DATE: MARCH 14, 2013

TO: FAROLL HAMER, DIRECTOR, PLANNING & ZONING

FROM: DAVID BAKER, CHAIRMAN, BEAUREGARD REZONING ADVISORY GROUP

SUBJECT: IMPLEMENTATION OF THE BEAUREGARD SMALL AREA PLAN

ISSUE: Completion of the June 26, 2012, directive and the additional November 17, 2012, directive to the Beauregard Rezoning Advisory Group from City Council as detailed by Attachments 1 & 2.

RECOMMENDATION:
On behalf of the eleven-member Beauregard Rezoning Advisory Group, I am forwarding the recommendations of the Advisory Group regarding the implementation of the Beauregard Small Area Plan.

The Beauregard Rezoning Advisory Group finds that the Beauregard Design Standards and Guidelines and the Transportation Alternatives Report are consistent with the intent of the Beauregard Small Area Plan.

In addition, the Advisory Group finds that the remaining Beauregard Small Area Plan recommendations will be addressed within the Coordinated Development District (CDD) Zoning, CDD Conditions and/or subsequent Development Special Use Permit (DSUP) approvals (Attachment 7).

The Advisory Group recommends that the following be incorporated as part of the CDD zoning and/or Design Standards and Guidelines and/or future actions by the Planning Commission or City Council as outlined below.

1. A new CDD condition should be added within the Adams Neighborhood (See Attachments 8 & 9) conditions, which should state:

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

   a) The location of the parallel road shall be examined in order to minimize impacts on the adjoining residential neighborhoods.
   b) Examine reassigning traffic from the parallel road to lessen impacts on the adjoining residential neighborhoods. The examination shall include, but not be limited to, consideration of shifting traffic to the internal street.

c) Any road adjacent to the adjoining residential neighborhoods shall be designed to minimize vehicular speed and volume and the surface of the road shall include a material to reduce noise.

d) The type of buffer along the Adams neighborhood shall include, but not be limited to the following: fencing, landscaping, and appropriate lighting given the adjoining residential uses.

e) Routine access loading will be located to lessen impacts on the adjoining residential uses.

f) The surface parking shall generally provide a minimum of a 45 ft. buffer adjacent to the existing townhouses, while accommodating required entrances and circulation."

2. References and maps within the Beauregard Urban Design Standards and Guidelines showing the location of the streets in the proposed Adams Neighborhood should be revised to include a notation that "The specific design and location of the street alignment will be determined as part of the Development Special Use Permit process."

3. The Beauregard Urban Design Standards and Guidelines should be revised within the Upland Park neighborhood to include the following:

   "Consideration of a future trail connection between the Upland Park neighborhood and the Alexandria Campus of the Northern Virginia Community College will be considered as part of the redevelopment within the Upland Park Neighborhood and adjoining sites. The site configuration within the Upland Park neighborhood should not preclude a future trail connection to the community college."

BACKGROUND:

On June 26, 2012, City Council created the Beauregard Rezoning Advisory Group and tasked it with the following:

Provide recommendations to City staff on the Beauregard rezoning(s) to ensure consistency with the Beauregard Small Area Plan (excluding affordable housing)

- ✓ Provide a recommended site(s) and potential programming for the open space to be acquired using the $1.5 million federal BRAC funding;
- ✓ Provide recommendations on the Ellipse and associated improvements at the intersection of Seminary Road and Beauregard Street;
- ✓ Provide recommendations on the transportation phasing and transportation improvements;
- ✓ Evaluate and provide recommendations on the land use, open space, and sustainability elements of the rezoning(s);
- ✓ Evaluate and provide recommendations on the phasing of Plan improvements as part of the rezoning(s);
- ✓ Examine some alternatives to relocate the road (in the Adams Neighborhood) or move the road and other mitigation solutions. (Attachment 2)

The Advisory Group has had 11 public meetings over the past 8 months, each including a public comment period which helped to guide our discussions. All of the materials, minutes, agendas, and videos from the meetings, are posted online here at the site noted below: http://alexandriava.gov/beauregard/default.aspx?id=62888.

As part of this public process, the Advisory Group held two Saturday meetings and one site tour to help ensure openness, transparency and engagement, as well as an ongoing opportunity for community participation.

In order to accomplish the tasks set forth by City Council more effectively, the Advisory Group directed staff to create a matrix of all recommendations from the Beauregard Small Area Plan (Attachment 7). Next to each recommendation is a box which indicates where it will be addressed or implemented, either within the CDD Conditions, Beauregard Design Standards and Guidelines, DSUP, or other process. The Advisory Group used this matrix to analyze each recommendation and make sure it was being adequately addressed by a governing document or process. Over the course of several meetings, the Advisory Group used the matrix to discuss each recommendation. At its February 11, 2013, meeting, the Advisory Group finished reviewing the Recommendations Matrix. The attached matrix includes references to the specific CDD condition or location in the Beauregard Design Standards and Guidelines in which each recommendation is addressed.

Below is a detailed explanation of how the Group accomplished each of the tasks set forth by City Council.

BRAC-133 Open Space Acquisition

After soliciting nominations for sites to consider, the Advisory Group reviewed 8 sites, including site visits, and evaluated them using a rating system based on the City's Open Space criteria. Several sites were not toured because either they were privately owned or the estimated price was too far out of range of the $1.5 million allotted. On October 12, 2012, the Advisory Group forwarded a letter to the Mayor and Members of City Council recommending the acquisition of the Polk site (#029.04-06-02) using the $1.5 million from the Department of Defense in compensation for lost open space at BRAC-133 (Attachment 3). It should be noted that the City was required to provide a status update to Duke Realty, Project Managers acting on behalf of the Department of Defense, by September 30, 2013, and purchase the parcel(s) with the BRAC-133 funding by October 11, 2013, 48 months from the date of the City's acceptance of the terms. The Advisory Group would like to thank the Planning Commission and City Council for implementing the recommendation of the Advisory Group by acquiring the approximately 2.4 acre site.

Ellipse & Transportation Phasing and Improvements

After reviewing the Seminary Road/Beauregard Street Alternatives Report, receiving a presentation from staff on the report, and extensive discussion, on October 24, 2012, the Advisory Group voted to "accept the Transportation Alternatives Report as consistent with the Beauregard Small Area Plan" (Attachment 4). We also discussed the response letter from VDOT, dated April 30, 2012, regarding the Beauregard Corridor Transportation Impact Analysis

(Attachment 5). Further clarification was provided to the group after its discussion via email on December 17, 2012 (Attachment 6). The Advisory Group supports pedestrian and bicycle improvements at the Ellipse as outlined in the Transportation Alternatives Report and recommended by the Transportation Commission. The various transportation phasing and improvement recommendations from the Small Area Plan were addressed as part of the Recommendations Matrix of the Beauregard Design Standards and Guidelines discussions. The CDD Conditions and Beauregard Design Standards and Guidelines reflect the implementation of the recommendations of the Small Area Plan.

Land Use, Open Space, Sustainability and Phasing of Plan Improvements

The recommendations matrix was separated into topic areas (Standard Practices/City-Wide Policies - Practices, Blocks and Street Network, Land Use, Built Environment, Open Space – Ecology, and Transportation). These recommendations from the Small Area Plan were addressed as part of the Recommendations Matrix and Beauregard Design Standards and Guidelines discussions. The CDD Conditions and Beauregard Design Standards and Guidelines reflect the implementation of the recommendations of the Small Area Plan.

CDD Recommendations

The matrix indicates which recommendations of the Beauregard Small Area Plan will be addressed by CDD conditions. The Advisory Group will be holding another meeting to ensure that the appropriate recommendations of the Beauregard Small Area Plan are incorporated.

Adams Neighborhood Parallel Road

In addition to its June 26, 2012, charge from City Council, and in response to concerns raised by adjacent neighbors, the Advisory Group was directed by City Council to find an acceptable approach to the concerns raised about the 'Parallel Road' in the Adams neighborhood. The proposed street is a "framework" street providing connectivity from Sanger Ave to Mark Center Drive. The Beauregard Corridor Small Area Plan Transportation Analysis dated Jan 18 2011, assumed construction of the "Parallel" road as part of the 2035 build-out of the planned redevelopment study area. The issue was discussed by the Advisory Group at their meetings, including input from the community regarding their concerns. The condition language recommended in this letter was approved by the Advisory Group on January 26, 2013, including additional edits submitted by the community at the meeting. The condition creates a future process for community involvement and an opportunity to evaluate the location, surface, speed, volume, buffers, and landscape buffers associated with the road. The property owner of the future Adams neighborhood has indicated that redevelopment is not projected to occur for 10-15 years. A more detailed analysis of the road is more appropriately completed as part of a future DSUP when more information regarding elements such as building footprints, parking, etc., is known. The proposed condition does recommend the involvement of the community in any future DSUP process. See Attachment 9 for an illustrative diagram of the Adams Neighborhood and Parallel Road.

The Advisory Group finds this is an appropriate balance between the concerns of the community and the unknown variables of future development.

Affordable Housing

While affordable housing was not a part of the Advisory Group's charge from City Council, the Group did receive regular updates from City Housing staff and the Group's representative from the Affordable Housing Advisory Committee (AHAC), Michael Caison.

Conclusion

I would like to thank my colleagues on the Advisory Group, and the many community members who participated, for their time, effort, insight, and valued input, which guided us to successful completion of the tasks set forth by City Council.

We, as an Advisory Group, would also like to reinforce the fact that the proposed rezoning(s) and accompanying documents do not signal the end of community and stakeholder input and discussion. It is the expectation of the Group that future projects will continue to provide open and transparent processes to implement the Beauregard Small Area Plan, CDD approvals and documents as part of a continuing development review process.

Attachments:

1. City Council Resolution, June 26, 2012
2. City Council Public Hearing Minutes, November 17, 2012
3. Open Space Acquisition Recommendation Letter, October 12, 2012
4. Seminary Road/Beauregard Street Alternatives Report, September 2012
5. VDOT Response - Beauregard Corridor Plan Traffic Impact Analysis, April 30, 2012
6. Clarification email regarding VDOT letter, December 17, 2012
7. Beauregard Small Area Plan Recommendations Matrix
8. Neighborhoods within the Beauregard Small Area Plan
9. Parallel Road Illustrative Plan

CC:

Beauregard Rezoning Advisory Group Members
Mark Jinks, Deputy City Manager
Rich Baier, Director, Transportation and Environmental Services
Jeffrey Farner, Deputy Director, Planning and Zoning
Helen McIlvaine, Deputy Director, Housing
Laura Durham, Open Space Coordinator, Recreation, Parks and Cultural Activities
Amy Friedlander, Urban Planner, Planning and Zoning

EXHIBIT NO. 1

32
6-26-12

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 21, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER

SUBJECT: CONSIDERATION OF A RESOLUTION TO ESTABLISH A BEAUREGARD REZONING ADVISORY GROUP

ISSUE: Establishment of a Beauregard Rezoning Advisory Group.

RECOMMENDATION: That City Council:

(1) Approve the resolution establishing a Beauregard Rezoning Advisory Group (the "Advisory Group");

(2) Request that the Chairs of the Affordable Housing Advisory Committee, Environmental Policy Commission, Parks and Recreation Commission, Planning Commission and Transportation Commission nominate a member of their group to serve on the Advisory Group; and

(3) Authorize the Mayor to seek the advice of Council and then appoint the members and designate the Chair of the Advisory Group.

BACKGROUND: The Beauregard Small Area Plan was approved by City Council on May 12, 2012. The Plan provides a framework for the long-term future of the Beauregard area and the rezoning process is the next step in its implementation. The Plan includes a recommendation that states "*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 of 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 the rezoning.*" In addition, the Council directed that the affordable housing elements of the rezoning(s) would be addressed by the Affordable Housing Advisory Committee and not this proposed new citizen advisory group.

DISCUSSION:

Mission: The overall mission of the Beauregard Rezoning Advisory Group is to provide recommendations to City staff on the rezoning(s) within the Beauregard Small Area Plan to ensure consistency with the Beauregard Small Area Plan (excluding affordable housing).

Tasks: The Advisory Group will be responsible as part of the rezoning(s) to provide recommendations on the following tasks and subjects to ensure consistency with the Beauregard Small Area Plan:

a) The location(s) and potential programming for the open space to be acquired using the $1.5 million federal BRAC funding;

b) The Ellipse and associated improvements at the intersection of Seminary Road and Beauregard Street;

c) Transportation phasing and transportation improvements;

d) Land use, open space and sustainability; and

e) Phasing of Plan improvements.

Advisory Group Composition: The Advisory Group is proposed to consist of eleven members, including a Chair that will be designated by the Mayor. The Advisory Group is proposed to have the following representation:

Affordable Housing Advisory Committee member	(1)
Community and At-Large representatives	(5)
Developer – Developer representative	(1)
Environmental Policy Commission member	(1)
Parks and Recreation Commission member	(1)
Planning Commission member	(1)
Transportation Commission member	(1)
Total	(11)

Process and Reporting: The following decision making structure would be utilized:

- The group will provide recommendations of the tasks and subjects outlined above to City staff.

- The Advisory Group will forward a letter(s) to the Director of Planning & Zoning, which will include the comments, and recommendations of the Advisory Group regarding the proposed rezoning(s), which will be transmitted to the Planning Commission and City Council as part of the rezoning(s) application(s).

- Formal voting will only be used to get a sense of the group preferences.

- In cases where common ground cannot be identified, dissenting members may include a minority opinion report or letter to ensure an accurate reflection of the viewpoints of the Advisory Group.

- The Advisory Group will support the public outreach process by reporting back to the boards, commissions, groups and civic groups that they represent and communicate to the Advisory Group any positions, comments, or advice from the groups they represent.

Expectations of Members:

- Attend every meeting. When absence is unavoidable, members are encouraged to make up for missed meetings by reviewing all information and completing any assignments;

- Arrive at meetings prepared by doing any assigned reading or activities;

- Support the process and each other in finding solutions to the assigned tasks; and

- Serve as a conduit to the community or commissions by keeping them informed of the activities of the proposed Beauregard Small area rezoning(s) and bringing their ideas and concerns back to the group.

Responsibilities of the Chair:

- Preside over meetings;

- Serve as a spokesperson for the Advisory Group; and

- Work with City staff to set agendas.

Communication Outreach: City staff will keep the public informed of the schedule, issues, materials and progress of the Advisory Group through a website focused on Beauregard Plan implementation (www.alexandriava.gov/BeauregardPlan). Planning and Zoning Department staff will also evaluate other outreach methods which may be useful, which could range from technological (such as social media) to the more basic (posters or flyers). The outreach strategy will recognize the multi-lingual nature of this community. In addition to the community outreach, it is anticipated that there will an opportunity for community comment/discussion as part of each Advisory Group meeting.

Staff Support: City staff will provide support to the Advisory Group through an interagency City Workgroup, led by staff of the Planning and Zoning Department. The City Work Group will be comprised of staff from other departments and offices including Transportation and Environmental Services; Recreation, Parks and Cultural Activities; and the Office of Housing.

Next Steps: It is intended that the Advisory Group will begin meeting in July and meet regularly to discuss the tasks outlined above. The first topic that is intended to be discussed with the Advisory Group is the location and programming of the open space utilizing the BRAC funding discussed above. In addition, staff envisions formal updates to the Planning Commission and City Council on the status and progress of the Advisory Group.

Relationship to Landmark North Redevelopment Area: Coincident to the Beauregard Plan rezoning(s) is the proposed redevelopment of the Landmark Mall site. The Howard Hughes Corporation is pursuing redevelopment of the mall site, but has advised City staff that they are continuing to evaluate potential options for redevelopment and are not yet ready to proceed. One of the adjacent property owners across Duke Street who owns multiple parcels is also ready to proceed with redevelopment planning. This, coupled with the need to coordinate Landmark Mall redevelopment with adjacent parcels across Duke Street, leads to the conclusion that this redevelopment planning process should encompass the Landmark North area and not just the Landmark Mall site.

Recognizing that Landmark Mall redevelopment has long been a high priority for the City and that public interest in this project is great, City staff has encouraged Howard Hughes to find an opportunity in the near future to inform the public of their plans and expectations both in terms of redevelopment as well as process and schedule.

