	45.5%	66.4%
Single-person households, percent	40.6%	44.6%	43.4%	26.7%
Average Household Size	2.21	2.02	2.03	2.58
Average Family Size	3.052	2.872	2.85	3.14
Age – Under 18, percent of population	19.0%	17.2%	17.1%	24.0%
Age – 18 – 64, percent of population	76.1%	74.2%	73.8%	63.0%
Age – 65 and over, percent	4.9%	8.6%	9.1%	13.0%
Median Age	32.22	34.32	35.6	37.2
Median Household Income [1]	$59,0002	$68,0002	$80,186	$51,425
RACE AND ETHNICITY				
White alone – percent	40.8%	50.0%	60.9%	72.4%
Non-Hispanic White – percent	30.8%	41.7%	53.5%	63.7%
Black or African American alone – percent	32.9%	29.3%	21.8%	12.6%
Asian alone – percent	9.6%	8.5%	6.0%	4.8%
All other races alone	12.3%	7.9%	7.6%	7.3%
More than one race	4.4%	4.3%	3.7%	2.9%
Hispanic – percent	23.9%	17.5%	16.1%	16.3%
Foreign Born – percent [1]	42.8%	32.2%	23.9%	12.4%
HOUSING				
Housing Units	7,202	38,430	72,376	131,704,730
Occupied Housing Units	6,913	36,418	68,082	116,716,292
Renter-occupied Units – percent	86.8%	65.4%	56.7%	34.9%
Owner-occupied Units – percent	13.2%	34.6%	43.3%	65.1%

Notes:

All values based on 2010 Census unless otherwise noted below. Beauregard Corridor Tracts do not exactly correspond to Beauregard Corridor.

Planning Area

1. Based on American Community Survey 2005-2009 5-year average data. Dollar values are normalized to 2009.
2. Estimated by City of Alexandria based on data for constituent census tracts.

Notes:

All values based on 2010 Census unless otherwise noted below.
1. Based on American Community Survey 2005-2009 5-year average data. Dollar values are normalized to 2009.
2. Estimated by City of Alexandria based on data for constituent census tracts.

Figure 56: Geographic Plan area

I. Existing Conditions

Overview

The Beauregard Small Area Plan is located near the western edge of the City of Alexandria along Interstate 395. The portion of the Plan area northwest of Interstate 395 is currently located within boundary of the Alexandria West Small Area Plan. The area southeast of I-395 is located within the boundary of the Seminary Hill - Strawberry Hill Small Area Plan (Figure 56).

Most of the Small Area Plan has been developed with a suburban development pattern that contrasts with the interconnected street grid found within many other neighborhoods in the City. A variety of uses that include a mix of mid- to high-rise apartments, offices, small shopping centers, hotels and several institutional uses are currently found within the Plan area.

A. Geographic Subareas

The Plan area is divided by terrain, transportation corridors, and ownership into seven subareas, each of which has unique character based on land uses, location, physical features or other elements. These subareas contribute to the variety of the overall environment within the Plan area and offer the opportunity to establish unique and identifiable neighborhoods.

Geographic Subareas within the Plan Area:

- Seminary Plaza/Seminary Towers Area
- Southern Towers/Goodwin House Area
- Shirley Gardens/ Fairbanks-Foster/Hermitage Area
- Winkler Botanical Preserve Area
- Mark Center Area
- Upper Hill Area
- Lower Hill Area

Seminary Area

The Seminary Plaza/Seminary Towers Area is prominently situated adjacent to I-395, but lacks a pedestrian-oriented environment and integration between land uses. The area currently lacks a strong connection to the areas to the west of Interstate 395, with the only connection coming via the auto-dominated Seminary Road interchange.

Existing uses include the Seminary Plaza shopping center, Alexandria Professional Office Center, Courtyard by Marriott and the Seminary Towers Seminary Hill Apartments, and the former Steak and Ale site.

Existing Development Summary

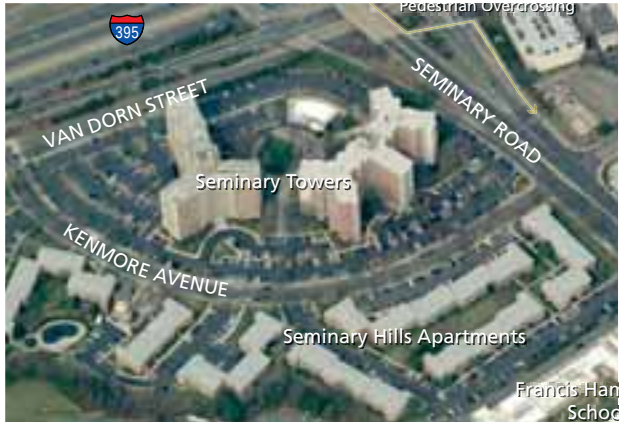
Land Area: 32.5 acres Dwelling Units: 868

Nonresidential Floor Area:

- Office: 124,256 sq ft
- Retail: 58,030 sq ft
- Hotel: 120,858 sq ft

Characteristics of the Subarea include:

- Convenient access and visibility from I-395.
- Adjoining civic uses including the Burke Library, Francis Hammond Middle School and sports fields, and Fire Station #206.
- A majority of the land uses within the area are dominated by surface parking.
- The area lacks a pedestrian-oriented scale, with buildings set in large expanses of parking lots.
- The Seminary Plaza shopping center "backs" to the adjacent neighborhood, creating a poor relationship between these land uses.
- Pedestrian crossings over Interstate 395 are long, indirect, steep, hard to navigate and are not pedestrian-friendly.



C. Southern Towers/ Goodwin House Subarea

The Southern Towers/Goodwin House Subarea features the five high-rise apartment buildings that comprise Southern Towers, the Goodwin House senior residence, Hermitage Hill Apartments, and the Church of the Resurrection. A police substation is located at Southern Towers.

Existing Development Summary

Land Area 51.9 acres Dwelling Units: 2,880

Nonresidential Floor Area:

- Retail: 7,800 sq ft

Characteristics of the Subarea:

- Prominent location near the western gateway into Alexandria, and visually prominent from I-395.
- Direct access and visibility from I-395.
- The significant open space within Southern Towers.
- Southern Towers is one of the highest-used transit stops in the City.
- Much of the area is dominated by surface parking.
- The apartment towers lack a streetscape presence, which disconnects them from the overall neighborhood.
- The tall buildings and open parking lots create an environment that is not at a pedestrian-oriented scale.
- The existing residential adjacent to this subarea "back" to one another and lack physical connections and appropriate scale transitions.
- The subarea provides a substantial share of the City's supply of affordable and workforce housing.

Southern Towers/Goodwin House Area

Shirley Gardens -Foster/Fairbanks Area

D. Shirley Gardens-Foster/Fairbanks Subarea

The Shirley Gardens area includes 14 single-family homes on large lots, a dry cleaners, and the Hermitage senior living facility.

Existing Development Summary

Land Area 14.86 acres Dwelling Units: 194

Nonresidential Floor Area:

- Retail: 1,200 sq ft

Characteristics of the subarea:

- Prominent location at the intersection of North Beauregard Street and Seminary Road, makes this area a gateway into the planning area.
- The area is adjacent to a well-established neighborhood to the north and west, requiring an appropriate scale transition if the area is redeveloped.

E. Winkler Botanical Preserve Subarea

Located along I-395 and among the Mark Center office and residential developments, the Winkler Preserve is a private botanical preserve that features natural amenities, walking trails and educational programs. The preserve is owned by the Winkler Botanical Natural Preserve, and was created as a permanent open space area as part of the development agreement for the Mark Center.

