

Beauregard Corridor Plan

Community Meeting
September 30, 2010

Agenda

- I. Welcome
- II. Update on Planning Analysis
- III. Transportation Analysis
- IV. Transit Corridor Feasibility Study
- V. Columbia Pike Transit Initiative
- VI. Questions – Comments
- VII. Closing Comments and Next Steps

Overview

- Quick recap—where we were last May
- What have we been doing since then
- Have not found solution for transportation system needs for level of development tested
- Further testing necessary at lower level of development to determine improvements, needed development and level of development contribution

Why do we need a plan?

Propose solutions for issues resulting from BRAC 133.

Create higher quality of life.

Provide public infrastructure (streets, sewer, dedicated transitway).

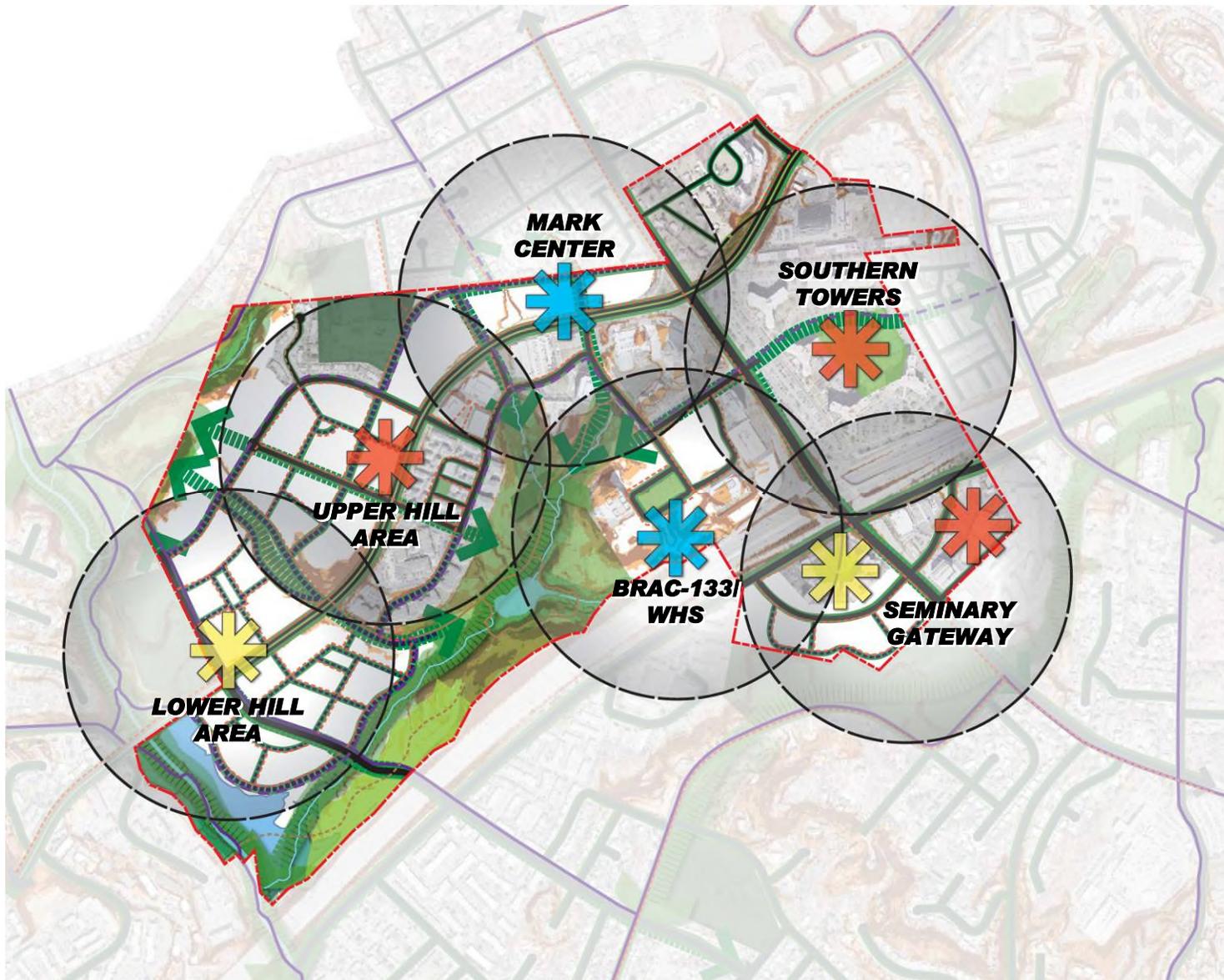
Provide public amenities (retail, parks, streetscapes).

Ensure compatibility with adjoining neighborhoods.

Downside of not doing a plan.