The Beauregard and Landmark Small Area Plans have many of the same stakeholders and many West End civic groups have been active in the creation of both plans. In addition, both plans are at the same stage of plan implementation (a plan has been adopted and a rezoning proposal needs to go through the public review process) and the plans address a number of very similar issues, transit being one of the most notable, since both plans share transit corridor C. Because of the overlap of the two plans in interest and in topics, it may be desirable to structure the review of both plans so that one advisory group handles both plans. The resolution is structured that if requested by City Council and agreed upon by the Advisory Group, the Advisory Group would provide recommendations regarding the rezoning and planned redevelopment for Landmark North Redevelopment Area in addition to its initial Beauregard Plan rezoning mission. The Advisory Group would be consulted prior to Council making such a request to expand the Advisory Group's work.

Sunset: The Advisory Group will sunset when the Beauregard rezoning(s) decision is made by City Council unless Council requests and the Advisory Group agrees to add the Landmark North area to its responsibilities. In that case, the Advisory Group would sunset after Council decides on the Landmark North rezoning.

ATTACHMENT: Draft Resolution

STAFF:
Mark Jinks, Deputy City Manager
Faroll Hamer, Director, Department of Planning and Zoning
Jeffrey Farner, Deputy Director, Department of Planning and Zoning
Richard Baier, Director, Transportation and Environmental Services
James Spengler, Director, Recreation, Parks and Cultural Activities

ATTACHMENT

DRAFT RESOLUTION NO. _____

WHEREAS, City Council wishes to establish a Beauregard Rezoning Advisory Group; and

WHEREAS, the Beauregard Rezoning Advisory Group will comment on elements of the rezoning(s) to ensure that they are consistent with the Beauregard Small Area Plan, make recommendations to the Planning Commission and City Council, and conduct specified tasks outlined in this resolution; and

WHEREAS, if requested by City Council and agreed on by the Beauregard Rezoning Advisory Group, this Advisory Group would provide recommendations on rezoning and planned redevelopment for the Landmark North Redevelopment Area in addition to its initial Beauregard Plan rezoning mission.

NOW, THEREFORE, BE IT RESOLVED
BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established the Beauregard Rezoning Advisory Group (the "Advisory Group").

2. That the Advisory Group shall consist of 11 members, and the composition of the group shall be as follows:

Affordable Housing Advisory Committee member	(1)
Community and At-Large representatives	(5)
Developer – Developer representative	(1)
Environmental Policy Commission member	(1)
Parks and Recreation Commission member	(1)
Planning Commission member	(1)
Transportation Commission member	(1)
Total	(11)

3. That the Chairs of the above named Commissions and Committees shall nominate a member of their group to serve on the Advisory Group.

4. That the Mayor shall appoint the members and designate the Chair of the Advisory Group.

5. That the mission of the Advisory Group shall be to provide recommendations to City staff on the Beauregard rezoning(s) on the tasks defined herein to ensure consistency with the Beauregard Small Area Plan (excluding affordable housing).

6. That the Advisory Group complete the following tasks to ensure consistency with the Beauregard Small Area Plan:

   a) Provide a recommended site(s) and potential programming for the open space to be acquired using the $1.5 million federal BRAC funding;

   b) Provide recommendations on the Ellipse and associated improvements at the intersection of Seminary Road and Beauregard Street;

   c) Provide recommendations on the transportation phasing and transportation improvements;

   d) Evaluate and provide recommendations on the land use, open space and sustainability elements of the rezoning(s); and

   e) Evaluate and provide recommendations on the phasing of Plan improvements as part of the rezoning(s).

7. That the Advisory Group would not necessarily need to develop a consensus position, broker a compromise or take formal votes. There may be differing opinions reported to City Council.

8. That there should be an understanding that the Advisory Group is not tasked with developing a new Beauregard Small Area Plan, and/or propose revisions and/or amendments to the approved Beauregard Small Area Plan.

9. That staff assistance to the Advisory Group shall be managed by the Department of Planning and Zoning with staff assistance from other City departments and offices as needed.

10. That the Advisory Group shall meet on a regular basis. The Advisory Group shall forward a letter to the Director of Planning and Zoning, which shall include comments and/or recommendations of the Advisory Group regarding the proposed rezoning(s) and their consistency with the Beauregard Small Area Plan. The letter shall be transmitted to the Planning Commission and City Council as part of the Beauregard rezoning(s) application(s).

11. The Advisory Group shall provide recommendations on the Beauregard rezoning(s) and, if requested by City Council and agreed to by the Advisory Group, in regard to the Landmark North rezoning(s). If the City Council determines that the Advisory Group will also provide recommendations on Landmark North rezoning(s), the composition of the Advisory Group may be expanded and/or altered by City Council.

12. The Advisory Group shall sunset when the Beauregard rezoning(s) decisions are made by City Council, or if applicable, after decisions are made by City Council in regard to the planned development and rezoning for the Landmark North area.

Adopted: June XX, 2012

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

RESOLUTION NO. 2507

WHEREAS, City Council wishes to establish a Beauregard Rezoning Advisory Group; and

WHEREAS, the Beauregard Rezoning Advisory Group will comment on elements of the rezoning(s) to ensure that they are consistent with the Beauregard Small Area Plan, make recommendations to the Planning Commission and City Council, and conduct specified tasks outlined in this resolution; and

WHEREAS, if requested by City Council and agreed on by the Beauregard Rezoning Advisory Group, this Advisory Group would provide recommendations on rezoning and planned redevelopment for the Landmark North Redevelopment Area in addition to its initial Beauregard Plan rezoning mission.

NOW, THEREFORE, BE IT RESOLVED
BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established the Beauregard Rezoning Advisory Group (the "Advisory Group").

2. That the Advisory Group shall consist of 11 members, and the composition of the group shall be as follows:

Affordable Housing Advisory Committee member	(1)
Community and At-Large representatives	(5)
Developer – Developer representative	(1)
Environmental Policy Commission member	(1)
Parks and Recreation Commission member	(1)
Planning Commission member	(1)
Transportation Commission member	(1)
Total	(11)

3. That the Chairs of the above named Commissions and Committees shall nominate a member of their group to serve on the Advisory Group.

4. That the Mayor shall appoint the members and designate the Chair of the Advisory Group.

5. That the mission of the Advisory Group shall be to provide recommendations to City staff on the Beauregard rezoning(s) on the tasks defined herein to ensure consistency with the Beauregard Small Area Plan (excluding affordable housing).

6. That the Advisory Group complete the following tasks to ensure consistency with the Beauregard Small Area Plan:

   a) Provide a recommended site(s) and potential programming for the open space to be acquired using the $1.5 million federal BRAC funding;

   b) Provide recommendations on the Ellipse and associated improvements at the intersection of Seminary Road and Beauregard Street;

   c) Provide recommendations on the transportation phasing and transportation improvements;

   d) Evaluate and provide recommendations on the land use, open space and sustainability elements of the rezoning(s); and

   e) Evaluate and provide recommendations on the phasing of Plan improvements as part of the rezoning(s).

7. That the Advisory Group would not necessarily need to develop a consensus position, broker a compromise or take formal votes. There may be differing opinions reported to City Council.

8. That there should be an understanding that the Advisory Group is not tasked with developing a new Beauregard Small Area Plan, and/or propose revisions and/or amendments to the approved Beauregard Small Area Plan.

9. That staff assistance to the Advisory Group shall be managed by the Department of Planning and Zoning with staff assistance from other City departments and offices as needed.

10. That the Advisory Group shall meet on a regular basis. The Advisory Group shall forward a letter to the Director of Planning and Zoning, which shall include comments and/or recommendations of the Advisory Group regarding the proposed rezoning(s) and their consistency with the Beauregard Small Area Plan. The

letter shall be transmitted to the Planning Commission and City Council as part of the Beauregard rezoning(s) application(s).

11. The Advisory Group shall provide recommendations on the Beauregard rezoning(s) and, if requested by City Council and agreed to by the Advisory Group, in regard to the Landmark North rezoning(s). If the City Council determines that the Advisory Group will also provide recommendations on Landmark North rezoning(s), the composition of the Advisory Group may be expanded and/or altered by City Council.

12. The Advisory Group shall sunset when the Beauregard rezoning(s) decisions are made by City Council, or if applicable, after decisions are made by City Council in regard to the planned development and rezoning for the Landmark North area.

Adopted: June 26, 2012

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

32
6-26-12

Jackie Henderson

From: Faroll Hamer
Sent: Sunday, June 24, 2012 2:36 PM
To: City Council
Cc: Rashad Young; Jeffrey Farner; Mark Jinks
Subject: FW: Beauregard Rezoning Advisory Group

Councilmembers --

The following email was transmitted to the Mayor earlier. I thought it would be helpful if you also had a copy.

We have been coordinating with the other departments regarding representatives for the Beauregard Rezoning Advisory Group, for the Commissions outlined with the staff report.

The Chairperson of each Commission selected the following representative for the Beauregard Rezoning Advisory Group:

Affordable Housing Advisory Committee: Mike Caison
Environmental Policy Commission: Josh Sawislak
Parks and Recreation Commission: Stephen Beggs
Planning Commission: Donna Fossum
Transportation Commission: Kevin Posey

We assume the remainder of the members will be selected by you at the Council meeting next week. Please contact me if you have any questions or comments.

Faroll

Faroll Hamer
Director
Department of Planning and Zoning
City of Alexandria
301 King Street
Alexandria, VA 22314
703-746-4666
Faroll.Hamer@alexandriava.gov<mailto:Faroll.Hamer@alexandriava.gov>

32
6-26-12

William Euille

From: William Euille
Sent: Tuesday, June 26, 2012 2:41 PM
To: Kerry Donley; Paul Smedberg; Rob Krupicka; Frank Fannon; Alicia Hughes; Del Pepper
Cc: Rashad Young; Mark Jinks; Jackie Henderson; Faroll Hamer
Subject: Beauregard Implementation Work Group

Colleagues,
Here are the names of my five appointees for the Citizen- at- large positions:

1) David Baker
2) Carolyn Griglione
3) Dave Cavanaugh
4) Don Buch
5) Hector Pineda

I want to thank all of you for providing names/input for consideration and I am hopeful that this group, along with the 5 designated positions from the various Commissions will do an outstanding job in keeping the process on schedule and being responsive to the needs and concerns as identified in the adopted plan.

- I have asked David Baker to serve as the Chair for this group

Thanks,
Bill Euille

City of Alexandria

301 King St., Room 2300
Alexandria, VA 22314

Action Docket - Final

Saturday, November 17, 2012

9:30 AM

Council Chamber

City Council Public Hearing

OPENING

1 Calling the Roll.

The meeting was called to order by Vice Mayor Donley, and the Deputy City Clerk called the roll. All members of Council were present, except for Councilman Speck, who was absent. Councilwoman Hughes arrived at 9:38 a.m., and Mayor Euille arrived at 10:45 a.m.

2 Public Discussion Period

The following persons participated in the public discussion period:

(a) Annabelle Fisher, 5001 Seminary Road, stated that the City of Alexandria has too many boards and commissions and requested Council look at eliminating some of boards and commissions as soon as possible.

(b) Rodger Digilio, 1115 King Street, stated that the King Street Gardens Park Foundation Board is selling bricks in the park to raise money in support of the park improvements. Mr. Diligio reported that with the new water bills, some City residents are not being billed for refuse charges and he requested that the billing process be corrected as soon as possible.

(c) Thomas Yager, 2662 Centennial Court, stated that the extension of Sanger Avenue is causing some concerns with the residents in the Seminary Heights and surrounding neighborhoods and requested that City officials and staff review the placement and extension as the Beauregard Small Area Plan proceeds, possibly making an adjustment that would not affect personal property in the area.

(d) Rebecca Heirholzer, 2649 Centennial Court, stated her property is less than 10 feet from the proposed road and bike path. Ms. Heirholzer also stated that the extension of Sanger Avenue was probably overlooked during the overall consideration of the Beauregard Small Area Plan and the residents are coming to Council because all other entities have referred them to this venue. Ms. Heirholzer requested that Council defer the extension of the parallel road until some other viable options have been investigated.

(e) John Curley, 5107 Heritage Lane, requested that Council address the extension of Sanger Avenue and come up with a solution that would be the least determintal to the surrounding communities.

Vice Mayor Donley requested that Council receive a report from staff regarding the status of Sanger Avenue and to identify some potential options and directed the Beauregard Implementation Group to examine some alternatives to relocate the road or move the road and other mitigation solutions.

(f) Dino Drudi, 315 North West Street, spoke about the recently passed constitutional amendment and elections statistics, specifically about the results from the State Board of Elections about offices with more than one person is elected.

(g) Andrea Dies, 505 Robinson Court, stated that the emergency e-Alerts received

from the City are not useful to the citizens because they are not timely and lacked essential information. Ms. Dies also noted that there is no where for those who want to volunteer during emergencies to receive information about how to help.

Councilman Fannon requested that the City Manager place the discussion of emergency preparations and volunteers on the agenda for the Council consideration.

(h) Gian Macone, 408 East Custis Avenue, stated there were some traffic concerns with Potomac Yard and the cut-through traffic in the neighborhoods. Mr. Macone stated that there appears to be a disconnect with the types of cut-through traffic that is occurring in the the neighborhoods and the memorandum issued by Director of Transportation and Environmental Services Baier does not address the future cut-through traffic plans and mitigation measures.

(i) Jerry King, 400 East Howell Avenue, stated that the residents of Del Ray were concerned about the cut-through traffic in the community, especially trucks cutting through and traffic enforcement in the area. Mr. King requested the City to provide plans to alleviate the problems concerning the traffic.

(j) Michael Beavin, 309 East Del Ray Avenue, stated that his chief concern regarding the cut-through traffic in the neighborhood was safety for those living in the neighborhood and requested that the traffic volumes for East Del Ray Avenue be studied in addition to the other streets.

(k) Margaret A. Heins, 412 East Custis Avenue, expressed concerned about what appears to be implementation of traffic mitigation measures by developers in the Potomac Yard areas and requested Council to consider ways and plans to protect the community from cut-through traffic. Ms. Heins requested that Del Ray be considered for the implementation of a parking district.

(l) Laura Macone, 408 East Custis Avenue, stated that she was unsure what the plan for the neighborhood was, especially regarding the traffic. Ms. Macone stated that the community was seeking clarification on developer contribution and participation of the neighborhoods in the Complete Streets Program, along with clarification of other options.

Director at Transportation and Environmental Services Baier stated that there have been several measures taken to alleviate some of the traffic problems and traffic enforcement has been increased for the area. Mr. Baier noted that there will be a meeting on November 29 at 7:00 p.m., at the Mount Vernon Recreation Center to address issues including a discussion of the developer of Landbay F contribution to traffic calming measures; the neighborhoods possible participation in the Complete Streets Program along with all other city neighborhoods; and review of the traffic data collected about the neighborhood, particularly the southern streets in the neighborhood.

Vice Mayor Donley requested staff provide during the meeting on November 29 some solutions for the elimination of cut-through truck traffic and some solutions presented for consideration and a plan to gain consensus on which solutions are acceptable.

Councilman Smedberg requested a plan for the entire area affected by the Potomac Yard development and a timeline that shows when the measures will be implemented.

(m) Philip Matyas, 219 North Pitt Street, requested that Council review the Union Street Corridor Study, particularly the parking elements of the plan. Mr. Matyas offered some suggestions for improving the parking in the area.

Please note: Mayor Euille arrived at the meeting at 10:45 a.m.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES

ACTION CONSENT CALENDAR

(3)

Planning Commission

3 SUP12-062 Special Use Permit #2012-0062
601 Four Mile Road - Community Lodgings
Public Hearing and Consideration of a request to operate a community center; zoned RA/Multifamily. Applicant: Community Lodgings, Inc. by David Chamowitz
Planning Commission Action: Recommend Approval 6-0

City Council approved the Planning Commission recommendation.

END OF ACTION CONSENT CALENDAR

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER

4 13-0815 Public Hearing on the Proposed City Legislative Package For The 2013 General Assembly Session.

City Council closed the public hearing and approved the Legislative Package for the 2013 General Assembly session.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

5 SUP12-067 Special Use Permit #2012-0067
808 King Street - Agua Viva
Public Hearing and Consideration of the one year review of an existing SUP for a restaurant; zoned KR/King Street Urban Retail Staff: Department of Planning & Zoning
Planning Commission Action: Recommend Approval 6-0

City Council approved the Planning Commission recommendation.