Existing Development Summary

Land Area 44.6 acres Dwelling Units: 0

Nonresidential Floor Area:

- Visitor Center: 3,600 sq ft

Characteristics of the subarea:

- Steep topography creates a quiet atmosphere, secluded from the rest of the City of Alexandria.
- Existing walking trails are open to the public during the day.
- The preserve has an extensive collection of native plants on site.
- Water features add value within the Preserve.
- Its central location makes the Winkler Botanical Natural Preserve an amenity for the community.
- Programs for children and association with the Alexandria City School District make the preserve an important part of the community.
- Significant size makes the area a valuable wildlife habitat. Connecting this area better to the extensive habitat of Holmes Run in the future could increase habitat value.
- Challenging visual and physical access, with only one vehicular access point from Roanoke Avenue.
- Though the Preserve is accessible to the community, it is private and access is controlled.

Winkler Botanical Preserve Area

Mark Center Area

F. Mark Center Subarea

The Mark Center is situated at the I-395/Seminary Road Interchange and features a variety of office uses, the Hilton Alexandria at Mark Center Hotel (± 300 feet, Alexandria's tallest building), limited retail and restaurant uses, and the BRAC-133 Mark Center facility.

Existing Development Summary

Land Area: 77.97 acres Dwelling Units: 0

Nonresidential Floor Area:

- Retail: 30,000 sq ft
- Office: 3.25 million sq ft
- Hotel: 496 rooms
- School: 144,000 sq ft

Characteristics of the subarea:

- Existing employment creates a potential demand for supporting uses and services.
- The Hilton Alexandria at Mark Center hotel is a destination hotel.
- Landscaped areas and tree canopy.
- Challenging vehicular and pedestrian access from North Beauregard Street, Seminary Road and Interstate 395.
- The area is adjacent to the Winkler Botanical Natural Preserve.
- Poor connections to adjacent land uses, including the Shops at Mark Center and adjacent residential communities.
- Department of Defense force protection standards may limit the location and design of future uses.
- Poorly connected street network.
- Suburban pods of office development with parking structures with some parking structures visible from the streets.
- Abundant surface parking lots for both office and retail uses that do not front onto existing streets.

G. Upper Hill Subarea

The Upper Hill subarea is a mixed residential community including the garden apartment developments of Hillwood and Stoneridge, the Millbrook townhouses and apartments, and the Westridge Townhomes. It includes internal views of the adjacent Winkler Botanical Natural Preserve and City parks. The subarea includes a neighborhood shopping center (The Shops at Mark Center), and the John Adams Elementary School, both of which are hubs of neighborhood activity.

Existing Development Summary

Land Area 83.25 acres Dwelling Units: 1806

Nonresidential Floor Area:

- Retail: 63,320 sq ft
- School: 144,000 sq ft

Characteristics of the subarea:

- The John Adams Elementary School is a hub of activity for the area and features play fields and play spaces.
- The area is adjacent to Dora Kelley Park and Chambliss Park on the west and north, and to the Winkler Botanical Natural Preserve on the south.
- Topography provides broad views to the surrounding area from the higher elevations.
- The John Adams Elementary School does not have a street presence.
- Steep topography in some areas makes access and interconnections difficult.
- Newer residential communities are gated.
- Existing resource protection areas (RPAs) and steep topography along the western edge of this zone.
- The subarea provides a substantial share of the City's supply of affordable and workforce housing.

Upper Hill Area

Lower Hill Area

H. Lower Hill Subarea

The Lower Hill subarea is a rental apartment community including the Meadowcreek, Lynbrook and Brookdale Apartments, built on the hillsides leading from the Winkler Botanical Natural Preserve to Holmes Run. It is separated from the Upper Hill area by a tree-covered slope that is a strong break in terrain. The subarea has access to several open space areas, including the Winkler Botanical Natural Preserve and Dora Kelley Park along Holmes Run.

Existing Development Summary

Land Area 85.2 acres Dwelling Units: 1469

Characteristics of the subarea:

- Adjacent to Winkler Preserve and Holmes Run.
- Large areas of mature vegetation along Holmes Run.
- A variety of recreational amenities including regional trail connections are located along the Holmes Run.
- The area provides a potential central location for a new fire station west of I-395.
- Adjacent community facilities including Ramsay School, Ramsay Recreation Center, and Buddie Ford Nature Center.
- Rolling topography and grade changes have affected existing development patterns and will be a challenge for redevelopment.
- Areas directly along I-395 are isolated by steep grades from the rest of the area.
- Several existing garden apartments are located within Resource Protection Areas and the Holmes Run floodplain. Redevelopment would provide an opportunity to restore the function of the RPA.
- Proximity to I-395.
- Sanger Avenue underpass includes poor lighting, pedestrian and bicycle access.
- The subarea provides a substantial share of the City's supply of affordable and workforce housing.

Figure 57: Existing Land Use

I. Existing Land Use Overview

The Plan area includes a variety of existing land uses. The core of the area includes office and retail uses adjacent to the Winkler Botanical Natural Preserve. A mix of garden apartments and mid- and high-rise residential buildings is located at its edges. The commercial districts provide retail, professional and business offices and services to surrounding residential areas.

Office

The Mark Center consists of a mix of Class A and Class B office uses. Mark Center has recently undergone an expansion that includes the new Washington Headquarters Service/BRAC-133 facility.

Retail

The Shops at Mark Center (63,320 sq ft) and Seminary Plaza (51,224 sq ft) are the two retail centers in the Plan area, each with a grocery anchor and supporting restaurants, stores and services.

Table 11: Existing Land Use

Land Use	Area (acres)	% of Total
Residential - Detached House	6.63	1.68%
Residential - Semi-Detached House	1.39	0.35%
Residential - Townhouse	2.47	0.63%
Residential - Garden Apt 3 stories or less	140.50	35.55%
Residential - Medium Rise Elevator	24.25	6.14%
Residential - High Rise (7 stories and up)	49.45	12.51%
General Commercial	0.32	0.08%
Repair Services	3.16	0.80%
Hotel and Motel	15.56	3.94%
Restaurant/Fast Food	1.28	0.32%
Office Buildings	39.55	10.01%
Shopping Centers	11.32	2.87%
Federal Government	15.91	4.03%
City Parks and Playground	5.84	1.48%
City Vacant Land	0.57	0.14%
Education Public Schools	7.95	2.01%
Churches/Religious	2.01	0.51%
Charitable Institutions	13.83	3.50%
Private Educational Institutions	44.63	11.29%
Vacant Land - Residential	1.30	0.33%
Vacant Land - Industrial	0.30	0.08%
Vacant Land - Commercial	6.79	1.72%
Vacant Land - Sub-Parcel of Parent Parcel	0.24	0.06%
Total	395.25	100.00%

Table 11 | Existing Land Use. This overview of existing land uses as defined in the City's GIS data base within the Plan area highlights the predominance of garden apartments, high rises and office buildings in the area.

Residential - Multi-family

A majority of the residential land is developed with garden style apartments, constructed in the 1960s and 1970s. Millbrook at Mark Center and Town Square at Millbrook are areas that have more recently been developed into residences with modern amenities and a more urban internal framework, though gated entrances mean these two developments do not contribute to local connectivity, and they are separated from the rest of the community.

The area also features several high-rise apartment buildings, which are mostly oriented along Seminary Road and I-395.

Residential - Single-Family

- The Shirley Gardens/Foster Fairbanks subarea consists of 14 small single-family homes on large lots.
- The Westridge Townhomes are adjacent to the John Adams Elementary School along Rayburn Avenue, Harding Avenue and Sibley Street.
- Residential - Senior Housing.
- The Hermitage and Goodwin House currently provide approximately 594 senior housing units in the Plan area.

