

REGIONAL AND LOCAL CONTEXT

1



Figure 1: Regional Context



A. IMPLICATIONS OF LOCAL AND REGIONAL GROWTH:

The future of Beaugard requires consideration of its place within the context of the City and the region. The West End was annexed as part of the City in 1952 (Figure 2). Since the initial large-scale development within Beaugard in the 1950's, the City's population has grown from approximately 62,000 to 140,000 in 2010. The majority of the development within Beaugard occurred primarily in the 1960s to 1980s when the area was transformed to the current development pattern.

The Washington metropolitan region is expected to gain approximately 1,270,000 new jobs and 1,500,000 new residents within the next 30 years¹. The City's projected portion of this regional growth is expected to be approximately 52,000 new jobs, 43,000 new residents, and 24,000 new housing units.¹ While these projections may be high, it is clear that over the long-term this region and the City will continue to grow. A challenge and opportunity for the City will be to manage the growth in a sustainable manner consistent with the City's goals, policies and existing neighborhoods.

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

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

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

Figure 2: City Annexations

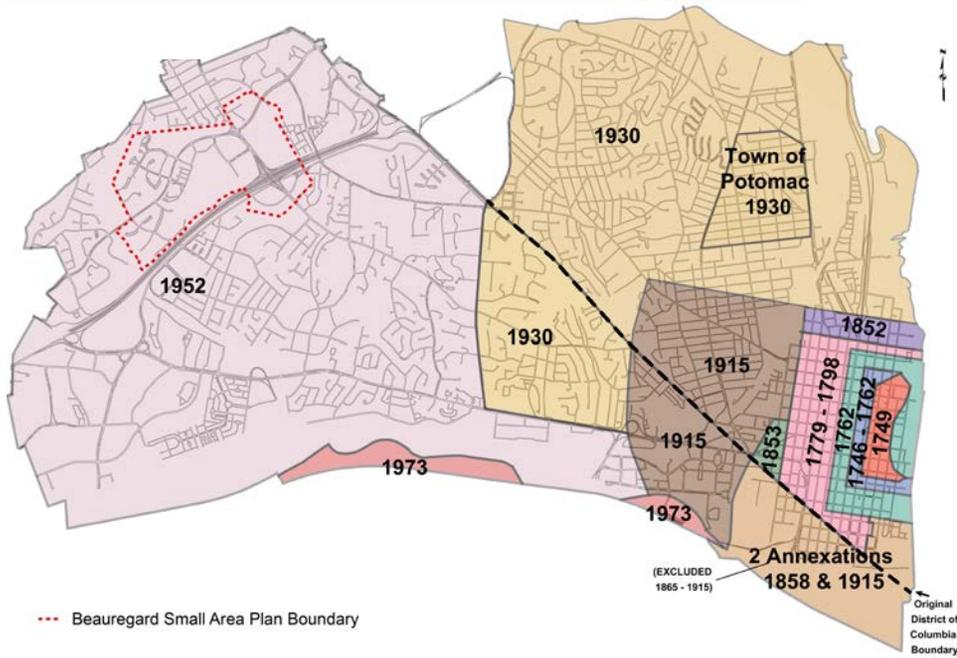


Figure 3: Adjacent Regional Growth

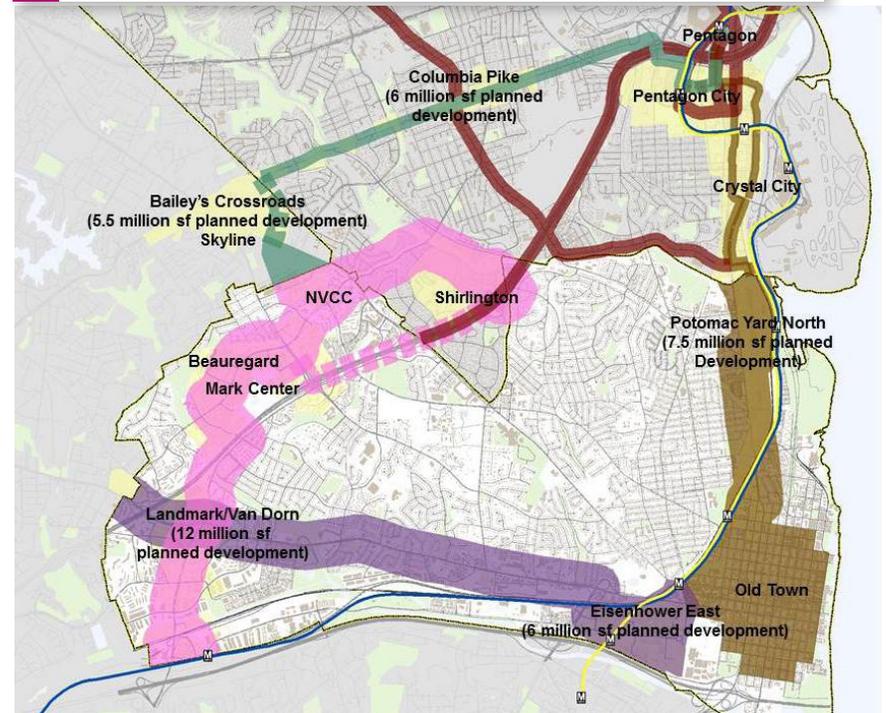
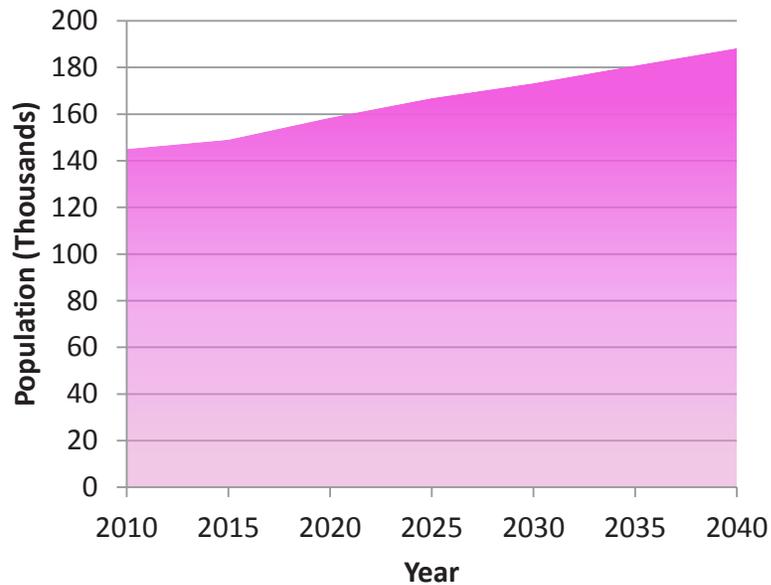