6 DSUP11-32 Development Special Use Permit #2011-0032

5740 Edsall Road - Edsall Road Shell Gas Station

Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct a full service gas station with a convenience store and a drive-thru carwash facility; and a special use permit request for a parking reduction; zoned CG/Commercial General. Applicant: NOVA Petroleum Realty, LLC represented by M. Catharine Puskar, attorney.
Planning Commission Action: Recommend Approval 6-0 with amendments

City Council approved the Planning Commission recommendation with an amendment to condition 11A stating, "Beer or wine coolers may be sold only in 4-packs, 6-pack or bottles of more than 40 fluid ounces. Wine may be sold only in bottles of at least 750 ml or 25.4 ounces. Fortified wine (wine with alcohol content of 14% or more by volume) may not be sold. (Police)"; and change the 12 to include languages stating that the signage should be a monument no greater than 6 feet.

7 DSUP11-21

Development Special Use Permit #2011-0021
2500 Main Line Boulevard - Potomac Yard Landbay H & I Multifamily
Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct a five-story multifamily residential building including a request for a modification to the setback-to-height ratio, and a special use permit request for a parking reduction; zoned CDD#10/Coordinated Development District #10. Applicant: BA/MGL Potomac, LLC represented by M. Catharine Puskar, attorney.
Planning Commission Action: Recommend Approval 6-0 with amendments

City Council approved the Planning Commission recommendation.

8 DSUP12-12

Development Special Use Permit #2012-0012
Encroachment #2012-0003
1800 Main Line Boulevard - Potomac Yard Landbay J Multifamily
Public Hearing and Consideration of requests for: A) a development special use permit, with site plan, to construct a five-story multifamily residential building with ground floor retail and special use permit requests for bonus density pursuant to Section 7-700 of the zoning ordinance for the provision of affordable housing, a parking reduction and to transfer 3 units from Landbay H; and B) an encroachment into the public right-of-way for stairs and stoops; zoned CDD#10/Coordinated Development District #10. Applicant: WP East Acquisitions, LLC represented by M. Catherine Puskar, attorney.
DSUP: Recommend Approval 6-0
Encroachment: Recommend Approval 6-0

City Council approved the Planning Commission recommendation, noting the correction of the technical error in the staff report for the Potomac Yard Landbay J Multifamily development, the unit number should be 183.

9 MPA12-007

Master Plan Amendment #2012-0007
Transportation Master Plan Amendment - Transit Way Corridors A, B and C
Public Hearing and Consideration of a request for amendments to the Transportation Master Plan related to transit way corridors A (Route 1/North-South area), B (Duke St/Eisenhower Ave area) and C (Van Dorn St.

and Beauregard St. area). Staff: Department of Transportation and Environmental Services Note: The Corridor areas encompass additional streets surrounding the noted streets. See City of Alexandria Transit Concept Map in the Transportation Master Plan for more information.
Planning Commission Action: Adopted Resolution 6-0

City Council approved the Planning Commission recommendation.

10 BAR12-187A Public Hearing and Consideration of an Appeal of the Board of Architectural Review's decision approving a fence design at 500A & 501 S Union St. Case No. BAR2012-0187. Applicant: City of Alexandria Appellant: Townsend Van Fleet on behalf of petitioners

City Council overturned the decision of the Board of Archictectural Review - Old and Historic District. City Council:(1) approved the nautical post and rope fence design to be combined with appropriate signage to warn the public about the bulkhead and (2) requested that City staff expedite the Windmill Hill Park bulkhead question in terms of design and funding, giving staff direction for preparing for the Capital Improvement Plan deliberations for the next year.

ORDINANCES AND RESOLUTIONS

11 13-0817 Public Hearing, Second Reading and Final Passage of an Ordinance Updating Financial Disclosure Requirements for Certain City Employees. [ROLL-CALL VOTE]

City Council adopted an ordinance updating financial disclosure requirements for certain City employees. (ORD. NO. 4777

12 13-0818 Public Hearing, Second Reading and Final Passage of an Ordinance to Bring the Sewer Line Maintenance Charge Set Forth Therein into Conformity with the Previously Adopted Resolution Setting the Fee at $1.25 per 1,000 Gallons of Water Supplied. [ROLL-CALL VOTE]

City Council adopted an ordinance to bring the sewer line maintenance charge set forth therein into conformity with the previously adopted resolution setting the fee at $1.25 per 1,000 gallons of water supplied. (ORD. NO. 4778)

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

DEFERRAL/WITHDRAWAL CONSENT CALENDAR

Planning Commission (continued)

The meeting was adjourned at 3:00 p.m.

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Note: The action docket is a summary of Council's meeting deliberations prepared

largely for staff follow-up. Formal minutes of the meeting, when approved by Council, become the official record of the meeting and of Council decisions made at the meeting.

DATE: OCTOBER 12, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: DAVID BAKER, CHAIRMAN, BEAUREGARD REZONING ADVISORY GROUP

SUBJECT: BRAC 133 OPEN SPACE FUND

ISSUE: BRAC-133 Open Space Acquisition Site

RECOMMENDATION:

The Beauregard Rezoning Advisory Group recommends that the Polk/Pelham site (Site 8 – *Attachment 1*) be the preferred site for open space acquisition using the BRAC 133 funds. In the event that the Polk/Pelham site is not available after all reasonable efforts are made to acquire the site, then the Town Center/Parking Lot site (Site 1 – *Attachment 1*) is the second preferred site of the Advisory Group. The Advisory Group also recommends that City staff provide update(s) to the Advisory Group on the Council decision and status of the negotiations, as appropriate.

BACKGROUND:

On behalf of the eleven-member Beauregard Rezoning Advisory Group, I am forwarding the recommendation of the Advisory Group regarding the use of the $1,500,000 BRAC 133 funds allocated for open space. Based on the October 11, 2011, letter from Duke Realty, the funding is to be provided for "the purpose of acquiring additional open space in the City's West End." (*Attachment 2*)

In order to analyze potential sites, the Advisory Group created a process where members of the Advisory Group, and the community, had the opportunity to nominate potential open space sites as part of the Open Space Acquisition Process (http://alexandriava.gov/news_display.aspx?id=63388). There were eight sites nominated and evaluated by the Advisory Group.

Prior to discussing the eight sites, the Advisory Group conducted a site tour, during which the Advisory Group visited all of the proposed sites (excluding Site 7 – IDA Vacant Land – *Attachment 1*). In addition, the Advisory Group worked with City staff and the developers to have the two less clearly defined sites (Town Center/Parking Lot and Foster Fairbanks staked out by the engineers to clearly define the boundaries of these sites. In addition to the Advisory Group, approximately 30 members of the public participated in the site tour and on-site discussion of each location.

The site tour was helpful to analyze elements for each site such as topography, tree canopy, existing buildings, adjoining streets, and the context and character of each neighborhood.

Following the site tour, the Advisory Group held a meeting on August 22, 2012. At the meeting, the Advisory Group eliminated sites that were not economically feasible with the allocated funds and/or did not have a known willing seller.

The eliminated sites:

- Winston Court (Site 2);
- Garden Apartments - Hillwood (Site 3);
- Foster Fairbanks (Site 4);
- Trail Connection – Linear Park (Site 6); and,
- IDA Vacant Land (Site 7).

The remaining sites:

-Polk/Pelham (Site 8);
-Town Center/Parking Lot (Site 1); and,
-Seminary/Echols (Site 5).

The Advisory Group and community members provided comments on the three remaining sites. Topics of discussion included functionality of the sites, timing of when they would become available, physical characteristics, costs, connectivity of open space, the importance of place-making, and accessibility of the site as a resource to the greater community.

During the open comment period of the meeting, the community raised additional questions including site security, the needs and desires of particular neighborhoods, density of the adjacent neighborhoods, and the importance of ecological considerations in the development of any of the sites.

The Advisory Group subsequently agreed that the group would use the open space criteria approved by the City Council for open space acquisition to evaluate the three sites.

Based on the open space criteria, the three sites scored as follows (*Attachment 3*)

Polk: 169.5
Town Center/Parking Lot: 116.5
Seminary/Echols: 101.5

The Advisory Group held a meeting on October 1, 2012, to finalize their recommendation to City Council. Based on the open space criteria, site tour, community and Advisory Group discussion, the Advisory Group unanimously agreed that the Polk/Pelham was the preferred alternative for use of the BRAC 133 funding, and recommends the following:

> *The Beauregard Rezoning Advisory Group recommends that the Polk/Pelham site (Site 8 – Attachment 1) be the preferred site for open space acquisition using the BRAC 133 funds. In the event that the Polk/Pelham site is not available after all reasonable efforts are made to acquire the site, then the Town Center/Parking Lot site (Site 1 – Attachment 1) is the second preferred site of the Advisory Group. The Advisory Group also recommends that City*

staff provide update(s) to the Advisory Group on the Council decision and status of the negotiations, as appropriate.

The proposed site is consistent with the intent of the Beauregard Small Area Plan to design neighborhood parks "to serve a variety of uses and serve as gathering places for residents and visitors" and for "accessibility of parks… [to] invite walking rather than driving" and intent of the open space plan to "develop innovative opportunities for creating additional open space" and "create public open space from vacant land." In addition, the Polk/Pelham site selection is one that is supported by the community.

While not currently a viable site, the Advisory Group believes strongly that the Trail Connection from Foster Fairbanks (Site 4 - *Attachment 1*) to the adjoining Alexandria Campus of Northern Virginia Community College (NOVA) should be considered as part of a future rezoning and/or development review process.

I would like to thank my colleagues on the Advisory Group and the many community members who provided valuable information and insight during the site evaluation and selection processes.

Attachments:
Attachment 1: Nominated Open Space Sites:
Site 8, Polk Pelham;
Site 1, Town Center Parking Lot;
Site 6, Trail Connection – Linear Park
Attachment 2: Duke Realty Letter, Dated 10/11/11
Attachment 3: Open Space Site Scores

CC:
Chairman and Members of the Planning Commission
Mark Jinks, Deputy City Manager
Faroll Hamer, Director, Planning and Zoning
James Spengler, Director, Recreation, Parks & Cultural Activities
Jeffrey Farner, Deputy Director, Planning and Zoning
Laura Durham, Open Space Coordinator, Recreation, Parks & Cultural Activities
Amy Friedlander, Urban Planner, Planning and Zoning

Seminary Road / Beauregard Street Alternatives Report

Technical Memorandum - Draft

Review of Options for the Beauregard Street and Seminary Road Intersection

September 2012

Executive Summary

Background. The City of Alexandria, in coordination with the developers group in Beauregard Corridor Small Area Plan, has studied traffic conditions along the Beauregard corridor leading to the approval of the Beauregard Corridor Small Area Plan (SAP) dated June 16, 2012. A major area of concern along this corridor is the operation of the Beauregard Street and Seminary Road intersection under the 2035 with development conditions (also known as the Market scenario). During the planning process several options were considered to improve operations at this intersection. These alternatives included the following.

- the No-Build option,
- the Parallel Road Extension option,
- the Traffic Circle option,
- two grade-separated options, and,
- the Ellipse.

Purpose. This report qualitatively compares previously examined options and documents the process that led to the selection of the preferred option in accordance with the City Council guidance. The evaluation criteria included traffic operations and capacity, driveway and intersection access, pedestrian, bicycle and transit accessibility, right-of-way, utility, visual and sound effects as well as cost.

Discussion. The No-Build option would fail to meet the transportation demand projected in 2035 resulting in excessive delays, queues and difficult weaving maneuvers. The Parallel Road Extension option would improve operations; however, it would require significant land acquisition and would displace townhomes on the west side of Beauregard Street. The Traffic Circle option would partially address the weaving issue in westbound Seminary Road. However, because it would require all traffic to go around the circle, it still would cause delays and queues. The grade-separated options, designed as compressed diamond interchanges with the upper roadway being carried by a bridge structure, would reduce traffic delays and queues. But, due to the constrained area in which the structure could be built, it would result in sub-standard weaving, merging, and grade conditions. These compressed diamond options would also have right-of-way impacts and utility conflicts, and were the most expensive.

Ultimately, the Ellipse option was developed as a variation of the Traffic Circle option. It addresses the critical westbound weaving issue on Seminary Road, while allowing for the high volume of through traffic on Seminary Road to proceed straight ahead.

Study Overview

This study was done in accordance with the City's request to memorialize the various intersection configuration options that were considered and analyzed at the Beauregard Street and Seminary Road intersection as part of the Beauregard Corridor Small Area Plan Transportation Analysis, Volume 1: Technical Report, dated January 18, 2012. As part of this analysis, several intersection options were explored for the Beauregard Street and Seminary Road intersection. The No-Build option included short- and mid-term improvements as proposed by Virginia Department of Transportation (VDOT). The Build options included considerations of grade-separating Beauregard Street and Seminary Road, installing a traditional traffic circle, creating parallel roads to Beauregard Street to provide alternative travel routes, and the Ellipse, which is the preferred option.

Report Purpose and Structure

The purpose of this report is to summarize the intersection options that led to the selection of the preferred option, qualitatively compare previously examined alternatives and document the process that led to the selection of the preferred option in accordance with the City guidance.

This technical memorandum gives the reader an understanding of the design and impacts associated with each option, provides a pro and con comparison, and explores the grade-separated options in further detail. This memorandum is organized in the following manner:

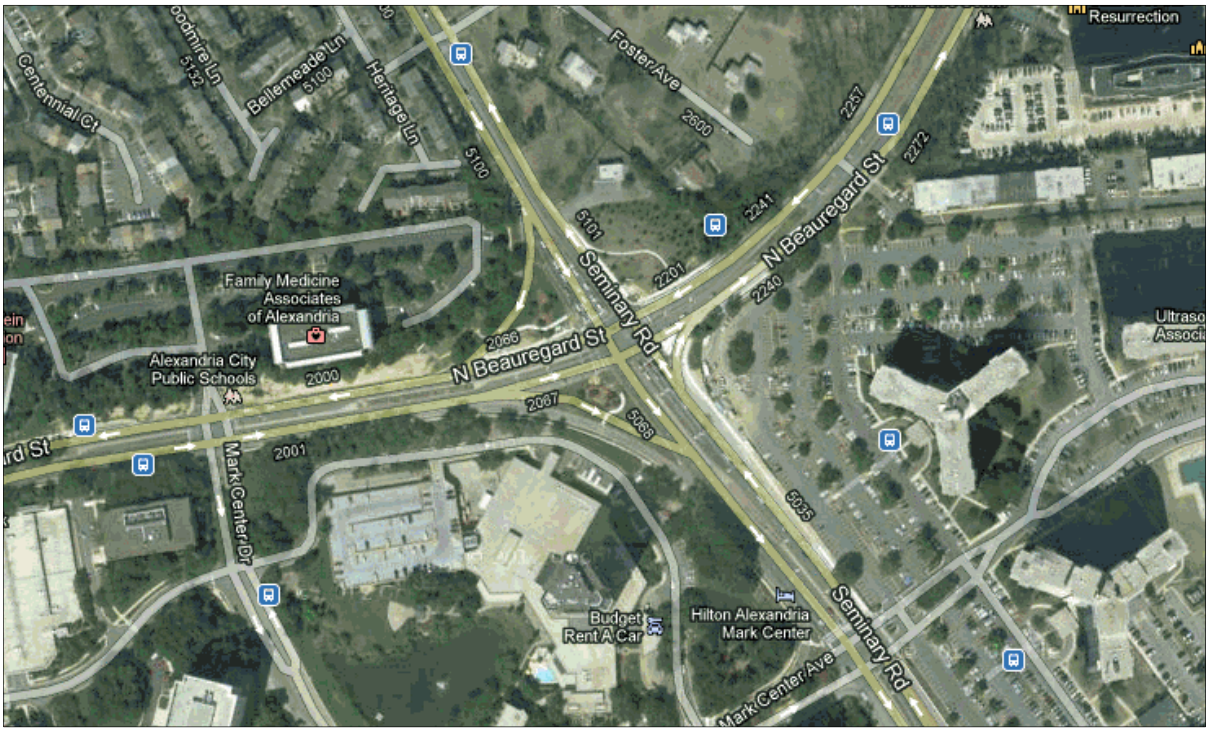
- Site Description
- Intersection Options
- Comparison of Options
- Appendix A – Grade-separated Options

Site Description

The intersection of Beauregard Street and Seminary Road is located in the City of Alexandria's West End. This at-grade signalized intersection is served by I-395 to the east and is surrounded by office, residential and hotel uses.