Hotels

The Hilton Alexandria at Mark Center is one of the largest hotels and conference facilities in the area. Additional lodging is supported by the Courtyard by Marriott Hotel along I-395.

J. Existing Zoning

ZONING CLASSIFICATIONS

- Commercial
  CG- Commercial General
  CL- Commercial Low
- Coordinated Development District
  CDD#4- Coordinated Development District #4
- Commercial Residential Mixed Use
  CRMU/H- High
- Industrial
  I- Industrial
- Office
  OCH- Office Commercial High
  OCH(100)-Office Commercial Medium
- Public Open Space
  POS- Public Open Space
- Residential Low
  R5- single Family, 5,000 sf
  R8-Single Family, 8,000 sf
  R12- Single Family, 12,000 sf
  R20-Single Family, 20,000 sf
- Residential Medium
  RB- Townhouse
  RT- Townhouse
- Residential High
  RA- Residential Multi-Family
  RC- High Density Apartment
- Utility and Transportation
  UT- Utility and Transportation

Figure 58: Existing Zoning

Table 12: Existing Zoning

Zone	Description	Area (acres)	Percent of Total
CDD#4	Coordinated Development District 4	282.38	71.44%
CG	Commercial General	6.00	1.52%
OCH	Office Commercial High	4.58	1.16%
R12	Residential Single Family, 12,000 sq ft lot	16.38	4.14%
RA	Residential Multi-Family	18.41	4.66%
RB	Residential Townhouse	3.93	0.99%
RC	Residential High Density Apartment	63.28	16.01%
UT	Utility and Transportation	0.30	0.08%
	Total	395.25	100.00%

Table 12 | Existing Zoning. This overview of existing land areas in relation to zoning classification highlights that a majority of the Beauregard Corridor Planning Area is currently zoned CDD#4.

CDD: Coordinated Development District

A majority of the BCPA is zoned CDD#4. These areas include the Mark Center, Winkler Botanical Preserve and all of the garden style apartment communities located along Beauregard Street and Sanger Avenue.

"A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city. A CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are multiple owners in the CDD zoned area. A review process is established to ensure that such developments exhibit a proper integration of uses, the highest quality of urban and architectural design and harmony with the surrounding areas of the city."[1]

R-12: Single-Family Residential Zone

The John Adams Elementary School and the single-family homes of the Shirley Gardens area are currently zoned in the R-12 classification. The school is a permitted use within this classification.

"The R-12 zone is established to provide and maintain land areas for low density residential neighborhoods of single-family homes on 12,000 square foot lots. Nonresidential uses of a noncommercial nature which are related to, supportive of and customarily found in a residential neighborhood are also permitted."[2]

RA: Multifamily Zone

The Hermitage Hill and Seminary Hills Apartments are in the RA zone.

"The RA Zone is established to provide and maintain land areas for medium density residential neighborhoods in which apartments predominate and in which single-family, two-family and townhouse development is permitted. Nonresidential uses of a noncommercial nature which are related to and supportive of and customarily found in such residential neighborhoods area also permitted."[3]

RB: Townhouse Zone

The Westridge Townhomes adjacent to the John Adams Elementary School are zoned RB.

"The RB zone is established to provide and maintain land areas for medium density residential neighborhoods in which single-family, two-family and townhouse dwellings are permitted. Nonresidential uses of a noncommercial nature which are related to, supportive of and customarily found in such residential neighborhoods are also permitted." [4]

RC: High Density Apartment Zone

Areas east of Seminary Road and adjacent to the I-395/Seminary Road interchange are predominantly zoned RC. These residential areas include the high-rise apartments at Southern Towers and Seminary Towers, and the senior-living communities at the Hermitage and Goodwin House. Limited commercial uses are located within and among some of the residential towers, which help to provide services to residents.

"The RC zone is established to provide and maintain land areas for high density apartment buildings and to permit limited commercial uses in such structures. Nonresidential uses of a noncommercial nature which are related to, supportive of and customarily found in such residential neighborhoods are also permitted." [5]

OCH: Office Commercial High Zone

The area located east of the I-395/Seminary Road Interchange is currently zoned as OCH. Existing uses include the Alexandria Professional Center, former Steak & Ale property and the Courtyard by Marriott. The restaurant and hotel are special uses allowed by permit only in this area.

"The OCH zone is designed to allow office centers in those areas suitable for high density and heights." [6]

1. City of Alexandria Zoning Ordinance, Section 5-601
2. City of Alexandria Zoning Ordinance, Section 3-201
3. City of Alexandria Zoning Ordinance, Section 3-601
4. City of Alexandria Zoning Ordinance, Section 3-701
5. City of Alexandria Zoning Ordinance, Section 3-901
6. City of Alexandria Zoning Ordinance, Section 4-1101

CG: Commercial General Zone

The Seminary Plaza shopping center and the laundry at Seminary and Beauregard are currently zoned CG. Existing uses include the Magruder's grocery store, CVS pharmacy and several retail and service establishments.

"The CG zone is intended to provide for retail and service uses, including automobile oriented businesses, in community serving shopping centers along major roads. Although office uses are permitted, the zone is not intended as an area for office centers." [7]

UT: Utility and Transportation

A single parcel between the Westridge Townhomes and John Adams School is zoned UT.

"The UT zone is established to provide land areas in the city for utility and transportation uses." [8]

Table 13: Existing Development and Development Allowed Under Current Zoning for Selected Potential Development Sites

Development Characteristics	Existing Development	Allowed Under Existing Zoning with DSUP
JBG - 129.64 Acres		
Floor Area (in sq. ft)	2.29 million	5.65 million
Maximum Height	45 ft	150 ft
Maximum FAR	0.41	1.00
Zoning	CDD#4	CDD#4
Uses	Residential Commercial/Retail	Residential Commercial/Retail
Southern Towers - 40.81 Acres		
Floor Area (in sq. ft)	1.92 million	2.22 million
Maximum Height	145 ft	150 ft
Maximum FAR	1.08	1.25
Zoning	RC	RC
Uses	Residential Commercial/Retail Office	Residential Commercial/Retail Office
Home Properties - 22.31 Acres		
Floor Area (in sq. ft)	0.92 million	1.03 million
Maximum Height	120 ft	150 ft
Maximum FAR	0.94	1.06
Zoning	RA/RC	RA/RC
Uses	Residential	Residential
Duke Realty - 19.18 Acres		
Floor Area (in sq. ft)	0.32 million	0.84 million
Maximum Height	80 ft	150 ft
Maximum FAR	0.38	1.00
Zoning	CDD#4	CDD#4
Uses	Office	Office
Hekemian, City and Private - 8.18 Acres		
Floor Area (in sq. ft)	0.02 million	0.11 million
Maximum Height	20 ft	35 ft / 50 ft
Maximum FAR	0.05	0.31
Zoning	R12 / CG	R12 / CG
Uses	Residential Commercial/Retail	Residential Commercial/Retail