Figure 4: Alexandria Population Forecast



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

Figure 5: Land Use and Transportation

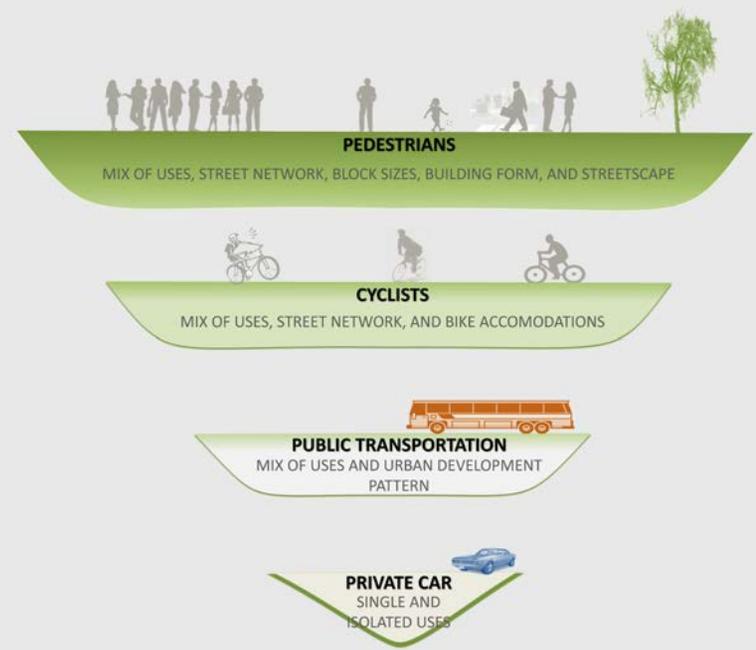


Figure 6: Existing Zoning

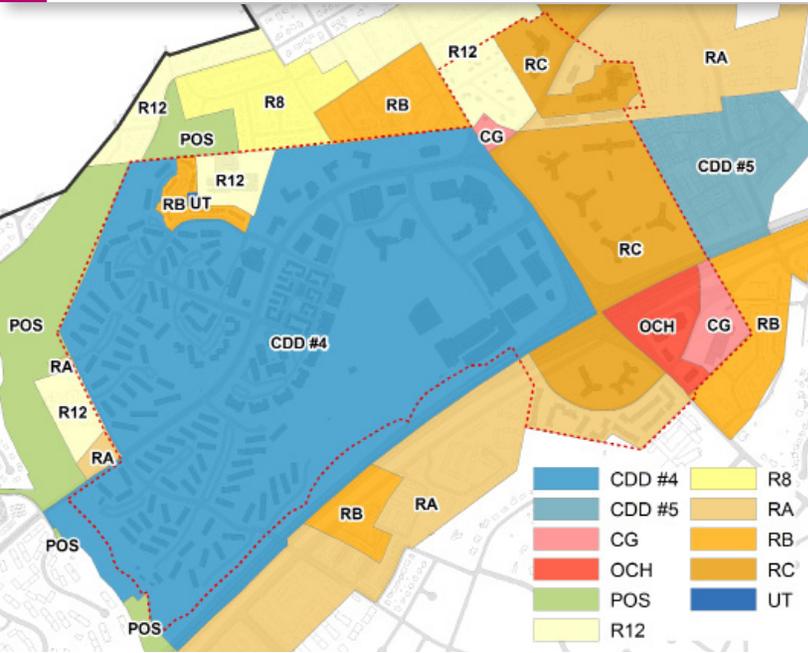


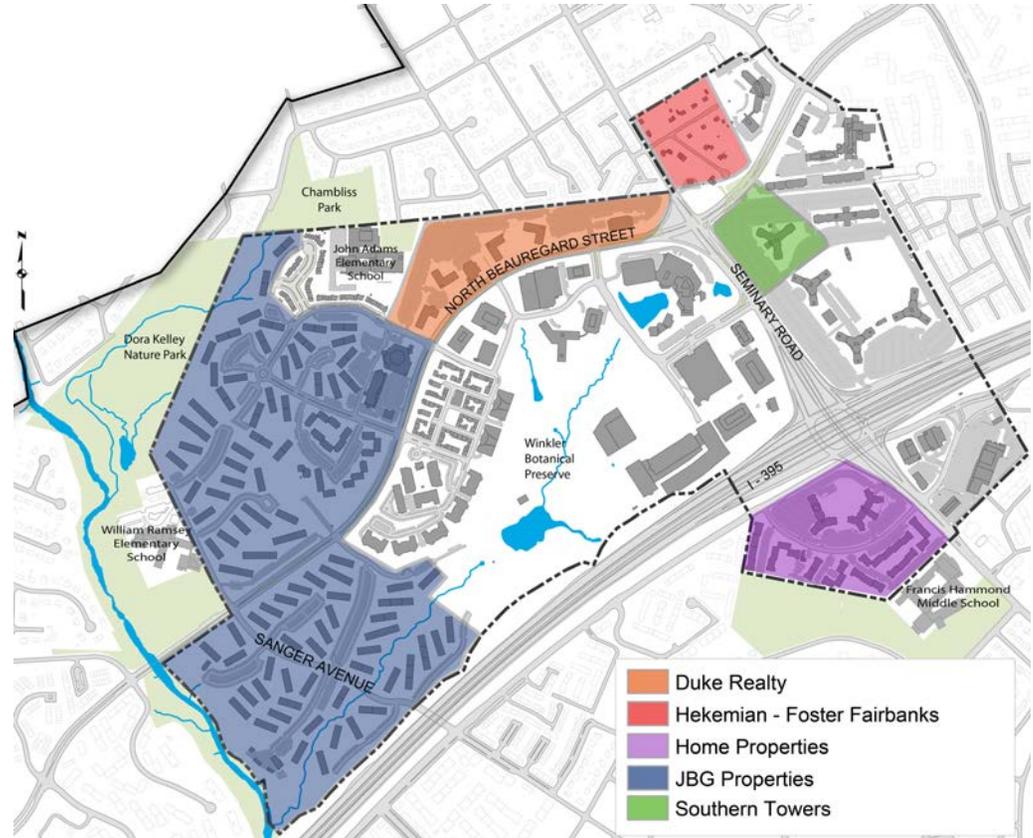
Figure 7: Plan Area Boundary



**B. THE EXISTING LAND USE APPROVALS –
A STARTING POINT:**

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

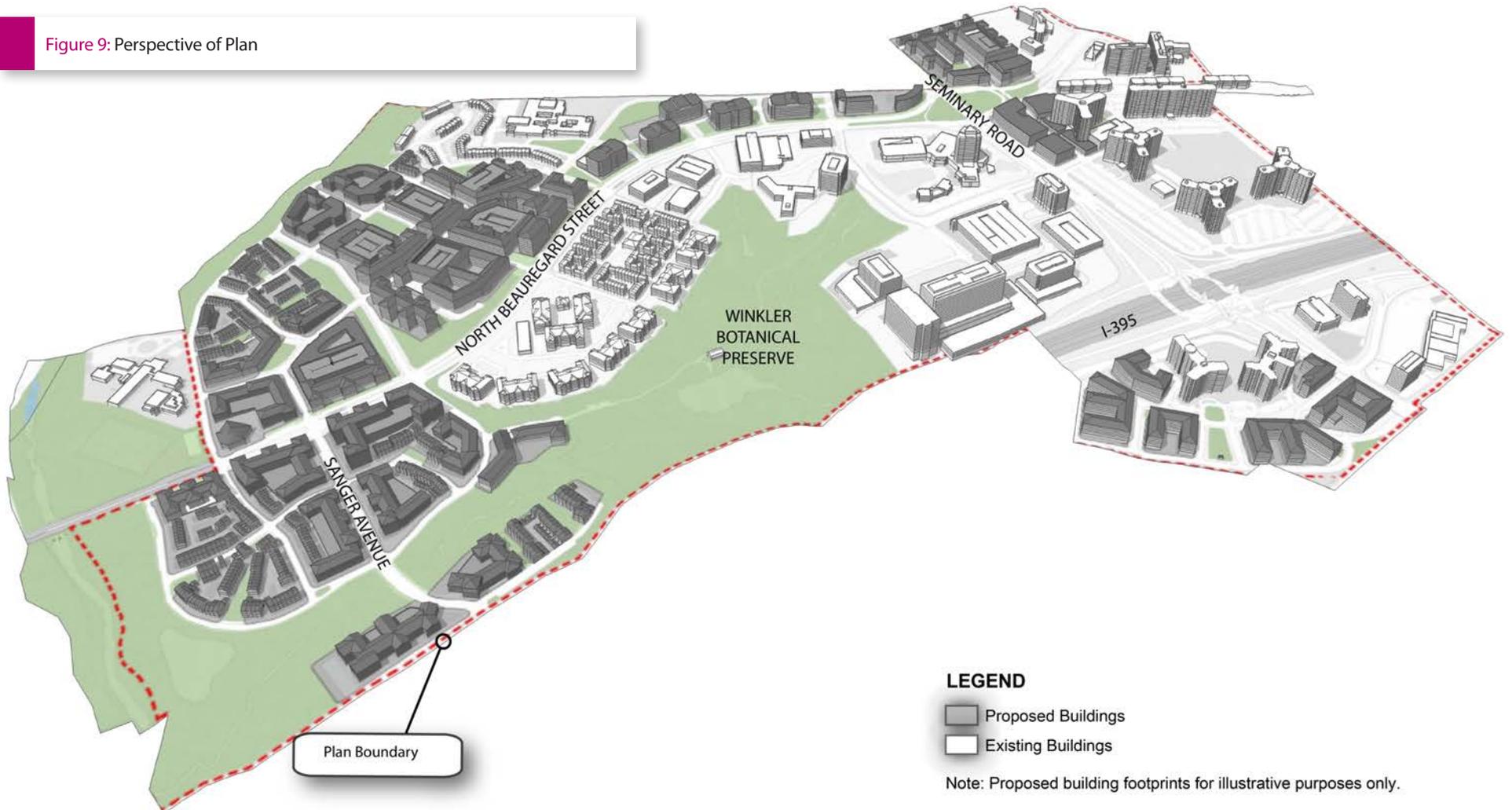
Figure 8: Redevelopment Sites



C. THE NEED FOR A PLAN:

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

Figure 9: Perspective of Plan



The need for a Plan is based on the following:

1. The existing Small Area Plans have not been updated in approximately 20 years;
2. Surrounding land use and transportation changes;
3. The need to create development standards and phasing; and
4. To provide dedicated affordable and workforce housing.

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