Currently, the intersection configuration is comprised of signalized through and left-turn movements and free flow right-turn movements for three of the four legs. Westbound Seminary Road has triple left-turn lanes, dual through lanes and a free flow right movement. Eastbound Seminary Road consists of a single left-turn lane, triple through lanes and a free flow right-turn lane that originates approximately 200-feet west of the intersection. Beauregard Street in the northbound direction has dual left-turn lanes, dual through lanes and a single free flow right-turn lane that originates approximately 200-feet south of the intersection. Southbound Beauregard Street does not have a free flow right movement but consists of a single left-turn lane, a through lane and a combined through and right-turn lane. Separating the two larger free-flow right-turn lanes are landscaped islands. Adjacent to this intersection are several roadways and property entrances, including Mark Center Drive, which is accessible from both Beauregard Street and Seminary Road. Sidewalks and pedestrian paths provide accessibility along these roadways and between developed properties.

Figure 1: Existing Site



Intersection Options

The options examined for this intersection include:

- No-Build (VDOT short- and mid-term improvements)
- Parallel road extension
- Traditional traffic circle
- Grade-separated options
- Ellipse

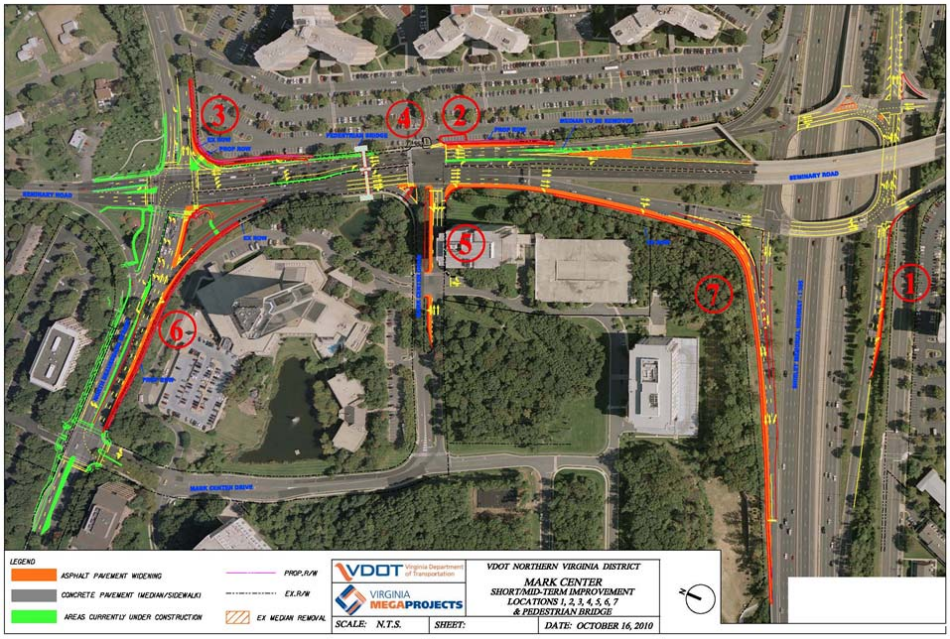
No-Build. The No-Build option included short- and mid-term improvements as proposed by Virginia Department of Transportation (VDOT) as explained below. Figure 2 illustrates these improvements.

- Widen northbound Beauregard Street between Mark Center Drive and Seminary Road to provide a dedicated right-turn lane to Seminary Road downstream of the direct ramp connecting northbound Beauregard Street to Eastbound Seminary Road. Reconfigure intersection to allow for two dedicated left-turn lanes and two through-lanes along northbound Beauregard Street. The new dedicated right-turn lane will be signed for Seminary Road eastbound to allow eastbound Seminary Road traffic to avoid the weave condition between the direct ramp exit and Mark Center Drive.
- Widen westbound Seminary Road at Beauregard Street to provide a deceleration lane and widen northbound Beauregard Street at Seminary Road to provide an acceleration lane for the westbound-to-northbound right-turn lane.
- Widen westbound Seminary Road from the rotary back to the Mark Center Drive to two lanes and provide a dedicated right-turn lane into Southern Towers. Restripe the westbound Seminary Road flyover to allow one through lane on Seminary Road and one left-turn lane

into Mark Center Drive. Provide a physical separation between the two lanes from the rotary and the left-turn lane at Mark Center Drive.

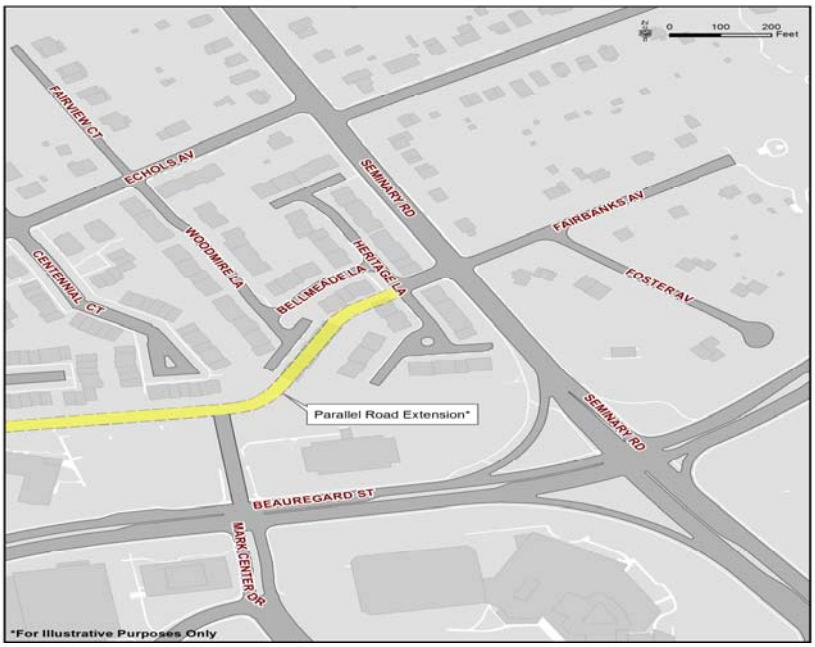
- Widen eastbound Seminary Road from Mark Center Drive to the I-395 southbound ramp meter signal to provide a continuous two-lane ramp. Restripe the southbound ramp connection from the rotary to provide a merge into the two-lane ramp from eastbound Seminary Road.
- Widen the northbound I-395 off-ramp from two to three lanes, providing two through lanes and one right-turn lane. Restripe the rotary (area encompassing the four intersections of the I-395 on and off ramps at the Seminary Road interchange) to provide dual lefts for the northbound–to- westbound movements and eastbound-to-northbound movements. Restripe the westbound approach at the I-395 southbound off-ramp to provide two through lanes and one left-turn lane.
- Provide triple right-turn lanes from northbound Mark Center Drive to eastbound Seminary Road.

Figure 2: VDOT Short- and Mid-Term Improvements



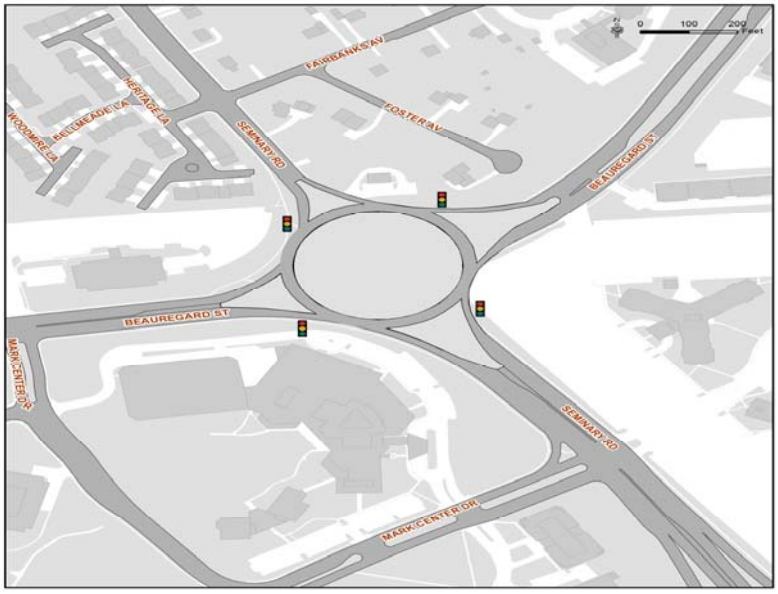
Parallel Road Extension. This option introduces a parallel road west of Beauregard Street connecting the intersections of Heritage Lane and Seminary Road to Sanger Avenue in addition to the no build configuration.

Figure 3: Parallel Road Extension



Traffic Circle. This option includes a traditional four-legged traffic circle with signals at each approach.

Figure 4: Traffic Circle



Grade-separated Options. Two compressed diamond grade-separated options were considered: Option 1: Beauregard Street over Seminary Road, and Option 2: Seminary Road over Beauregard Street. These schematic options are designed as compressed diamond interchanges in accordance to VDOT and AASHTO design guidance. A compressed diamond interchange is an interchange in which a ramp is provided at each quadrant to facilitate left and right turns. Refer to **Appendix A** for a detailed discussion of these two options.

Figure 5: Grade Separated Option 1

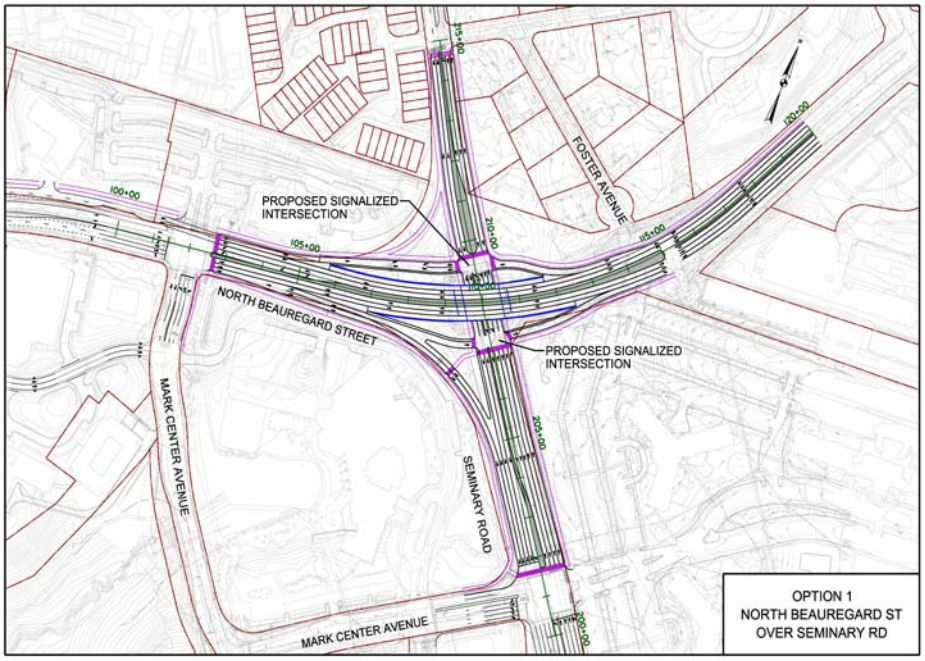
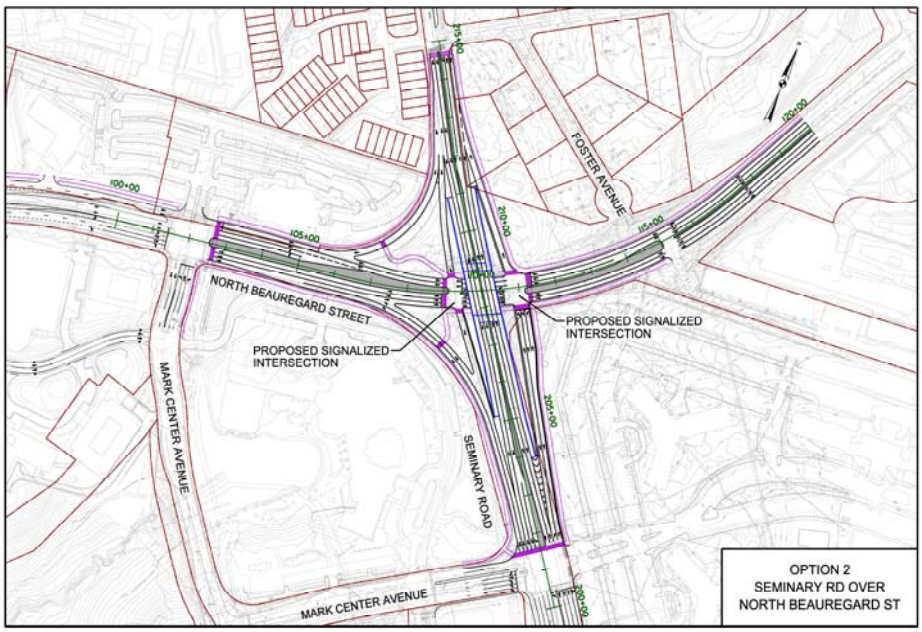


Figure 6: Grade Separated Option 2



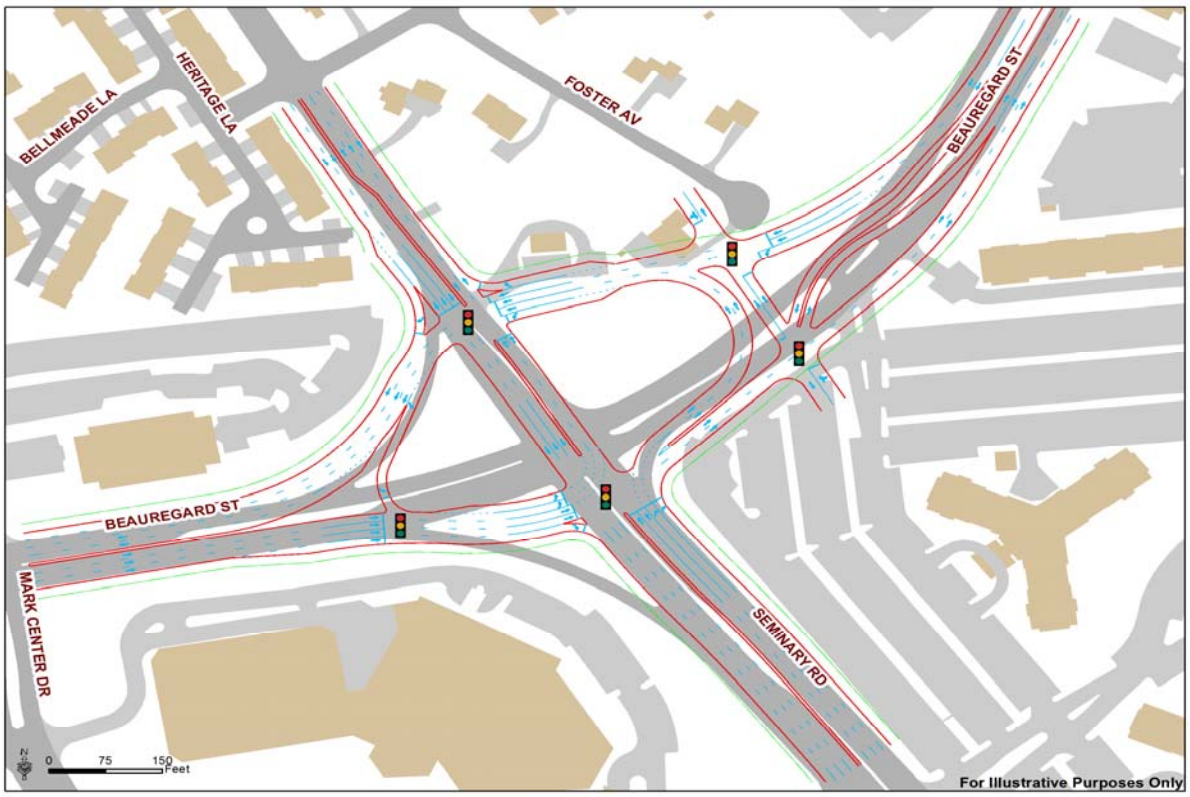
The Ellipse. This option includes a modified traffic circle that allows the Seminary Road through movements continue through the circle. For the Ellipse, the existing conventional eight-phase traffic signal would be replaced with a pair of inter connected, coordinated four-phase signals along Seminary Road located about 300 feet apart. Vehicles turning left from eastbound and westbound Seminary Road would loop around the Ellipse to complete the movements. A separate right-turn lane would be added along westbound Seminary Road that extends back to Mark Center Drive.