7. City of Alexandria Zoning Ordinance, Section 4-401
8. City of Alexandria Zoning Ordinance, Section 4-1301

Figure 59: Plan Area Topography

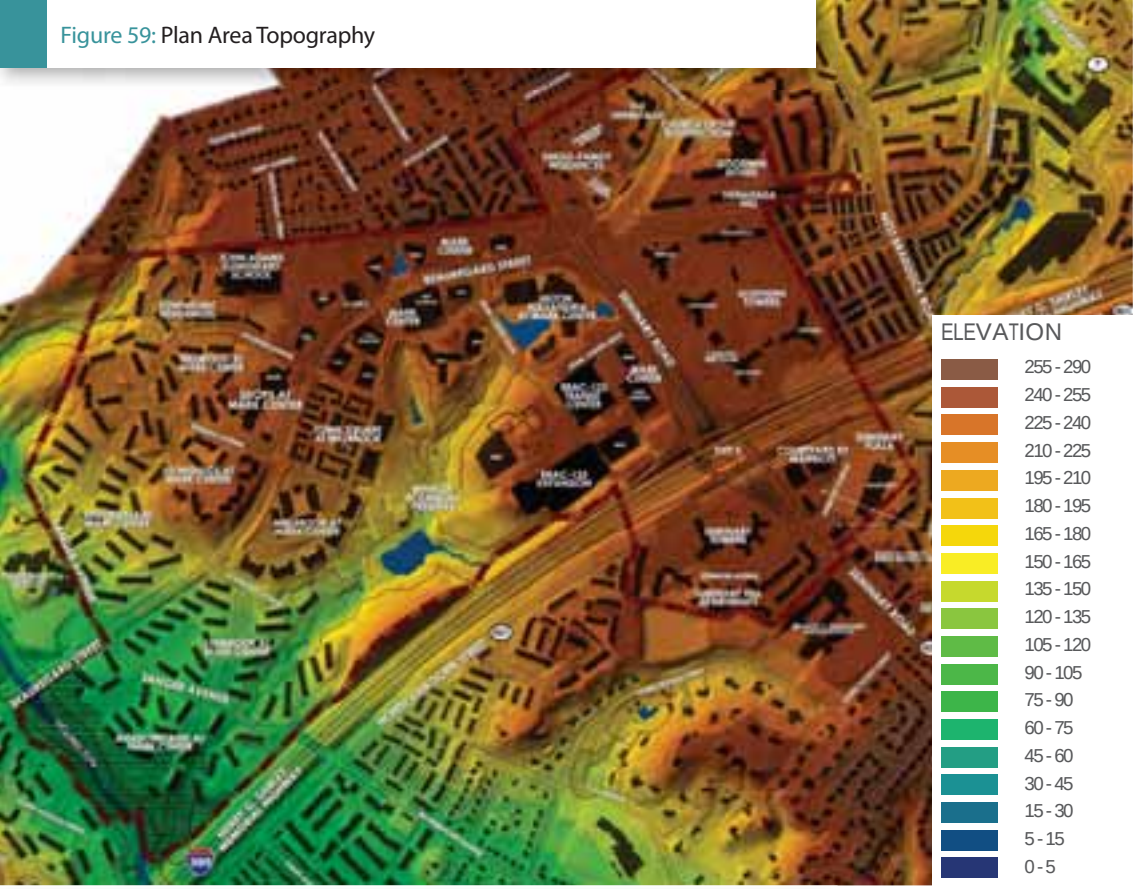
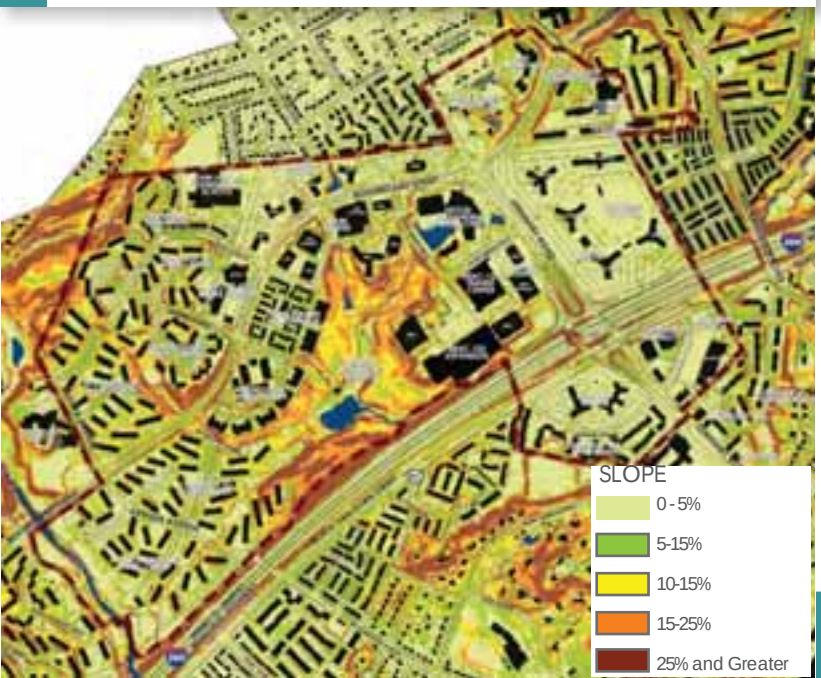


Figure 60: Steep Slopes Study



K. Topography

The topography has created a unique environment that has affected local development patterns that include building layouts, road alignments and inter-connectivity between land uses.

The terrain varies greatly, with over 200 feet of rise and fall in a relatively short distance. The Winkler Botanical Natural Preserve functions as the transition between the area along Holmes Run (+60' above sea level) and upper ridge that runs along Seminary Road (+250' above sea level).

Key characteristics related to topography:

- Most areas with steep slopes in the study area have stands of mature trees and woodlands.
- The steep topography has allowed for the formation and preservation of the Winkler Botanical Natural Preserve.
- Differences in elevation have made interconnectivity between land uses challenging.
- The grade change between the residential communities on the south side of North Beauregard Street and the Winkler Botanical Natural Preserve has resulted in the construction of substantial retaining walls to create development sites.
- Steep slopes often affect the placement of buildings, roads and other amenities.

L. Connectivity

Vehicular

The layout of existing development within the Plan area is generally in isolated pods connected to arterial streets. This pattern has resulted in a lack of a true street network that would permit many choices of travel route. This low inter-connectivity between land uses within the Plan area and to the surrounding area concentrates traffic on the single available street in each corridor, means longer local trips to nearby destinations, and provides no relief valve for congestion, accidents, special events or construction on the few through streets.

Single-use zoning for many parts of the Plan area reinforces the lack of integration between land uses. Most of the local streets in the Plan area end in cul-de-sacs, loops or dead ends, which further limits connectivity. All of the developed areas can only be accessed from the Plan area's primary streets (North Beauregard Street, Seminary Road and Sanger Avenue), which creates increased pressure on these roadways.

Pedestrian

Although most development areas have sidewalks, the lack of an overall connected street network has created gaps in the pedestrian network of the area as well. As a result, most areas are linked internally, but lack convenient linkages for pedestrians to adjacent uses and amenities. The sidewalks in most areas are narrow, without sufficient buffer between the sidewalk and the curb.

Bicycle

Existing bikeways currently exist on the edges of the Plan area, which are connected to the City of Alexandria's overall bikeways network.

Transit

The Plan area is currently served by the City of Alexandria's DASH bus service, WMATA bus service, and by the Mark Center Shuttle.

Transit use in the Plan area is higher than that in other parts of the city, with tracts including a substantial number of residential units in the Plan area ranging from 17.9% to 33.6% of workers commuting by transit, compared to 21.7% citywide (American Community Survey 2005-2009 5-year average data).