Signal control at the Ellipse comprises of five nodes which include:

- Northbound Beauregard Street at Seminary Road
- Southbound Beauregard Street at Seminary Road
- Eastbound Main Street at Southbound Beauregard Street
- Northbound Beauregard Street at Ellipse (intersects with eastbound left-turn leg)
- Westbound Main Street at Northbound Beauregard Street (from Southern Towers)

All the signalized intersections within the Ellipse are designed to be coordinated, providing smooth traffic flow on Beauregard Street and Seminary Road.

Figure 7: Ellipse



Comparison of Alternatives

The alternatives described above were assessed based on the following criteria/effects:

- Traffic operations and capacity including intersection/interchange spacing, level-of-service, queuing and weaving
- Geometry
- Driveway and intersection access
- Pedestrian, bicycle and transit access
- Right-of-way
- Utility
- Noise
- Aesthetics
- Cost

Below is a summary of the traffic operations assessment of the various options. Table 1 summarizes the overall pros and cons of each option. Table 2 summarizes the evaluation of these options under the criteria identified above in a graphical manner.

No-Build. The Beauregard Corridor Small Area Plan Transportation Analysis, Volume 1: Technical Report, dated January 18, 2012 shows that the intersection would operate at Level-of-Service (LOS) F with an average vehicle delay of 84.5 seconds during the AM peak hour in the 2035 No-Build condition. In particular, vehicles coming from westbound Seminary Road would experience an average delay of 121 seconds (LOS F) and the westbound queues on Seminary Road would spill beyond Mark Center Drive and up to the I-395 HOV ramp during the AM peak hour. This makes this option unacceptable from an operations perspective. For the PM period, the intersection would operate with a LOS E and with an average vehicle delay of 58.3 seconds. It should be noted that the results only reflect the 2035 without development traffic conditions. With 2035 development conditions, the traffic operation is expected to further deteriorate.

This option also creates a two-sided weaving problem. Westbound vehicles on Seminary Road coming from north on I-395 need to change more than one lane to reach the triple left-turn lanes at Beauregard Street conflicting with the traffic coming from the bridge over I-395 on westbound Seminary Road destined to turn right or go through at the Beauregard intersection. In addition, this option creates wide cross-section, which is not pedestrian friendly.

Parallel Road Extension. The Parallel Road option introduces a new parallel roadway as an alternative to Beauregard Street at the Seminary Road intersection in addition to the proposed changes under the No-Build configuration. This additional capacity would relieve some of the congestion that would otherwise occur under the No-Build configuration. Delays, queues and weaving issues would be more favorable compared to the No-Build scenario. However, the parallel road requires right-of-way takings in the order of 12 to 17 townhomes west of Beauregard Street, and, therefore, has significant community impacts. This impact rendered this option unacceptable.

Traffic Circle. The traffic circle option provides additional queuing storage for the heavily used westbound left-turn movement during the AM peak hour by requiring vehicles to go around the circle. It also addresses some of the weaving problems described under the No Build scenario as all traffic is forced to go around the circle (turning right). However, requiring all westbound and eastbound Seminary Road traffic to go around the circle would result in significant queues and delays at all proposed signalized intersections at the circle.

Grade-separated Options. These options are designed as compressed diamond interchanges allowing one roadway to be grade-separated from the other. Ramps are provided at each quadrant to facilitate left and right turns. High delays for vehicles and pedestrians are caused by ramps feeding into the two new signalized intersections. Weaving impacts are also associated with these options, especially on westbound Seminary Road approaching Beauregard Street, and the ramp connecting Seminary Road to southbound Beauregard under Option 1, where two lanes merge into

one lane which will cause significant impacts on westbound left-turning traffic, which carries high demand with Option 1. Short storage distances may not handle high demands, which may cause traffic queues to spill back on westbound Seminary Road. Additional aspects of these options are discussed in Table 2.

Ellipse. As proposed in the SAP, the Ellipse provides the most favorable traffic operations. According to the SAP, the Seminary Road and Beauregard Street intersection would operate at LOS D with an average vehicle delay of 54.3 second during the AM peak hour in the 2035 Build condition. The westbound approaches experience an average delay of 69.2 seconds (LOS E), and the queues do not reach the upstream intersection at Mark Center Drive. As compared to the No Build conditions, the Ellipse reduces average vehicle delays and queues, provides more storage spaces for westbound left-turning vehicles, and provides higher capacity to handle future traffic growth in the 2035 with development condition.

Unlike the No-Build option, the vehicles coming from I-395 on westbound Seminary Road do not need to change lanes to make left turns at Beauregard Street. This partially alleviates some of the weaving issues between I-395 and Beauregard Street on westbound Seminary Road.

Table 2 qualitatively compares the pros and cons of each option. Criteria used for comparison include: traffic operations, geometry, accessibility, pedestrian/transit access, right-of-way, utilities, noise, aesthetics, and cost. Major impacts, which are associated with fatal flaws, are highlighted in bold.

Table 1: Pros and Cons Comparison of Options

Option	Pros	Cons
No-Build	• User familiarity. • Cost effective. • Minimal additional utility and ROW impacts. • At-grade construction. • Keeps access to existing driveways and intersections. • Compatible with proposed Bus Rapid Transit (BRT) Transitway operations.	• **Future westbound queues on Seminary Road would spill beyond Mark Center Drive and up to the I-395 HOV ramp during the AM peak hour with and without future development.** • Wide cross-section is not pedestrian friendly. • Weaving problems on westbound Seminary Road. • Lack of capacity for handling traffic growth in the future years.
Parallel Road Extension	• Divert traffic demand along Beauregard Street and provide additional capacity. • Improved weaving condition compared to No Build. • At-grade construction. • Keeps access to existing driveways and intersections. • Compatible with proposed Bus Rapid Transit (BRT) Transitway operations.	• **Residential units in path of proposed roadway creating significant right-of-way (taking 12 to 17 townhomes) and community impacts.** • Places more traffic on local/residential roadways. • Significant cost due to taking 12-17 townhomes. • Potentially increased noise through residential areas.
Traffic Circle	• At-grade construction. • Allows for landscaping/ green space in center creating an opportunity for a gateway feature. • Improved weaving condition compared to No-Build. • Keeps access to existing driveways and intersections. • Compatible with proposed Bus Rapid Transit (BRT) Transitway operations.	• **Significant delays and queuing expected to impact adjacent intersections as well as I-395 operations.** • Lack of capacity for handling traffic growth in the future years. • Moderate right-of-way impacts.

Option	Pros	Cons
Grade Separated	• Separated movements for through traffic on Beauregard Street and Seminary Road. • Opportunity for installation of public art and gateway features on bridge elements. • Allows for landscaping in medians • Pedestrian movements/ access remain at-grade and ADA accessible. • Compatible with proposed Bus Rapid Transit (BRT) Transitway operations.	• **Significant weaving and merging issues at certain ramp entrances and exits as well as possibly high traffic delays for turning vehicles and pedestrians.** • **Significant right-of-way impacts particularly related to the elimination of parking spaces in Southern Towers.** • 1 acre of construction beyond existing ROW limits. • Turn movements accessible only off of ramps. • Greater potential for traffic accidents due to increased number of conflict points. • To achieve min. under clearance for Option 1, Beauregard St. will have steep approach grades (7.2% and 10%). • Utility impacts/ relocations due to bridge and retaining wall elements. • Visual disruption due to bridge structure. • Potential for increased noise and light pollution due to elevated structure • Extensive signal timing coordination need among closely spaced intersections. • Not compatible with the character of the planned development. • High initial cost and required future maintenance costs.
Ellipse	• At-grade construction. • Allows for landscaping/green space in center. • More storage space for westbound left turns. • Better intersection traffic operation. • Reduced vehicle weaving impacts on westbound Seminary Road approaching Beauregard Street. • Capable of handling future traffic growth associated with future development. • Environmental impacts/noise similar to existing conditions. • Compatible with proposed Bus Rapid Transit (BRT) Transitway operations. • Compatible with pedestrian and bike circulation as envisioned in the SAP.	• Unconventional compared to a standard intersection and requires special design. • Moderate ROW impacts.

***Bold indicates major impacts associated with fatal flaws**

Table 2: Qualitative Comparison of Options

Options	No-Build	Parallel Road Extension	Traditional traffic circle	Grade-separated Options	Ellipse
Traffic Operations	✖	◐	✖	◐	●
Geometry	●	●	●	✖	●
Driveway Access	●	●	●	◐	●
Pedestrian and Bicycle Accessibility	◐	●	●	◐	●
ROW Impacts	●	✖	●	○	●
Utility Impacts	●	○	●	○	◐
Noise	◐	○	◐	○	◐
Aesthetics and Compatibility with Urban Environment	◐	○	◐	○	◐
Cost	●	○	◐	○	◐

● Good ◐ Fair ○ Poor ✖ Fatal Flaw

APPENDIX A – Grade-separated Options

For this study, two grade-separated options were developed at a schematic level; Option 1: Beauregard Street over Seminary Road, and Option 2: Seminary Road over Beauregard Street. During the preparation of the Beauregard Corridor Small Area Plan, grade separated options were discussed and ruled out based on professional judgment; this report provides a more thorough investigation based on development of schematic designs and analysis of impacts.

Grade Separated Options

These schematic options are designed as compressed diamond interchanges in accordance with the VDOT Road Design Manual, Volume 1, and AAHSTO Geometric Design of Highways and Streets, 2004. A compressed diamond interchange is an interchange in which a ramp is provided at each quadrant to facilitate left and right turns. This allows for minimal interference for traffic approaching the intersection form either direction. Although this requires signalization at the end of the ramps, typically, the right movement can be free-flowing, but otherwise the end of the ramp functions as a T intersection at grade. This requires four-phase signal phasing with overlapping for both intersections along the at-grade roadway.

Both options are schematically designed to maintain the existing elevation for the lower roadway and utilize bridge/structural elements to provide grade separation. Designing the grade separated options in this manner may result in steeper roadway grades. A proposed centerline was created along both roadways that tie into the existing roadways beyond the intersection limits, which in both options are the nearest upstream/downstream intersections; all proposed geometry is offset from these centerline locations except where the pavement is transitioned in order to match existing lane width. Lane configuration is based on available traffic data, travel demand forecasts presented in the Beauregard Corridor Small Area Plan Transportation Analysis, Volume 1: Technical Report, dated January 18, 2012, and geometry of existing and proposed receiving roadways and driveways. The typical lane widths used are 11-feet and 12-feet.

Due to the elevated upper roadway, retaining walls are required to separate the ramps from the upper roadway; walls are only necessary along the inner side of the ramps. The height of the wall will vary and increase as it approaches the bridge abutment.

To analyze construction impacts and costs, these options include roadway and bridge elements, retaining walls, medians, sidewalks and ADA facilities, potential traffic signals, and utilities. The attached sketches show a proposed design and identify right-of-way impact locations and key constraints.

Option 1: Beauregard Street over Seminary Road. This grade-separated option provides unrestricted through access along Beauregard Street by means of a bridge structure to span over Seminary Road; Seminary Road will generally maintain its existing elevation. Access between Beauregard Street and Seminary Road is obtained by on/off ramps located at the four corners of the intersection; see attached plan and profile.

The north side of the Beauregard Street and Mark Center Drive intersection represents the starting point for this option. On Beauregard Street, three travel lanes are provided in the northbound direction; two of these lanes are for northbound through traffic, which continues over the bridge, and the right lane is to access Seminary Road. This ramp, at the southeast quadrant, begins as a single lane but splits in to two. Two lanes continue as a free-flow right movement onto eastbound Seminary Road. To access westbound Seminary Road from this ramp, a short exit lane is provided off of the left lane and terminates at a new traffic signal on Seminary Road to facilitate left-turn movements. At this signal, westbound Seminary Road will be able to access northbound Beauregard Street through a dedicated right-turn lane and the new single lane ramp at the northeast quadrant.

Traveling southbound on Beauregard Street there are two through lanes. To exit onto Seminary Road, a single lane exit ramp is provided. A traffic signal is introduced at the end of this ramp to allow right and left-turns onto Seminary Road. From this signalized intersection, eastbound Seminary Road will make a right-turn onto a new two lane ramp to access southbound Beauregard Street. Likewise, westbound Seminary Road will have dual left-turn lanes to access the ramp. Due to ROW constraints, this ramp merges from two lanes into one lane that serves as a dedicated through lane on Beauregard Street; this movement accommodates future configuration of the intersection of Mark Center Drive.

In this option, Seminary Road generally maintains its horizontal and vertical alignment. However, through and turning lanes are added to accommodate movements associated with a compressed diamond interchange. Beginning at the intersection of Mark Center Drive, westbound Seminary Road will begin with four through lanes and eastbound will have four through lanes (two lanes from northbound Beauregard and two lanes from Seminary Road) plus a dedicated left-turn lane into Southern Towers. At the new signalized intersection associated with the ramps for northbound Beauregard Street, Seminary Road will have four through lanes and a dedicated right turn lane; eastbound Seminary Road will have two lanes with the left lane being a through and left movement. At the second new signalized intersection, westbound Seminary will have two through lanes and two left-turn lanes to access southbound Beauregard; eastbound will have two through lanes.

The bridge has a span length of approximately 100 feet with an out-to-out width of approximately 88 feet. Two through lanes, as well as 12-foot wide shoulders and a 16-foot median, will be carried by the bridge; sidewalks are not carried by the bridge as pedestrian movements will remain at existing grade. At this time, the structure is envisioned to have a steel superstructure designed in accordance with VDOT bridge standards and will provide a minimum 16’-6” clearance over Seminary Road. Retaining walls are necessary and will either be mechanically stabilized earth (MSE) or traditional cast in place concrete walls. The bridge abutments have a wide setback to accommodate the pedestrian realm and to improve visibility.

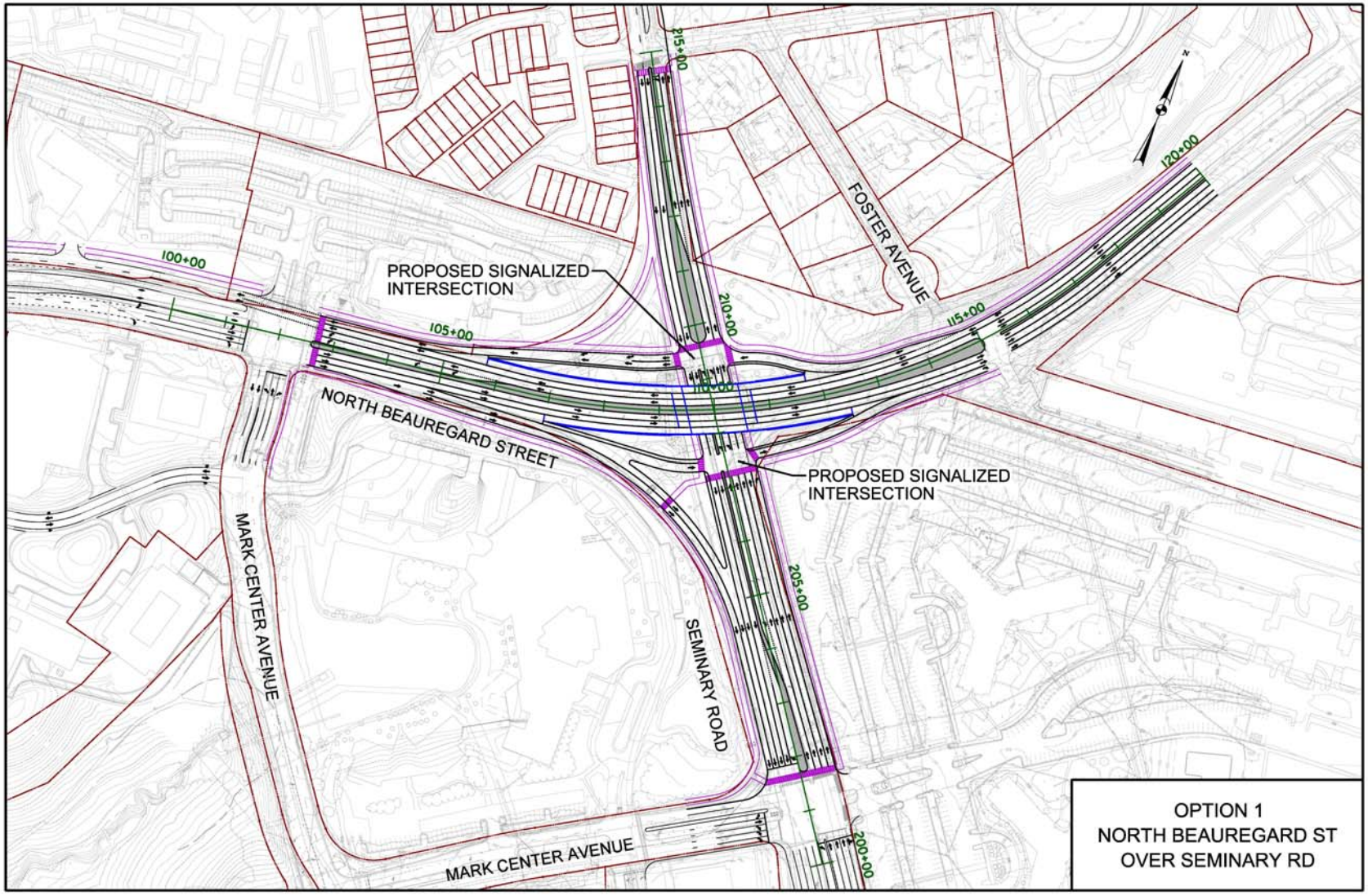
Medians are used to separate opposing traffic and vary in width from a minimum of four-feet to a maximum of 28-feet. At locations where median widths exceed six feet, median composition is assumed to be turf or landscaped, possibly including Low Impact Development (LID) treatments such as bioretention; a landscape plan has not been prepared as part of this report. A minimum ten-foot wide sidewalk/trail, with a four-foot setback from the roadway, is used throughout except under the bridge or if existing sidewalk is wider. Pedestrian facilities generally follow existing circulation patterns.