Figure 61: Existing Connectivity

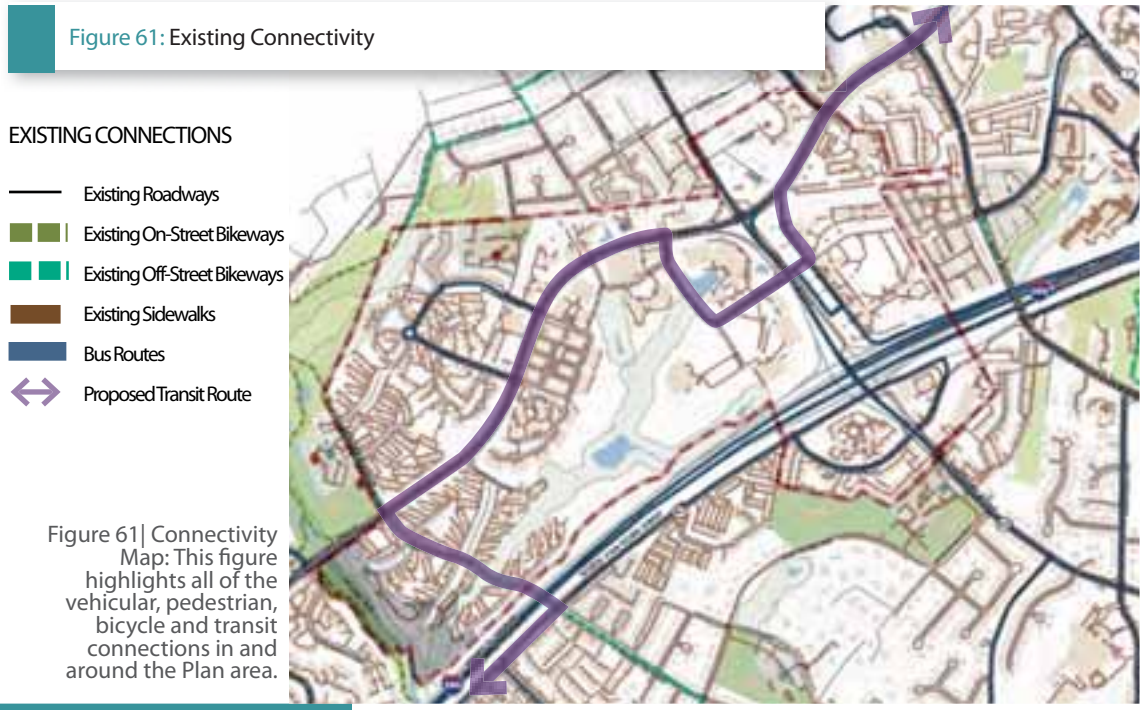


Figure 61| Connectivity Map: This figure highlights all of the vehicular, pedestrian, bicycle and transit connections in and around the Plan area.

M. Infrastructure

Public infrastructure, aside from transportation facilities, includes sanitary sewer and storm water conveyance, operated by the City; and water conveyance, electric distribution, wired/fiber and wireless communications, and natural gas distribution, operated by private utility companies.

The Plan area is bisected by a north-south ridge line located approximately along Seminary Road. This ridge line divides surface drainage between Holmes Run to the southwest and Four Mile Run to the northeast. The portion of the Plan area that drains to Holmes Run totals 358.6 acres, while the portion that drains to Four Mile run totals 105.6 acres.

Sanitary Sewer

Approximately 77% of the Plan area is located in the Holmes Run Sewershed and drains to the Holmes Run Trunk Line. The remaining portion of the Plan area drains northward to the Water Pollution Control Plant (WPCP) in Arlington County. Both of these sewersheds flow by gravity. The Holmes Run Trunk Line is serviced by the Alexandria Sanitation Authority (ASA) Advanced Wastewater Treatment Facility (AWTF), which meets the wastewater needs for the majority of Alexandria as well as portions of Fairfax County. The agreement between the City and the ASA allows for 21.6 million gallons a day (mgd) of wastewater to be treated by the ASA AWTF. The current average annual flow is 16.3 mgd.

The City of Alexandria has an agreement with Arlington County to service the wastewater needs for portions of Alexandria that drain to the Arlington WPCP. The agreement between the City and the Arlington County allows for 3.0 mgd of wastewater to be treated by the Arlington County WWTP. The current average annual flow is 1.8 mgd.

The Holmes Run Trunk Sewer currently experiences sewer capacity constraints due to inflow and infiltration. The inflow and infiltration are a result of groundwater and/or storm water entering the existing sanitary sewer system, adding to the volume of water being treated at the treatment plant. This excess water also leads to surcharging conditions in the sewer. As a result, the City has an ongoing extensive study and rehabilitation program to identify problem areas in the sewershed network to upgrade and implement pipe repairs to restore this lost capacity.

Storm Sewer

Much like the sanitary sewer system in the Plan area, the storm sewer network is divided between the Holmes Run and Four Mile Run drainage basins. The storm sewer network is also a gravity system. There are no known current problems with storm sewers in either drainage system within Alexandria needing corrective action.

More recent developments within the Plan area possess stormwater management facilities which serve to attenuate storm runoff from these properties. Many areas developed in or before the 1970s do not have such

facilities, and the vast majority of impervious surface runoff from these sites quickly reaches the storm drain system and Holmes Run or Four Mile Run. At present, an estimated 48% of the Plan area is covered in impervious surfaces or structures.

Electric Power, Natural Gas Distribution, Communications

Seminary Road and North Beauregard Street are the largest electric power transmission corridors in the Plan area. Sanger Avenue serves as a key electric power corridor passing under I-395/Shirley Highway. The remaining roads and back lots in the Plan area are distribution corridors.

The gas distribution network runs under the edges of streets with major distribution lines running along Seminary Road and Beauregard Street. Communications wire and fiber-optic cable are also typically installed along the edges of streets in the public right-of-way.

Conclusions

The City's agreement with Arlington County for sewer service of the northern portion of the Plan area provides additional capacity, and can accept flow up to that capacity from new development.

Stormwater management regulations and best management practices employed at redevelopment sites and within infrastructure projects will provide runoff water quality relief and detention to control runoff delivery to area streams if sites are redeveloped.

The Holmes Run Trunk Line ongoing maintenance program to reline and rehabilitate the pipe and its flow capacity will benefit existing development.

Based on analysis of long-term growth forecasts city-wide, the sanitary sewer treatment capacity at both the Alexandria Sanitation Authority AWTF and the Arlington County WPCP are projected to have sufficient capacity to meet forecasted demand until 2040. The City is currently evaluating options for acquiring additional treatment capacity at both facilities in the long term. Funding options for acquiring this additional capacity are being developed.

Sewer conveyance capacity in the Holmes Run Trunk Sewer is being evaluated for projected development in the sewer shed, including development proposed in this plan. Future improvements may be necessary to convey the additional flow.

Preliminary analyses have indicated that there is insufficient capacity in the local sanitary sewer collection system to accommodate future development in the Plan area. Local sanitary sewer collection system upgrades will be required to provide adequate capacity for the proposed development. Individual development projects will be required to provide upgrades necessary to provide capacity for each individual project.

N. Schools

Six public schools currently have attendance areas that include parts of or are in close proximity to the Plan area: John Adams Elementary, William Ramsay Elementary, James Polk Elementary, Francis Hammond Middle, Minnie Howard Center and T.C. Williams High School. Each of these schools also serves students living outside the Plan area. Of the six schools, John Adams is the only school located within the Plan area, although William Ramsay and Francis Hammond are located immediately adjacent.

The Alexandria City Public Schools (ACPS) headquarters offices are currently located on North Beauregard Street within the Plan area. Based on 2010-11 academic year enrollment statistics, the schools serving the Plan area are among the most diverse in the City, with respect to the student body's ethnicity, race, and household income.

John Adams Elementary School

John Adams Elementary School, located on Rayburn Avenue just west of North Beauregard Street in the Plan area, was constructed in 1966 as a middle school but became an elementary school in 1980. It currently serves grades Pre-K through 5. It has a floor area of approximately 144,000 square feet. The school contains a library media center and a recreation center, and is adjacent to Chambliss Park and tennis courts. There are approximately 154 staff members at the school.

Total school enrollment is 911 students (2010-11)including 100 students within the Head Start program. Demographic information on students in 2010 found that 32% were Hispanic of any race. Racial groups (which may include additional Hispanic students) as a percentage of the total student body include: 38% Black or African American, 15% White, 8% Asian/Pacific Islander and American Indian, and 6% of unspecified race.

The school serves several community uses such as extended day care, Head Start program, and recreation department programs. The school's meeting rooms are used by community groups, churches and the City.

William Ramsay Elementary School

William Ramsay School is located directly across Sanger Avenue from the Plan area. The school serves grades K-5, and was originally built in 1958. There have been multiple additions and new space incorporated into this elementary school over the years. There is a library media center, Buddie Ford Nature Center, and adjacent recreation center. The school is adjacent to the Dora Kelley Nature Park. There are approximately 111 full time staff at the school.

Total student enrollment at the school was 702 as of September 2010. 56% of students were Hispanic of any race at this school. Racial groups (which may include additional Hispanic students) included 25% Black or African American, 8% Asian/Pacific Islander/American Indian, and 5% white. 6% indicated an unspecified race.

There is no Head Start program at this school. However, it does serve a number of community uses such as after-school recreation programs, extended day care, space for church rentals, Boy Scout and Girl Scouts Programs, and Recreation Department programs.

Francis C. Hammond Middle School

Francis C. Hammond Middle School is located on Seminary Road immediately adjacent to the Plan area. The school serves grades 6 through 8. The school was originally opened in 1956 as a high school. However, it became a middle school in 1993. A major reconstruction and classroom additions were completed in 2002 at the school. There is a library media

center, gym and auxiliary gym. Today the school is a campus of three middle schools including FCH1, FCH2, FCH3. Francis C. Hammond Middle School has a floor area of 240,000 square feet. There are approximately 200 staff members at this middle school.

The student enrollment population in September 2010 by race and ethnicity is outlined below as a percentage of all students in each school. FCH1 has an enrollment of 419 students. Demographic information shows that 33% are Hispanic (any race). Racial groups (which may include additional Hispanic students) as a percentage of the total student body include 42% Black or African American, 10% White, 9% Asian/Pacific Islander/American Indian, and 5% of unspecified race.

FCH3 has an enrollment of 429 students. Demographic information shows that 31% are Hispanic (any race). Racial groups (which may include additional Hispanic students) as a percentage of the total student body include 47% Black or African American, 10% White, 8% Asian/Pacific Islander/American Indian, and 4% of unspecified race.

FCH3 has an enrollment of 414 students. Demographic information shows that 34% are Hispanic (any race). Racial groups (which may include additional Hispanic students) as a percentage of the total student body include 39% Black or African American, 13% White, 10% Asian/Pacific Islander/American Indian, and 4% of unspecified race.

James Polk Elementary School

James Polk Elementary School is approximately one quarter mile from the Plan area on Polk Avenue. The school serves grades K-5 and was built in 1965. The school is 84,000 square feet in size. 93 staff members are employed at this school.

Additional classroom space will be opened in the Fall of 2011. A gymnasium was added to the building and opened during the 2010-2011 school year. There is a library media center for student use as well. This elementary school serves several community uses such as space for church rentals, extended day care, Boy Scout and Girl Scouts programs, and recreation department programs. There is no Head Start program at this elementary school.

Total student enrollment as of September 2010 was 583 students. 23% of the student population is Hispanic of any race. Racial groups (which may include additional Hispanic students) as a percentage of the entire student

population include 43% Black or African American, 21% White, 10% Asian/ Pacific Islander/American Indian, and 3% that indicated an unspecified race.

T.C. Williams High School

T.C. Williams High School is located approximately 1.5 miles from the Plan area on King Street. It was completely rebuilt in 2007 with a floor area of approximately 470,000 square feet. The high school serves students in Grades 10-12, and the Minnie Howard Campus School serves students in Grade 9.

The school was awarded a LEED Gold Rating and is a green campus. There are about 188 courses 17 interscholastic sports and 55 clubs and organizations at this high school. Community uses served at the T.C. William High School include meeting space for public meetings and events, a Head Start program and recreation department programs. There is a library media center, career tech wing and gym at the high school. There are approximately 322 staff members at this high school.

The total student population is 2,339. The total high student enrollment population in September 2010 was 2,319 students in Grades 10-12, with an additional 699 students in Grade 9 at the Minnie Howard Campus. There are 20 students in the Head Start program. The demographic profile of students includes 31% Hispanic students of all races. Racial groups as a percentage of total school population (which may include additional Hispanic students) include 40% Black or African American, 20% White, 6% Asian/Pacific Islander and American Indian, and 3% that indicated an unspecified race.

Minnie Howard Campus School

The Minnie Howard Campus School, located approximately a mile from the Plan area on Braddock Road, serves students in Grade 9 in the T.C. Williams High School. The school was originally constructed in 1954 as an elementary school. However, in 1993, the school began serving students in Grade 9 exclusively. The school building has a floor area of approximately

130,000 square feet, and serves many community uses such as space for intramural programs, church rentals, community meetings, and recreation department programs. The school includes a library media center and gym. There were 699 students enrolled as of September 2010. There are approximately 128 staff members in the Minnie Howard Campus School.

Figure 62: Recreation Facilities, Parks and Open Spaces

Figure 62 |Recreation facilities serving the planning area include a number of City parks and natural open space areas. There is currently no full-sized public athletic field west of I-395 in the City. Many of the local apartment developments include recreational facilities for residents.

O. Recreation, Parks and Open Space

Public Parks, Recreation, and Open Space Resources

The Holmes Run Scenic Easement is the only substantial public open space area within the Plan area.

The following public parks and open spaces are located adjacent to or near the Plan area and serve the population of the Plan area as well as other parts of the West End and the City as a whole.

Jerome Buddie Ford Nature Center provides year-round programs and exhibits on Alexandria's human and natural history. There is an activity room available for community groups and organizations for use.

The Dora Kelley Nature Park is a 46-acre wildlife sanctuary with a one-mile long nature trail that meanders along streams, wooded hills, and freshwater marshland in the Holmes Run watershed.

Chambliss Park is an 8.16-acre park that features a wooded nature area with a walking trail, tennis courts and parking. There is a foot path that meanders through the Chambliss Park down towards the Dora Kelley Nature Park which is adjacent to the Beauregard study area.

Holmes Run Park includes a segment of Holmes Run, which begins near Route 66 and the Capital Beltway in Fairfax County and extends to Cameron Run in Alexandria. The park includes walking and biking paths and rentable community garden plots.

The Lower Francis C. Hammond School multi-use field is adjacent to the Plan area and is used by the community and students. It contains an outdoor roller hockey rink. The upper field contains a soccer field.

William Ramsay Recreation Center is located across Sanger Avenue from the Plan area adjacent to William Ramsay Elementary School. The recreation center includes a full-size gymnasium, game room, arts and crafts room, dance studio and fitness room.

The City of Alexandria Department of Recreation, Parks and Cultural Activities conducted a 2011 Park and Recreation Needs Assessment Survey to help establish priorities for the future development of parks, recreation, cultural facilities, programs and services within your community. Preliminary results indicate that bike trails, large open spaces that are non-programmed, and additional park spaces with improvements important for the physical development for small children is needed within the City.

The City of Alexandria Department of Recreation, Parks and Cultural Activities is in the process of completing an Aquatic Facilities Master Plan.

Private Parks and Recreation Facilities

Private open spaces and recreation facilities are important contributors to open space and recreation resources within major residential developments in the Plan area. A significant limitation on private recreation facilities is that they are often closed to the general public and therefore do not provide common neighborhood gathering places for all residents of the area. Because they are operated and maintained by property owners or community associations, private open spaces and recreation facilities do not require City funding.