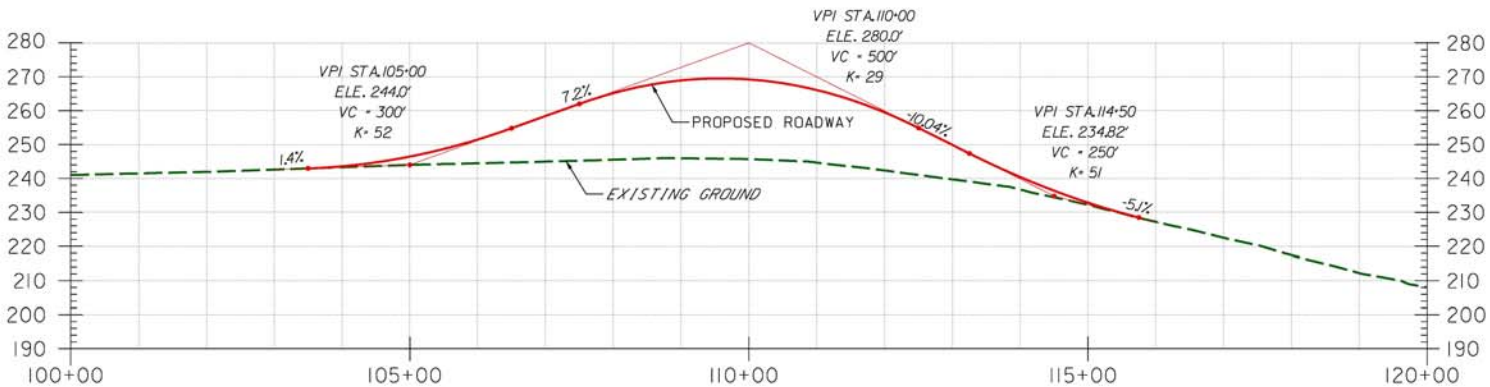
Pros and cons for Option 1 can be found in Appendix A – Table 1 on the next page:

Appendix A -Table 1: Pros and Cons of Option 1: Beauregard Street over Seminary Road

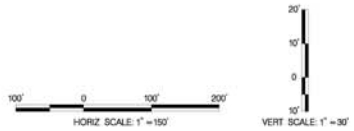
Pros	Cons
• Minimizes delays for through traffic on Beauregard Street. • Pedestrian circulation similar to existing. • Opportunity for installation of public art and gateway features on bridge elements • Allows for landscaping in medians • The option is compatible with proposed Bus Rapid Transit (BRT) operation along the Beauregard Street.	• **High cost to construct ($41.9 M) coupled with future maintenance costs.** • **Weaving impacts on westbound Seminary Road approaching Beauregard Street – vehicles coming from I-395 to change more than one lane to reach the left-turn lane at Beauregard Street.** • To achieve the min. 16.5' clearance over Seminary Road, Beauregard Street will have steep approach grades (7.2% and 10.0%) which exceed AASHTO requirements. • Loss of parking spaces within the Southern Tower complex. • Potential light pollution effects. • Approximately 1 acre of construction beyond existing ROW limits. • Four approaches (ramps) feeding into the two new signalized intersections on Seminary Road need to operate under split phases, which will cause high delays for vehicles and pedestrians. • Relocation of aerial and underground utilities. • The ramp connecting Seminary Road to southbound Beauregard merges two lanes into one lane, which will cause significant impacts on westbound left-turning traffic which carries high demand. • Increased levels of light pollution due to height of bridge. • The lane changing distance is too short for vehicles coming from Seminary Road to get into southbound left-turn lanes on Beauregard Street for Mark Center Drive.

***Bold indicates major impacts associated with fatal flaws**


PROPOSED SIGNALIZED INTERSECTION
PROPOSED SIGNALIZED INTERSECTION
NORTH BEAUREGARD STREET
MARK CENTER AVENUE
MARK CENTER AVENUE
SEMINARY ROAD
FOSTER AVENUE
100+00
105+00
110+00
115+00
120+00
200+00
205+00
210+00
215+00
OPTION 1
NORTH BEAUREGARD ST
OVER SEMINARY RD



PROFILE OF NORTH BEAUREGARD ST OVER SEMINARY RD



OPTION 1
NORTH BEAUREGARD ST
OVER SEMINARY RD

Option 2: Seminary Road over Beauregard Street. Beginning just west of the intersection of Mark Center Drive and Seminary Road, this option ramps Seminary Road up to span over Beauregard Street which remains at its current elevation; see attached plan and profile. Two through lanes in each direction, as well as 12-foot wide shoulders, will be carried by the bridge; sidewalks are not carried by the bridge as pedestrian movements will remain at existing grade. Beauregard Street will generally remain on its current horizontal and vertical alignment. Seminary Road will maintain its horizontal alignment but the vertical profile will change dramatically due to the introduction of the bridge needed to provide a minimum 16'-6" clearance over Beauregard Street. Two new traffic signals will be introduced along Beauregard Street where the new ramps serve to exit and access Seminary Road.

The bridge has a span length of approximately 113 feet with an out-to-out width of approximately 76 feet. At this time, the structure is envisioned to have a steel superstructure designed in accordance with VDOT bridge standards. Retaining walls will either be mechanically stabilized earth (MSE) or traditional cast in place concrete walls. The bridge abutments have a wide setback from Beauregard Street to accommodate the pedestrian realm and to improve sight distances and visibility.

Ramps at each quadrant facilitate turns to and from Beauregard Street. Traffic traveling westbound on Seminary will utilize a two lane ramp to access Beauregard Street. Prior to the intersection, the ramp will gain a lane so as to provide dual left-turn lanes and a single right-turn lane; the construction of this ramp impacts existing parking for Southern Towers. To access westbound Seminary Road from southbound Beauregard Street, a single lane ramp is provided. Traveling eastbound on Seminary Road, a split ramp provides access to northbound and southbound Beauregard Street. Shortly after exiting Seminary Road, vehicles can continue straight on the ramp to the signalized intersection to make a left on to northbound Beauregard, or use the free-flow right-turn lane to travel south in a manner similar to the existing condition. To exit northbound Beauregard Street towards eastbound Seminary Road, a two lane free-flow ramp is provided. Vehicles heading south on Beauregard Street will make a left turn at the new traffic signal to utilize the ramp to access eastbound Seminary Road. The existing free-flow right-turn lane from eastbound Seminary Road on to Mark Center Drive has been eliminated; vehicles will now make a right turn at the intersection. A new driveway into Southern Towers off of Beauregard Street has been shown as per the Ellipse design.

Medians vary from a minimum of four-feet to a maximum of 33-feet. Concrete medians are used to provide permanent separation of traffic. At locations where median widths exceed six feet, median composition is assumed to be turf or landscaped, possibly including LID treatments such as bioretention; a landscape plan has not been prepared as part of this report. Pedestrian access has been shown and generally mimics existing configuration. A minimum ten-foot wide sidewalk with a four-foot setback from the roadway is used throughout except under the bridge or if existing sidewalks is wider.

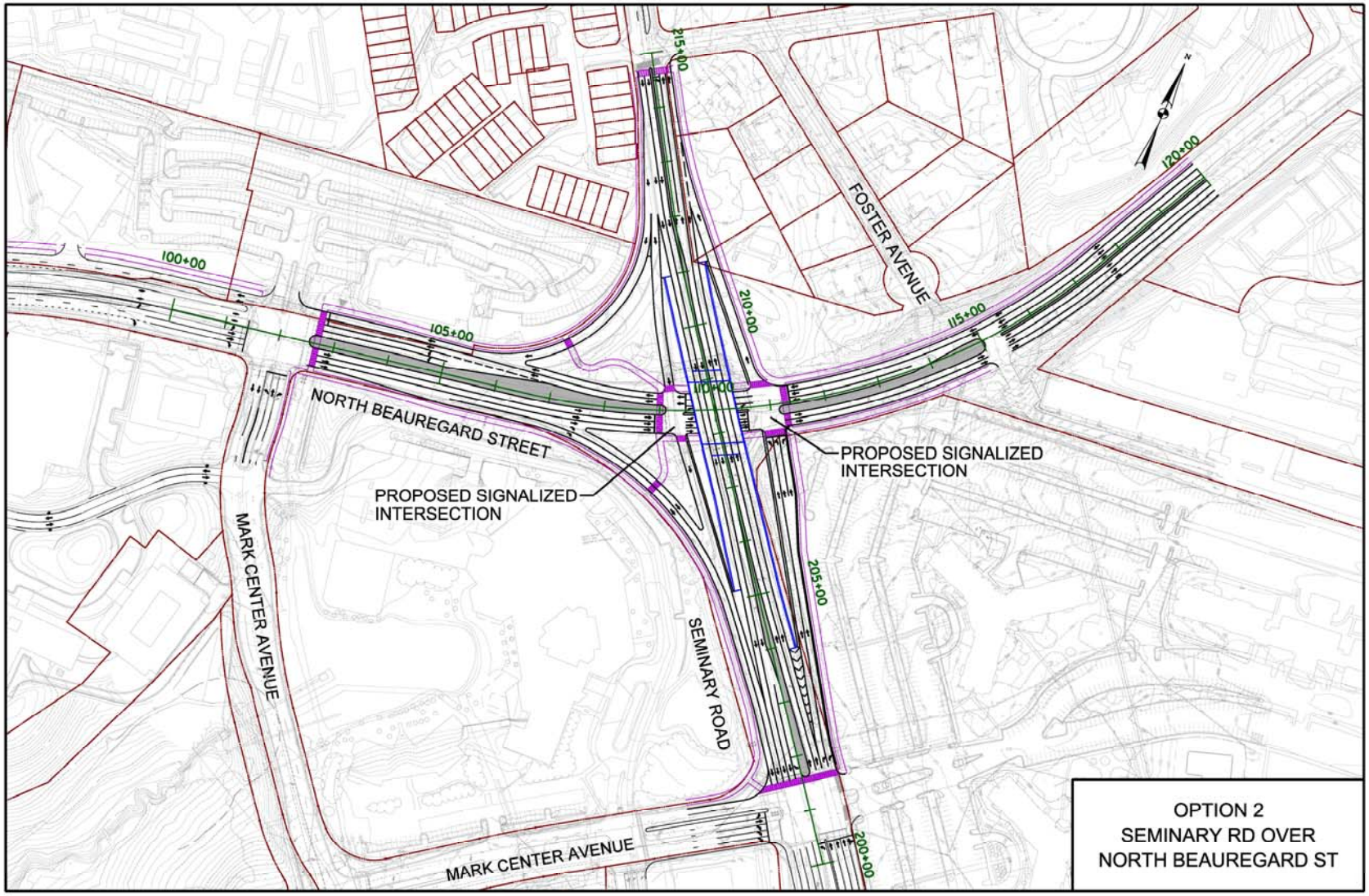
Pros and cons for Option 2 can be found in Appendix A – Table 2 on the next page:

Appendix A -Table 2: Pros and Cons of Option 2: Seminary Road over Beauregard Street

Pros	Cons
• Minimizes traffic delays for through traffic on Seminary Road. • Pedestrian circulation similar to existing. • Opportunity for installation of public art and gateway features on bridge elements • Allows for landscaping in medians • Dual right-turn lanes are provided for northbound approach on Beauregard Street at Seminary Road. This lane configuration would improve the traffic operation for this heavy movement during the AM and PM peak hours. • The option is compatible with proposed Bus Rapid Transit (BRT) operation along the Beauregard Street.	• **High cost to construct ($42.3 M) coupled with future maintenance costs.** • **Weaving issues for Seminary Road through traffic exiting for Beauregard Street and for eastbound Seminary Road traffic merging onto southbound Beauregard to access Mark Center Drive.** • To achieve the min. 16.5' clearance over Beauregard Street, Seminary Road will have steep approach grades (5.82% and 5.98%). • Close proximity to adjacent intersections limits bridge touchdown location creating a steeper structure. • Loss of parking spaces within the Southern Tower complex. • Approximately 1 acre of construction beyond existing ROW limits. • Relocation of aerial and underground utilities. • Four approaches (ramps) feeding into the two new signalized intersections on Beauregard Street need to operate under split phases, which will cause high delays for vehicles and pedestrians. • Two left-turning lanes, combined with short storage distance, may not handle high left-turning demand from westbound Seminary to Beauregard Street and may cause traffic queues to spill back on westbound Seminary Road.

***Bold indicates major impacts associated with fatal flaws**

As part of the analysis of grade separated options, an order of magnitude construction cost estimate has been prepared as shown below. This estimate is based on the schematic designs presented. Contingency percentages used are in line with previous studies. Please note that this estimate does not reflect cost for right-of-way acquisition.


100+00
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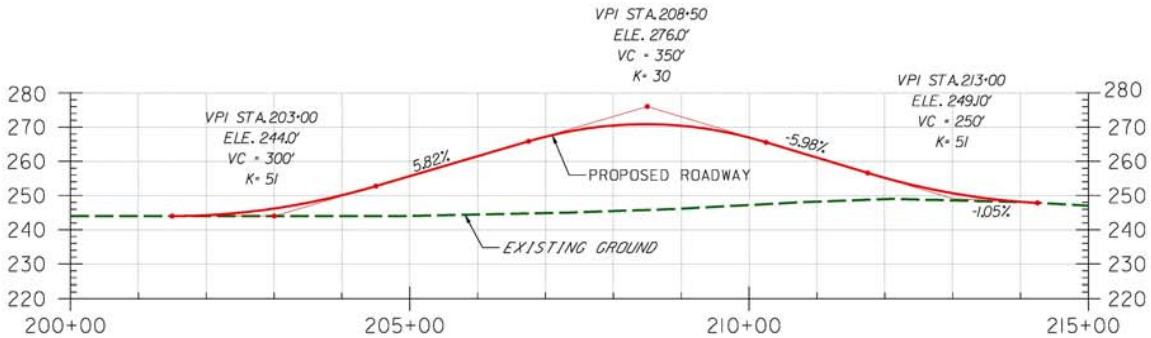
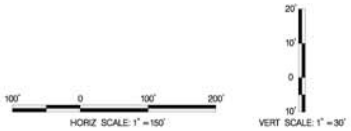
205+00
210+00
215+00
NORTH BEAUREGARD STREET
PROPOSED SIGNALIZED INTERSECTION
PROPOSED SIGNALIZED INTERSECTION
FOSTER AVENUE
MARK CENTER AVENUE
MARK CENTER AVENUE
SEMINARY ROAD
OPTION 2
SEMINARY RD OVER
NORTH BEAUREGARD ST



PROFILE OF SEMINARY RD OVER NORTH BEAUREGARD ST



OPTION 2
SEMINARY RD OVER
NORTH BEAUREGARD ST

Appendix A - Table 3: Order of Magnitude Cost Estimate for grade-separated Options

Option	Item	Unit	Quantity	Unit Price	Cost
1	Site Clearing	AC	9.0	$2,500	$22,431
	Bridge (Superstructure and substructure)	SF	8782	$235	$2,063,770
	Retaining Walls	SF	7244	$110	$796,785
	Sidewalks/Multi-use trail (concrete)	SY	6418	$65	$417,192
	Curb and Gutter	LF	7629	$20	$152,580
	Pavement	SY	28451	$140	$3,983,202
	Earthwork	CY	116244	$30	$3,487,322
	Signalized Intersection	EA	5	$225,000	$1,125,000
	Lighting	LS	1	$914,840	$914,840
	Landscaping	LS	1	$100,000	$100,000
	Subtotal				$13,063,122
	SWM				$3,265,780
	E&SC				$914,419
	Utilities				$1,959,468
	Marking and Signage				$261,262
	MOT				$1,959,468
	Mobilization and Survey				$1,306,312
	Construction Management				$3,265,780
	Subtotal				$12,932,491
	Total				$25,995,612
	Design				$2,599,561
	1% Bond				$259,956
	Contingency (50%)				$12,997,806
	Total				**$41,852,936**
2	Site Clearing	AC	8.6	$2,500	$21,475
	Bridge (Superstructure and substructure)	SF	8486	$235	$1,994,210
	Retaining Walls	SF	8828	$110	$971,025
	Sidewalks/Multi-use trail (concrete)	SY	6412	$65	$416,780
	Curb and Gutter	LF	7834	$20	$156,680
	Pavement	SY	28473	$140	$3,986,282
	Earthwork	CY	113555	$30	$3,406,638
	Signalized Intersection	EA	5	$225,000	$1,125,000
	Lighting	LS	1	$1,147,930	$1,147,930
	Landscaping	LS	1	$100,000	$100,000
	Subtotal				$13,326,021
	SWM				$3,265,780
	E&SC				$914,419
	Utilities				$1,959,468
	Marking and Signage				$261,262
	MOT				$1,959,468
	Mobilization and Survey				$1,306,312
	Construction Management				$3,265,780
	Subtotal				$12,932,491
	Total				$26,258,511
	Design				$2,625,851
	1% Bond				$262,585
	Contingency (50%)				$13,129,256
	Total				**$42,276,203**

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Greg Whirley
COMMISSIONER

April 30, 2012

Mr. Ravindra Raut
City of Alexandria
Department of Transportation and Engineering Services
2900 Business Center Drive
Alexandria, Virginia 22314

Re: Beauregard Corridor Plan
Traffic Impact Analysis

Dear Mr. Raut:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the Traffic Study was submitted to the Virginia Department of Transportation (VDOT) for review on March 20, 2012.