Winkler Botanical Preserve is located on 44.63 acres with walking trails open to the public during the day. The preserve has a visitor center/retreat house and operates educational programs for local school students. Meadow Creek, Lynbrook, Brookdale, Stoneridge and Hillwood Apartments. These apartment developments are under single ownership, and share a number of recreation facilities for residents. These amenities include three swimming pools, three tennis courts, a health club, a residents' lounge and party room. Other recreation facilities include walking trails throughout the community and a number of pocket playgrounds and picnic areas. A community garden area is available with plots available for tenants and other neighbors.

Southern Towers

Southern Towers includes a substantial central open space area that includes grassy and wooded areas, with multiple barbecue areas with picnic tables. Recreational facilities available to residents include two pools, four newly surfaced tennis courts, a multi-purpose court, a volleyball court, five exercise rooms (one in each building), and a meeting/party room.

Seminary Hill Apartments/Seminary Towers Apartments

Seminary Hill Apartments provides a pool and fitness center and two playgrounds, Seminary Towers provides a pool, two fitness centers and a business center.

Millbrook Apartments provides a swimming pool, fitness center, basketball court, racquetball court, hot tub/spa, volleyball court and barbecue grill/picnic area for its tenants.

The Hermitage senior living facility provides a fitness room, multi-purpose auditorium, arts and crafts studio, greenhouse and gardening beds for the use of its tenants. Goodwin House provides a fitness center, swimming pool, Jacuzzi, arts and crafts center, garden boxes, multi-purpose auditorium, and game room for the use of its tenants.

II. Historical Context - Region & Neighborhood

A. Native American History

Archaeological surveys and excavations have identified locations of 24 Native American sites within and near the Plan area. This represents more than 70 percent of the total number of Indian sites discovered in Alexandria. Native Americans traversed the area for hunting and gathering. They collected cobbles, primarily of quartz and quartzite, to manufacture stone tools. About 2,500 years ago, they established small temporary camps on the low terraces of the creeks, carrying with them the ceramic pots that they had recently begun to produce. A section of Holmes Run and several of these small tributary streams have not been undergrounded and remain as natural refuges within the Plan area. From the map below, Native American sites in the Plan area were located along the Mark Center properties, Winkler Preserve and lower town of Millbrook residential development.

The Stonegate residential neighborhood (outside the Plan area) contains the City of Alexandria's first archaeological preserve. Several uncovered "chipping clusters" and projectile points ranging from 3,500 to 1,000 B.C. led researchers to believe the site served as several temporary settlements where Native Americans would form tools from cobbles found in the streambed. In addition, archaeologists found pottery shards bearing cord and net impressions, which suggested that later temporary settlements where Native Americans may have assembled for seasonal activities in this area.

B. Land Grants, Plantations & Agricultural Diversification (1649 – 1850)

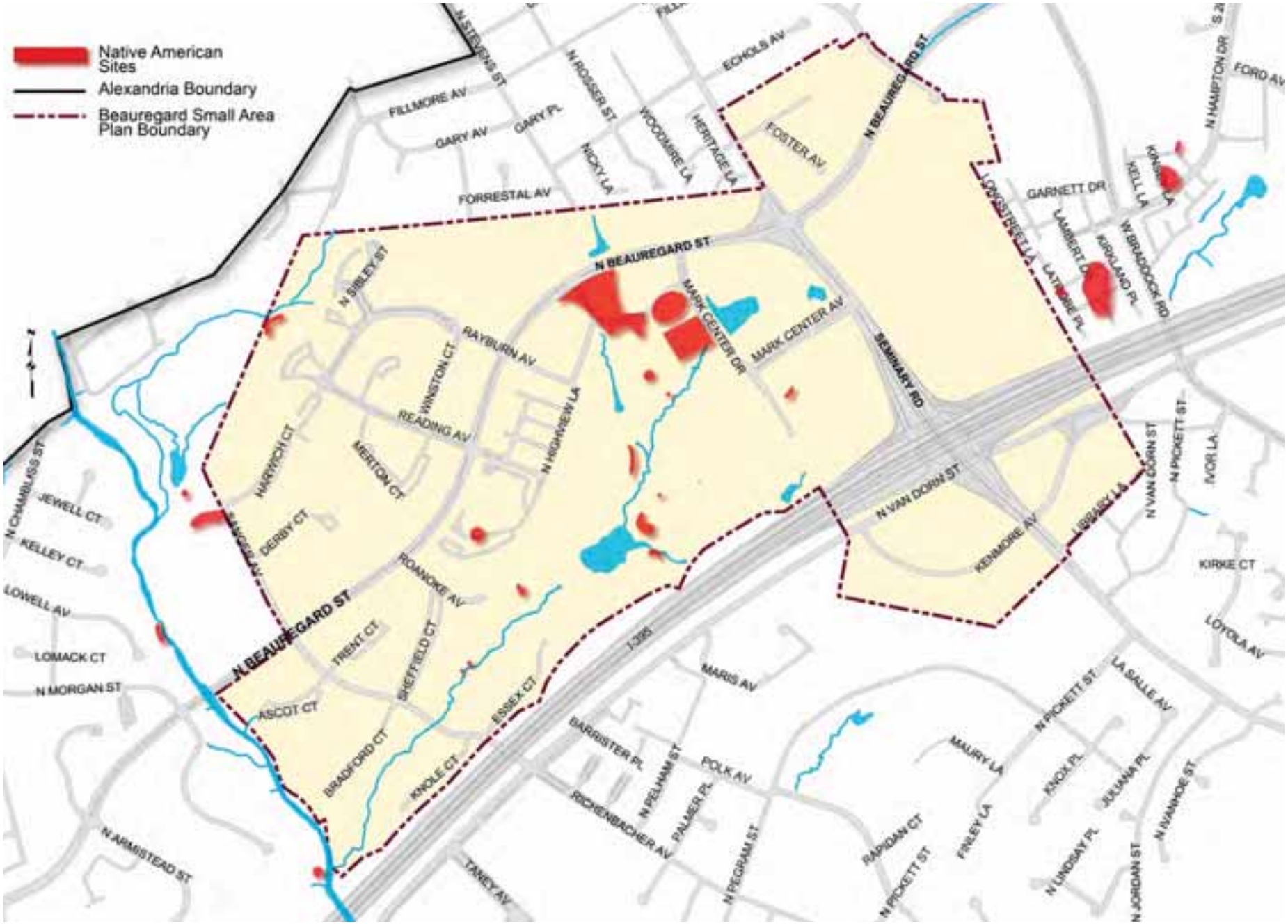
The Plan area was, originally granted by King Charles II to seven loyal supporters in 1649, giving them all the rights of English court barons, including the ability to give, grant or sell the land. The Plan area eventually passed to Thomas Lord Fairfax, who controlled all shares of the proprietary by the end of the seventeenth century and continued to issue grants.

C. Terret Family:

In 1741, William Henry Terret obtained a grant of a 982-acre parcel that contained the land within the Plan area. Terret was a prominent member of Virginia society and served as the Fairfax County Justice of the Peace from 1742 until his death in 1758. Terret's widow, Margaret Pearson, later married John West, one of the founders of Alexandria, who owned a large parcel in the Plan area. During this time, the Plan area was primarily agricultural in nature. Terret's plantation, like those of his neighbors, concentrated on cultivation of tobacco. The plantation relied heavily on the labor of enslaved African Americans.

The Terret Family had numerous land transactions over the years. During his lifetime, he acquired 982 acres that consisted of the Plan area. Historical information collected on the Terret family confirms that they established a family home which if it was standing today would be located on the southern side of I-395.

Figure 63: Native American Sites



In January 1852, the property formerly owned by George Hunter Terret containing 1,172 acres was surveyed and divided into twelve lots of land. These properties would serve as the primary property divisions within the Plan area. By the late eighteenth century, wheat and other grains had replaced tobacco as the major cash crops. To serve the needs of the changing economy, merchant grist mills sprang up along newly constructed mill races. The race for Cloud's Mill, about a mile southeast of the Plan area, originated on Holmes Run just outside of the south boundary of the Plan area. The Terrets probably would have taken grains to Cloud's Mill for grinding or to others along Four Mile Run. Flour from the mills were then transported to Alexandria's wharves for export.

Shown on a 1747 plat, the plantation home of the Terrets, known as Oakland, remains standing today at 1060 Palmer Place on the east side of I-395 outside of the Plan area. The family cemetery also remains nearby, at 1025 Palmer Place.

An 1854 account, by Samuel M. Janney, provides a glimpse of what the landscape within the Plan area might have looked like throughout this period:

> "In passing through that unfrequented part of Fairfax, which lies between the Little River Road [Rt. 236] and the Middle Turnpike [i.e. the Beauregard area of today], the traveller finds himself in a wilderness of pine and journeys for miles without seeing a single habitation. In a distance of twelve miles which we travelled through this district, we saw but two or three cabins, and nothing that is entitled to the appellation of a comfortable dwelling…"

Archaeological discoveries of evidence of backwoods cabins, as described by Janney, impart a sense of the historical significance of this area. Archaeologists have found remnants of a small, two-room, early nineteenth-century wood dwelling, probably occupied by slaves or tenants of William Henry Terrett, located between what is now the BRAC building and the parking structure to the northwest. In addition, remains of a log cabin, most likely a tenant home occupied from about 1790 to 1830, was found on the Stonegate development property just north of the Plan area.

D. American Revolution, 1840-1865:

Goods and travelers from western Virginia entered the City via several turnpikes, including the Little River Turnpike (Duke Street). The cluster of businesses and homes in this area were known as "West End." There are several possible Civil War sites located within or immediately adjacent to the Plan area. Post-Civil War sites or structures found at the Duke Realty property and upper and middle portions of the JBG property site. Pre-Civil war sites are also found included a cabin for slave tenants in the area known today as the Winkler Preserve.

E. Agrarian Economy, 1778-1830s:

The natural topography of the area would shape development patterns in Beauregard. When George Hunter Terrett died in 1843, he left his property, which by that time included 1,172 acres, to his wife and 12 children. Surveyors platted division of the estate, identified as "Oakland" for the first time, into 12 lots, some of which were advertised for sale in 1852.

On the uplands area between the two main turnpikes heading west (now Routes 7 and 236) and between the two tributaries of the Potomac (Holmes Run and Four Mile Run), the area was divided by Seminary Road and an old alignment of Braddock Road, which runs roughly along the ridge between the two watersheds. With Fort Ward about a half mile to the east, the Beauregard area was outside of the ring of protective forts and batteries surrounding the capital during the Civil War. However, military historian Kim Holein cites the Seminary and old Braddock intersection at the northwest corner of Seminary Road and Route 395 (Seminary Towers property) as the location for a camp of the Iron Brigade.

The area where Dora Kelley Park is located was once called Lebanon prior to the Civil War. There was a church and a one-room schoolhouse. The Church was called Lebanon Union Church. During the war, there were several Union Army units who occupied this area and one unit burned the church to the ground in retaliation for the Union Army's loses at the Battle of Bull Run. The area was known for Confederate spying and the residents were never fully trusted. In fact, after the war, the residents of Lebanon were forced to swear a loyalty oath to the Union and the name of the area was changed from Lebanon to Lincolnia, after the 16th President. Today the cemetery, which is maintained by the City, is all that remains of where the Lebanon Union church once stood.

F. Annexation, Suburbanization and Growth, 1930s – Present:

The making of the "West End" area of the City, began during the era of annexation, suburbanization and growth for Alexandria. The "West End" neighborhood got its name from John West and his family whom owned large tracts of land in this area. He subdivided his property in 1796.

Construction of Shirley Highway (I- 395), Virginia's first limited access freeway, began in 1944. Named for Henry Shirley, Virginia Highway Commissioner and a major supporter of the interstate highway, the four-lane freeway ran for 17.3 miles when it was completed in 1952. The development of the Shirley Highway had a significant impact on the development of Beauregard. Neighborhood change began in the 1930s with the construction of homes in the Washington Forest subdivision as suburban growth intensified throughout the 1940s through the 1960s. The impact of I- 395, annexation, suburbanization and population growth had a profound impact on the Beauregard. The major residential complexes of this neighborhood were built during this time including Shirley Gardens subdivision, Southern Towers, Seminary Towers, and the Hamlets East and West.

Winkler Influence:

From 1943 to 1956, Mark and Catherine Winkler acquired many lands that comprise what now consists of much of the Plan area. Development by the Winklers of their various property holdings began along the new highway

(Shirley Gardens in the late 1940s to early 1950s, Hamlet East and West in the late 1950s to early 1960s. The Shirley Gardens single-family subdivision homes were developed from 1950 to 1959.

The Alexandria Campus of the Northern Virginia Community College opened in 1973. Suburban-style office buildings were built in the late 1970s on approximately 19 acres along North Beauregard Street. In 1985, a 500 room multi-story hotel, was constructed directly across from Southern Towers. Today it is the Mark Center Hilton Hotel and Conference Center. The 30-story hotel is one of the tallest buildings in the Washington DC metropolitan area. The Winkler Botanical Preserve serves many functions including providing programs especially for children at the Catherine Lodge. The Botanical Preserve is privately owned property.

The Mark Winkler Company sold their real estate holdings in 2006. These holding included both residential and commercial holdings. The office and commercial developments were sold to Duke Realty. The residential development properties from the Mark Winkler Company were sold to JBG Properties.

U.S. Department of Transportation
Federal Highway Administration

Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166-6511

SENT VIA ELECTRONIC CORRESPONDENCE

JUN -5 2012

In Reply Refer to: HFPD-15

Mr. Rashad M. Young
City Manager
Office of the City Manager
City of Alexandria
301 King Street, Suite 3500
Alexandria, VA 22314-3211

Subject: Mark Center Short & Mid-Term Improvements
VA A-AD BRAC 133(1)
Seminary Road Pedestrian Bridge

Dear Mr. Young:

Eastern Federal Lands Highway Division (EFLHD) is in receipt of your letter, dated May 17, 2012, requesting the elimination of the pedestrian bridge from the construction contract for the subject project. The pedestrian bridge was included as a bid option for this contract; however, based on your request, this option will not be executed. EFLHD has requested that our Contractor provide a cost proposal to incorporate an at-grade pedestrian crossing into the project, including multiple design concepts. Upon receipt of the proposal, EFLHD will work with the City of Alexandria, Virginia Department of Transportation, and the Department of Defense to select a preferred design concept for the pedestrian crossing that provides as much safety as possible for pedestrians and minimizes motorist delay along the Seminary Road corridor.

We look forward to continuing our partnership with you on this very important project. If you have any questions or wish to discuss this further, please contact Robert Morris, Senior Project Manager, at Robert.Morris@dot.gov or by phone at 703-404-6302.

Sincerely yours,

Melisa D. Ridenour

Melisa Ridenour
Division Engineer

Mr. Tom Fahrney, Commonwealth BRAC Coordinator, VDOT, Fairfax, VA
Mr. Abi Lerner, Deputy Director- Department of Transportation & Environmental Services, City of Alexandria, Alexandria, VA
Ms. Daphne Kott, Civil Engineer III, City of Alexandria, Alexandria, VA
Mr. James Turkel, Chief, Real Estate Division, USACE, Baltimore, MD
Mr. Darryl Hampton, Highway Engineer, Defense Access Road Program, Scott AFB, IL