We have reviewed the subject traffic study and have found it acceptable per the attached Evaluation Report.

Please contact me if you have any further questions.

Sincerely,

Noreen H. Maloney
Transportation Engineer

Comments on
Beauregard Corridor Plan
TRAFFIC IMPACT ANALYSIS

Summary of the Plan:

Beauregard Corridor Small-Area Plan study area is roughly defined by Holmes Run to the south, I-395 and Kenmore Avenue to the east, the city line and edge of the existing residential neighborhood to the west, and the edge of the Southern Towers complex to the north. The primary roadways through the study area are Interstate 395, Beauregard Street, Seminary Road, and N. Van Dorn Street. The proposed redevelopment within the Beauregard Corridor Plan study area will be mixed-use, with apartments and townhouses, retail space, office space, and hotels. Some of the new development will be infill development, whereas other new development will replaced existing development. The proposed development will have a higher density than the existing development. The redevelopment of properties located within the study area is expected to occur in six (6) phases through 2040. Changes in land use, and the corresponding changes in trip generation and distribution, were projected for two distinct build-out intervals: An Interim Build-Out condition in Year 2020 and a Build-Out condition in Year 2035.

Accuracy of the Traffic Impact Analysis:

The following are the comments for the traffic impact analysis.

1. It is noted that the number of trips shown under "Total New Trips" row in Table 12 do not add up to the trip calculations above this row. However, correct trips have been used in the subsequent analysis. Therefore, it will not have any impact on the conclusions.

Comments on the Recommended Improvements:

1. All proposed recommendations involving changes in access will have to meet the access management standards.
2. We recommend conducting signal warrant study before any decision for installation of signals at the proposed locations. Signal warrant study needs to be provided to the appropriate local government meeting their requirements.
3. The study recommends new turn lanes without discussing the adequacy of either existing or proposed turn lane storages**.**

Additional VDOT Recommendations/Comments/Concerns:

1. It is also noted that recommendation to replace the existing intersection of Seminary Road and Beauregard Street with a proposed ellipse configuration in future is a good concept. However, VDOT recommends additional analysis prior to implementation.

Conclusions:

In general, the TIA is acceptable.

From:	Amy Friedlander
Cc:	Steve Sindiong; Rich Baier; Sandra Marks; Jeffrey Farner; Maya Contreras; Faroll Hamer
Bcc:	dbaker@goodwinhouse.org; davidbaker645@yahoo.com; carolyn.griglione@gmail.com; dacava1@yahoo.com; dnbuch@hotmail.com; edwin12e@hotmail.com; Catharine Puskar (cpuskar@arl.thelandlawyers.com); mcaison@comcast.net; jsawislak@gmail.com; steve@tartanproperties.com; Donna Fossum; kposey12@comcast.net
Subject:	VDOT Review of the Transportation Analysis
Date:	Monday, December 17, 2012 4:53:00 PM

Dear Advisory Group members:

At the December 12, 2012 Beauregard Advisory Group meeting, one of the members requested staff provide additional information relating to the Virginia Dept. of Transportation (VDOT) review of the Transportation Analysis for the Beauregard Small Area Plan.

The City provided the final Transportation Analysis to VDOT (then known as the Chapter 527 Report) on February 8, 2012, which includes traffic analysis for the proposed redevelopment of the Beauregard area.

The City received a letter on April 30, 2012 that found the report acceptable, along with specific comments for the City to take into consideration as future development and additional required traffic analysis occurs. No response by the City was required at that time. Regarding the ellipse, VDOT noted that the recommended improvement is a good concept, but that additional analysis be conducted prior to implementation. All individual future developments within the Beauregard Small Area Plan will require that additional traffic analysis be conducted as part of the Development Special Use Permit (DSUP) process.

The Traffic Impact Analysis (Chapter 527 Report) submitted to VDOT can be found here:
http://alexandriava.gov/uploadedFiles/REVISED%20FINAL%20Beau%20SAP%20VDOT%20527%20TIS%20Report%2002-08-12%20Volume%20I-Technical%20Report(1).pdf

The VDOT comments of the TIA can be found here:
http://alexandriava.gov/uploadedfiles/2012-04-30_Beauregard%20Corridor%20Plan_VDOT%20Evaluation%20TIA%20527.pdf

The VDOT summary letter accepting the TIA can be found here:
http://alexandriava.gov/uploadedfiles/2012-04-30_Beauregard%20Corridor%20Plan_VDOT%20Approval%20Letter%20TIA%20527.pdf

If you have any questions, please feel free to contact us. Thank you.

Amy Friedlander | Urban Planner
City of Alexandria | Planning and Zoning
301 King Street, Alexandria, VA 22314
703.746.3858 | www.alexandriava.gov/planning

TOPIC 1

Standard Practices/City-Wide Policies - Practices

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

1-A: CITY-WIDE POLICIES

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.			X	✓
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).		X Ch. 7		✓
8.8	(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.		X Ch. 7		✓
	(d) Streets should be dedicated to the City, with the goal that all streets be public.	X			✓
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.			X	✓
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.			X	✓

1-B: DEVELOPMENT SPECIAL USE PERMIT STANDARD PRACTICES

Beauregard Small Area Plan Chapter	**RECOMMENDATION**	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	**AG REVIEWED?**
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.		**X Pg. 6.2 b.i.2**		✓
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.	**X**			✓
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.			**X**	✓
7.7	Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any Development Special Use Permit application.			**X**	✓
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.			**X**	✓
	(a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable;		**X Pg. 4.3 c.i.8**		✓
	(b) There should be defined hours during which dumpsters can be emptied;			**X**	✓
	(c) Ensure adequately sized loading docks based upon use; and			**X**	✓
	(d) Incorporate measures to mitigate potential noise impacts associated with truck loading.			**X**	✓
8.35	Provide infrastructure for accommodating the use of electrical vehicles.			**X**	✓

1-C: IMPLEMENTATION TOOLS

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
4.7	Establish new CDD zoning for the designated redevelopment sites to implement the Vision and recommendations of the Plan.	X			✓
4.8	The redevelopment for each neighborhood will be subject to the requirements and all applicable provisions of the Development Summary - Table 4	X			✓
4.59	The City and the developer(s) of the designated redevelopment sites 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.	X			✓
7.8	Improvements related to individual future development plans and the costs related thereto are borne by the respective property owner.	X			✓
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.	X			✓
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.	X			✓

TOPIC 2

Blocks & Street Network

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

2-A: STREET NETWORK AND BLOCKS

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
3.6	Development blocks will be sufficiently sized for market acceptable building floor plates.		X Pg. 4.1 a.i.1		✓
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.		X Pg. 4.1 a.i.1		✓
3.22	Alleys are encouraged 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.		X Pg. 3.4		✓
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.	X			✓
8.2	To the extent possible, within the BCPA, 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.		X Pg. 3.3		✓
8.3	The street network should be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.		X Pg. 3.3		✓
8.5	Interior traffic circulation patterns should be designed so as to maximize vehicular, pedestrian and bicycle safety and movement.		X Pg. 3.3		✓
8.6	To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.		X Pg. 3.3		✓

2-B: STREET HIERARCHY

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
3.23	The hierarchy of streets 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:		**X Pg 3.4, 3.5**		✓
	"A" Streets		**X Pg. 3.4**		✓
	• Curb cuts, entrances to parking garages and service bays are prohibited. "A" streets are subject to the highest design standards:		**X Pg. 3.4**		✓
	• Buildings will front the street;		**X Pg. 3.4**		✓
	• Active uses will be located on all street frontages for each level of the building; and		**X Pg. 3.4**		✓
	• The highest quality of architectural façade and streetscape treatment will be used.		**X Pg. 3.4**		✓
	• 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		**X Pg. 3.4**		✓
	"B" Streets		**X Pg. 3.4**		✓
	• Buildings will front the street;		**X Pg. 3.4**		✓
	• Active uses will be located on all street frontages for each level of the building;		**X Pg. 3.4**		✓
	• 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.		**X Pg. 3.4**		✓
	• Main building and pedestrian entrances will be located along "B" street frontages unless adjacent to an "A" street; and		**X Pg. 3.4**		✓
	• A high quality of architectural façade treatment is required.		**X Pg. 3.4**		✓
	"C" Streets		**X Pg. 3.4**		✓
	• 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.		**X Pg. 3.4**		✓
	• Active uses will be located on street frontages.		**X Pg. 3.4**		✓

2-C: CONNECTIVITY

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
3.13	The neighborhoods should be connected to one another as much as possible.		**X Pg 3.1**		✓
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.		**X Pg. 3.18, pg. 4.1 a.i.3**		✓
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..	**X**			✓
4.21	Ensure that there are connections between adjacent developments and public parks, school and other public buildings.		**X Pg. 3.1**		✓
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.		**X Pg. 3.12 g.ii.2**		✓
4.32	The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.		**X Pg. 3.14 h.i.2**		✓
8.9	(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.		**X Pg. 3.3**		✓
	(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.		**X Pg. 3.14 h.i.2**		✓
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.	**These improvements will be addressed by VDOT**			
8.23	Provide pedestrian improvements along Seminary Road over I-395.				
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.			**X**	✓
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.		**X Pg. 3.14 h.i.7.e**		✓

2-D: BICYCLES

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
8.18	Provide adequate pedestrian and bicycle facilities to provide viable alternatives to motorized travel within the community.		**X Pg. 3.12, 3.13**		✓
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.	**X**			✓
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.		**X Pg. 3.12 g.ii.5**		✓
8.26	Commuter and recreational bicycle information should be available to residents, workers and visitors.			**X**	✓
8.29	Consider bike sharing program in new developments.			**X**	✓

2-E: STREET FUNCTION

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
3.17	Bulb-outs are encouraged for all streets where parallel parking is provided.		**X Pg. 8.1 a.i.7**		✓
3.19	North Beauregard Street will be configured to accommodate the dedicated transit lanes and transit stations.		**X Pg. 7.3, 7.5**		✓
8.9	(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).		**X Pg. 8.1 a.i.6**		✓
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.		**X Pg. 7.1 a.7**		✓
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.		**X Ch. 7**		✓

2-F: STREETSCAPE

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.		**X Ch. 7**		✓
3.4	The trees within the median and street trees on North Beauregard Street will be a minimum of 4″ caliper at installation.		**X Pg. 8.3 f.i.6**		✓
3.5	The building setback for new buildings on Seminary Road will be a minimum of 20 feet.		**X Ch. 7**		✓
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.		**X Ch. 7**		✓
3.16	Improve and enhance the North Beauregard Street frontage with streetscape improvements, buildings, and landscaping. (Figure 16A)		**X Ch. 7**		✓
3.18	The Urban Design Standards and Guidelines will include streetscape standards for plantings, materials, street trees, sidewalks, street lights, and associated streetscape elements.		**X Ch. 8**		✓
3.20	North Beauregard Street is central to the visual perception/image of the community and will be for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.		**X Ch. 7**		✓
3.24	Require streets to emphasize the pedestrian and bicycles.		**X Ch. 7, 8**		✓
3.28	Create an urban building scale and relationship between buildings, streets and open spaces to encourage walkability and the use of transit.		**X Pg. 3.1**		✓
4.26	The street adjacent to Dora Kelley Nature Park will be designed in a manner to be compatible with the adjoining park through the width and treatment of the street consistent with Figure 16E.		**X Pg. 7.14**		✓
8.8	(b) All streets, including North Beauregard Street and Seminary Road should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).		**X Ch. 7, 8**		✓
	(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.		**X Ch. 7**		✓
8.9	(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.		**X Ch. 7**		✓
8.10	(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.		**X Ch. 8**		✓
	(b) Lighting should be attractive, be pedestrian scale and promote pedestrian, bicycle and vehicular safety.		**X Pg. 8.4 g**		✓

TOPIC 3

LAND USE

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

3-A: LAND USE STRATEGY

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
4.1	The land use strategy is based on:	X			✓
	• Density at Transit Stops;	X			✓
	• A Balance of Commercial and Residential Uses;	X			✓
	• A Mix of Land Uses Within Each Neighborhood;	X			✓
	• Concentration of Retail at Transit Stops;	X			✓
	• Building Height at Transit Stops;	X			✓
	• Appropriate Height Transitions to Existing Neighborhoods;	X			✓
	• Transit Supportive Parking;	X			✓
	• Centrally located open space-park(s) within each neighborhood;	X			✓
	• A Greenway adjacent to the Winkler Botanical Preserve; and	X			✓
	• A variety of open spaces such as community gardens, athletic fields, passive open space, urban squares and neighborhood parks.	X			✓
4.3	A mix of land uses and mixed-use zoning should be encouraged to enhance activity throughout the day and evening.	X			✓
4.4	Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.	X			✓
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.		**X Pg. 3.6 d.i.3**		✓
4.22	Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation and, public art.			X	✓
4.23	A range of open space types should be provided including active and passive recreational opportunities.	X			✓
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.	X			✓

3-A: LAND USE STRATEGY CONTINUED

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.		**X Pg. 3.7**		✓
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.	**X**			✓
	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.			**X**	✓
4.53	Explore the possibility of allowing street carts-vendors within the retail areas of the Plan.		**X Pg. 5.3f**		✓
4.54	Encourage opportunities for live-work and comparable ground floor uses.		**X Pg. 4.2 b.ii.2**		✓
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.	**X**			✓
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.	**X**			✓
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, including all necessary dedication of land. The dedication will be part of the rezoning(s).	**X**			✓
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).	**X**			✓
7.3	To the greatest extent feasible, community facilities will be - collocated, and be designed to provide for flexible use of interior spaces.			**X**	✓
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.			**X**	✓
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.			**X**	✓
	This proposal will be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.			**X**	✓

3-B: NEIGHBORHOODS

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
3.11	Incorporate the parks –open spaces depicted in the Framework Plan within each neighborhood as a defining element of each neighborhood.	X			✓
3.12	Encourage a mix of building types and innovative building types within each neighborhood.		X Pg. 4.4 d.ii.2		✓
3.14	Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.	X			✓
4.2	The land uses within each neighborhood will generally consist of the following:	X			✓
	• Town Center Neighborhood - Mixed Use, with residential, office, retail, and hotel.	X			✓
	• Garden District Neighborhood - Primarily residential with a fire station and optional retail.	X			✓
	• Greenway Neighborhood – Residential	X			✓
	• Adams Neighborhood – Office use, Hotel and optional retail.	X			✓
	• Upland Park Neighborhood - Office, hotel, residential and retail.	X			✓
	• Southern Towers - Office, retail, hotel and existing residential.	X			✓
	• Seminary Overlook Neighborhood - Existing and proposed residential.	X			✓
	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.	X			✓

3-C: PARKING

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
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.		X Pg. 6.1 a.i.2		✓
4.15	Above-grade structured parking (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 actives uses as required through the development review process and Urban Design Standards and Guidelines.		X Pg. 6.1 a.i.3		✓
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.		X Pg. 6.3 d.i.1		✓
4.17	Encourage shared parking in commercial/mixed uses areas of the Plan area.	X			✓
4.18	On-street parking near the Required Retail will be metered and managed.	X			✓
4.19	Surface parking lots for new development, other than parallel on-street parking, are prohibited.		X Ch. 6		✓
5.5	Explore parking that will incentivize affordable and workforce housing while also being consistent with the intent of the Plan.	X			✓
8.33	Provide the installation of real-time parking occupancy technologies in new parking facilities in the Plan area to monitor and manage parking demand and to reduce traffic congestion.			X	✓
8.34	Require unbundling the parking costs.	X			✓

TOPIC 4

Built Environment

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

4-A: Urban Form

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.		**X Pg. 4.3 c.i.3,4**		✓
3.26	The height of units adjacent to the mid-block connections will be limited to a height of 45ft to 55ft.		**X Pg. 4.4 d.i.3**		✓
3.29	Buildings will have a variety of shapes and forms to avoid monolithic and uniform building forms.		**X Pg. 4.2 b.i.3**		✓
3.30	Balance the aesthetic and functional criteria of sustainable design for the site and the buildings.		**X Pg. 5.7, pg. 1.3 b.4**		✓
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.		**X Pg. 3.4 c.i.3.a.iii**		✓
3.32	All buildings are required to be oriented to the adjoining streets, parks or mid-block connections.		**X Pg. 3.4 c.i.3.a.ii**		✓
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.		**X Pg. 4.2 b.i.3**		✓
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.		**X Pg. 3.10, 3.11**		✓
3.38	Require distinctive building forms and architecture for the signature facades (Figure 21).		**X Pg. 3.10**		✓
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.	**X**			✓
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.		**X Pg. 3.8, e.ii.1**		✓

4-A: Urban Form Continued

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.		**X Pg. 4.4 d**		✓
4.12	Within the primarily residential portions of the Plan area, a variety of building types and heights is encouraged.		**X pg. 4.2 b.ii.1**		✓
4.55	The Urban Design Standards and Guidelines will include:				
	a. Standards and guidelines for all retail uses, including large-format retailers; and		**X Pg. 5.1**		✓
	b. Standards for retail storefronts and signage.		**X Pg. 5.3**		✓
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.			**X**	✓

4-B: Architectural Form

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.		**X Pg. 5.7 e**		✓
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.		**X Ch. 5**		✓
3.37	Require variety in height, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.		**X Pg. 5.8 f**		✓

4-C: History & Public Art

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.			**X**	✓
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.			**X**	✓

TOPIC 5

Open Space - Ecology

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

5-A: Required Open Space

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
4.27	The City will work with property owners to acquire the .85 acre open space adjacent to the Dora Kelley Nature Park depicted in Figure 33C using the DOD open space funds.	**N/A (Polk 9.06 Approved)**			
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.	X			✓
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).		X **Pg. 3.16**		✓
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.	X			✓
4.36	The parks/open space required within the Proposed Open Space Plan (Figure 42) will be implemented with the development of each neighborhood.			X	✓
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.	X			✓
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).	X			✓
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.	X			✓
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.	**N/A – City Process**			
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.	X			✓

5-A: Required Open Space Continued

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
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.	X			✓

5-B Open Space Programming and Design

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	X			✓
4.31	The neighborhood parks shall be designed to serve a variety of uses and serve as gathering places for residents and visitors.		X Pg. 3.14 h.i.7		✓
4.38	The Town Center open space-square should be designed to encourage programming, including:	X			✓
	a. Outdoor dining and public areas for retail shops and restaurants;	X			✓
	b. space for outdoor (and possibly indoor and/or covered) entertainment events;	X			✓
	c. public art; and	X			✓
	d. Outdoor shows, displays, craft fairs, ethnic fairs.	X			✓
4.48	The open space within the Adams neighborhood (Figure 37) will be available for public use including potential use by the adjoining school.	X			✓

5-C: Sustainability Plan

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
6.1	Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent block(s) and/or building(s) that demonstrates the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.	X			✓
	a. All new development will subject to LEED-ND or comparable.	X			✓
	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.	X			✓
	c. New buildings and the site should express the environmental elements such as sunscreens, green walls, and integrated stormwater elements.	X			✓
	d. The majority of roofs are required to have more than one use such as open space, a green roof, power generation etc.	X			✓
	e. Encourage building footprint sizes and ceiling heights that will encourage different uses over the lifespan of the building.	X			✓
	f. Require the provision of low or ultra- low flow plumbing fixtures for all new development.	X			✓
	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.	X			✓
	h. Install LED or comparable efficiency lighting that will also be dark skies compliant.	X			✓
	i. All new development will explore compliance with the potential strategies for implementing the goals of the Plan which shall consist of the following:	X			✓
	i. Salvage and Recycle Construction waste.	X			✓
	ii. Prefabrication	X			✓
	iii. Minimize land disturbance	X			✓
	iv. Recycled Content	X			✓
	v Regional Materials	X			✓
	vi Certified Wood	X			✓
	vii. Efficient use of water resources	X			✓
	j. Remove impervious surfaces within the resource protection areas as part of the associated redevelopment.	X			✓

5-D: Urban Ecology

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
4.28	Make development tree-friendly and hospitable to the "urban wildlife".		**X Pg. 3.14 h.i.7.b**		✓
4.29	Respect the "green landscaped and open heritage" of the Plan area.		**X Pg. 3.14 h.i.7.b**		✓
4.30	Employ sound urban forestry principles and practices to improve the City's tree canopy.		**X Pg. 3.14 h.i.7.b**		✓
4.37	The Plan recommends that streams be improved and the RPA restabilized to maximize functional ecological potential.	**X**			✓
4.45	The redevelopment areas are required to provide 40% tree canopy coverage, which may be provided on-site or as a combination of on-site and off-site improvements.	**X**			✓
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.	**X**			✓
4.48	The stormwater pond within the Greenway, will be designed to be integrated into the overall design of the park.	**X**			✓
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.	**X**			✓
6.3	Require stream restoration/stabilization of Turkey Run and of a portion of Holmes Run as part of the restoration of the Greenway.	**X**			✓
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.	**X**			✓
	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:	**X**			✓
	a. District Energy Systems	**X**			✓
	b. Cogeneration	**X**			✓
	c. Renewable Energy such as geothermal and/or solar	**X**			✓
	d. Photovoltaics	**X**			✓
	e. Rainwater capture	**X**			✓
	f. Grey water use	**X**			✓
	g. Green Building requirements consistent with Eco-City goals.	**X**			✓

TOPIC 6

Transportation

Beauregard Small Area Plan Implementation

Note: Some recommendations are summarized in the tables herein. For complete recommendation language, please see the Beauregard Small Area Plan.

6-A: Transportation Improvements

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
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.	**COMPLETED ALTERNATIVES REPORT**			

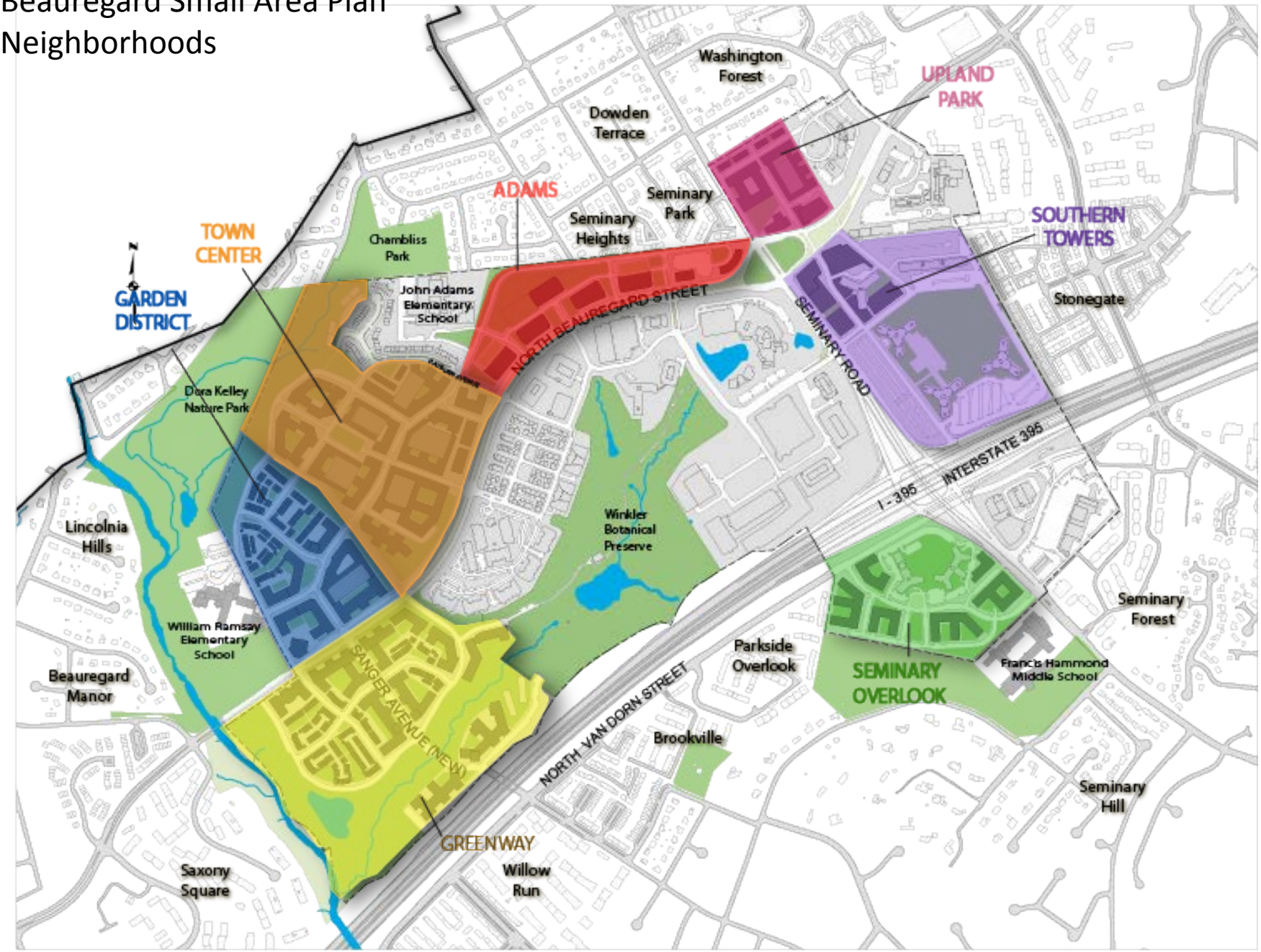
6-B: Transportation Phasing

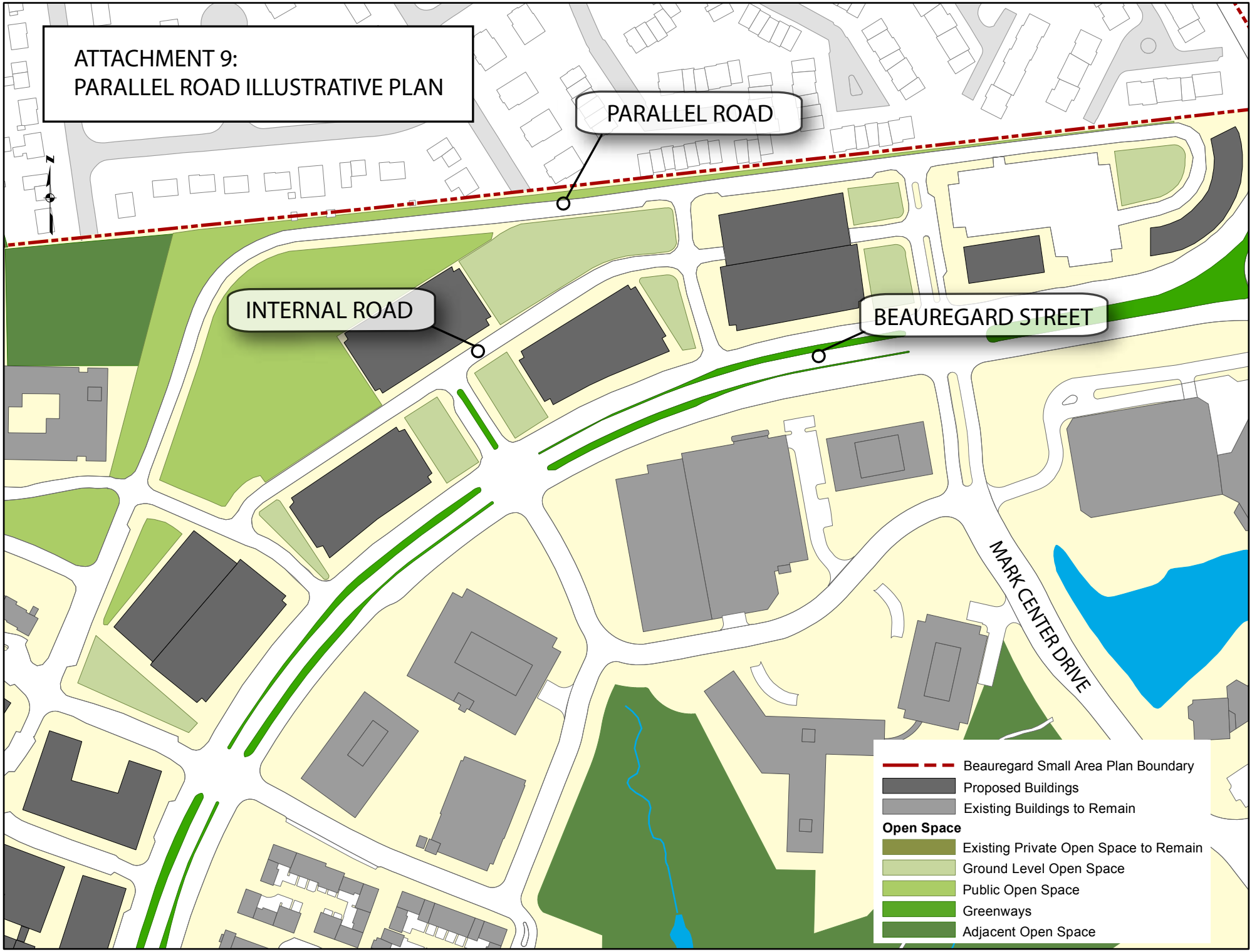
Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
8B	Transportation Phasing				
	Prior to the approval of any rezoning for the Plan area, a transportation infrastructure phasing plan will be approved 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:	X			✓
	• Construction of the Ellipse must be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development.	X			✓
	• Construction of the transitway and any cash contributions shall be constructed and/or contributed according to the phasing plan outlined in the implementation chapter.	X			✓
	• Transportation improvements on property frontages must be constructed prior to certificate of occupancy for those blocks.	X			✓
	• 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.	X			✓

6-C: Transitway

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG REVIEWED?
8.8	(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.	X			✓
8.12	The transitway alignment should be consistent with the concept approved by the City Council on September 17, 2011.	X			✓
8.13	Explore options to incorporate green technologies into the design of the dedicated transitway and associated stations.	OTHER			
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.			X	✓
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.	OTHER			
8.31	Explore additional local-serving transit routes or circulators to connect locations within the BSAP to nearby communities and destinations.				

Beauregard Small Area Plan Neighborhoods




ATTACHMENT 9:
PARALLEL ROAD ILLUSTRATIVE PLAN
PARALLEL ROAD
INTERNAL ROAD
BEAUREGARD STREET
MARK CENTER DRIVE
N
Beauregard Small Area Plan Boundary
Proposed Buildings
Existing Buildings to Remain
Open Space
Existing Private Open Space to Remain
Ground Level Open Space
Public Open Space
Greenways
Adjacent Open Space