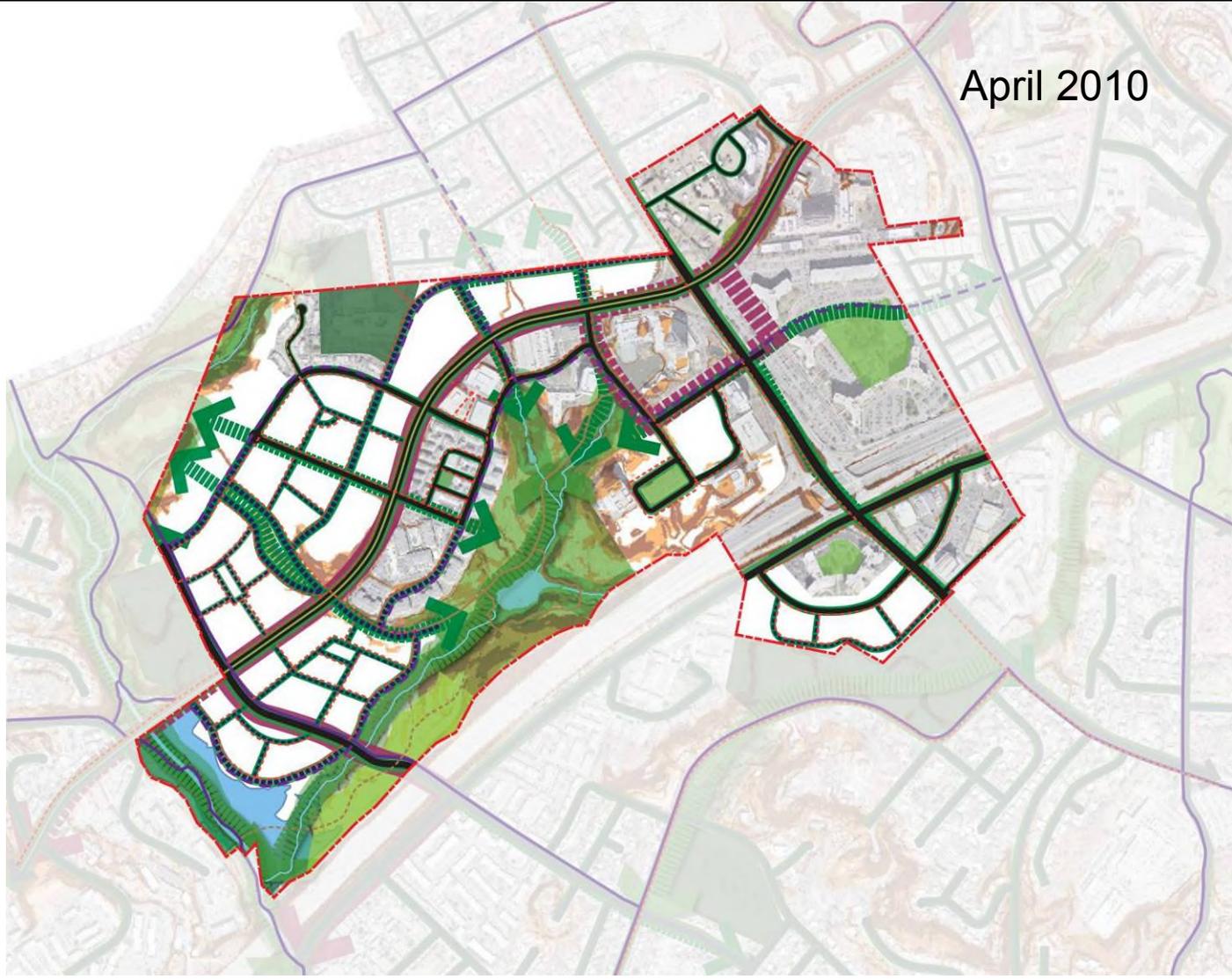


Neighborhoods

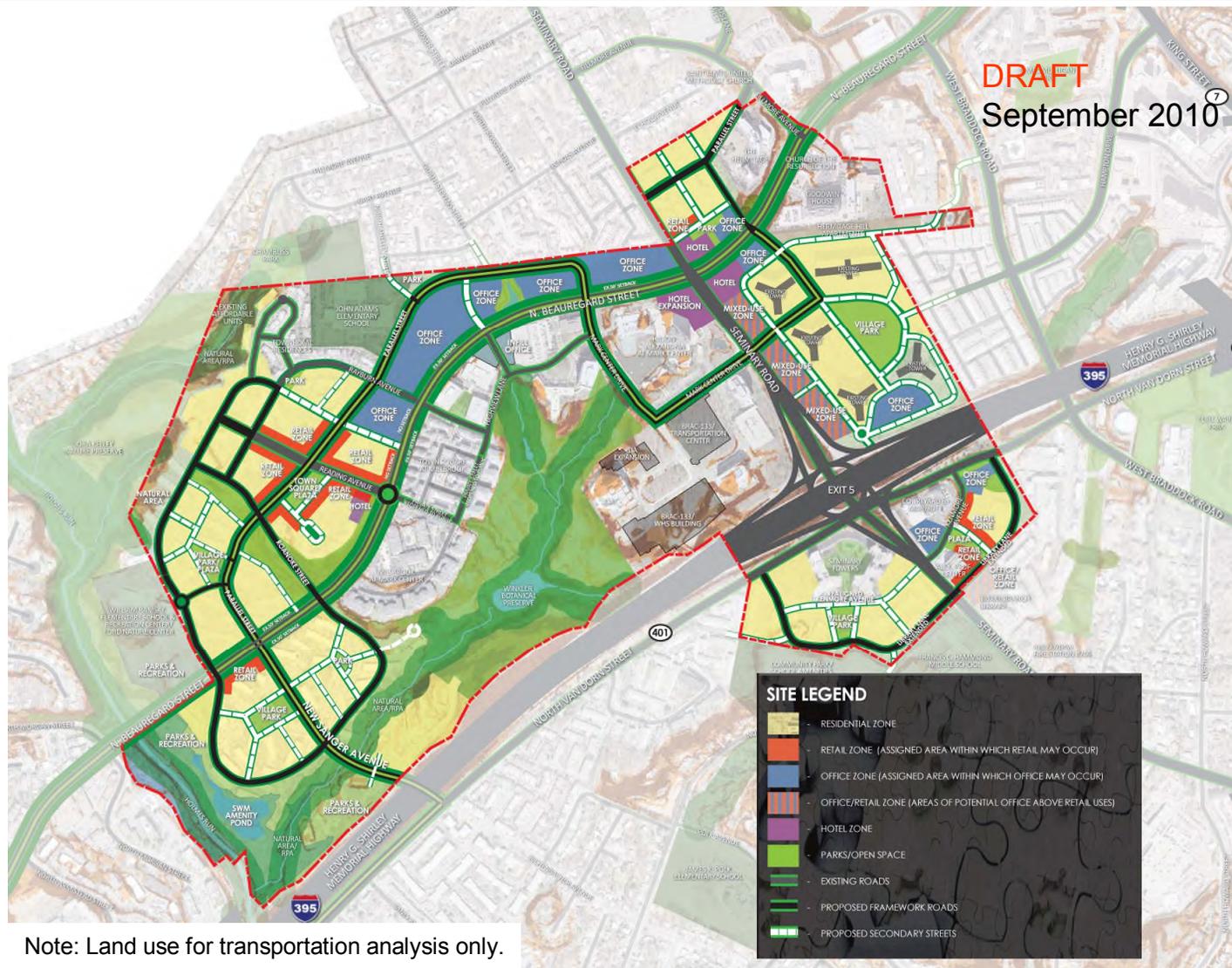


Conceptual Framework Plan

April 2010



Development Option for Transportation Analysis



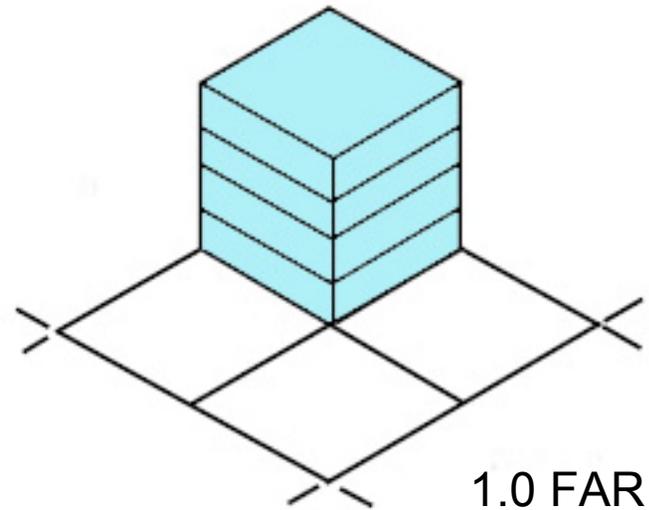
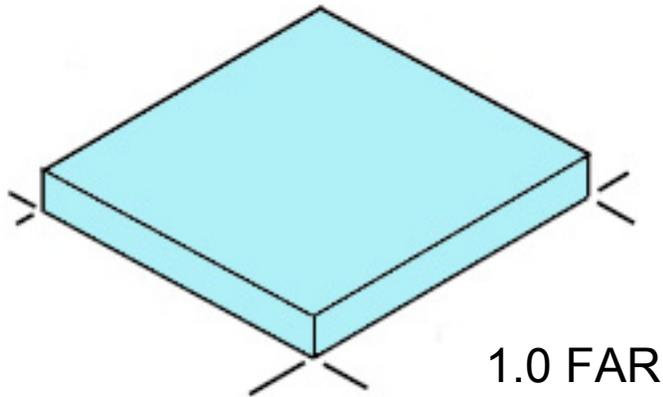
Analyzing Amount of Development

Need development assumptions in order to test feasibility:

- Transportation
- Economic/Market
- Fiscal
- Infrastructure (utilities, sewer, stormwater)
- Public facility needs (schools, emergency service, etc)
- Affordable Housing

Transportation analysis assumed planning density, refined with a market demand analysis

Floor Area Ratio (Volume)



Development Options



City of Alexandria Department of Planning and Zoning, June 2, 2010 FPM

Beauregard Corridor Plan
CITY OF ALEXANDRIA DEPARTMENT OF PLANNING AND ZONING

Cameron Station +/- 90 acres

Landmark Mall +/- 50 acres

Potomac Yard +/- 295 acres

Landmark/Van Dorn +/- 260
acres

Seminary Hills/Towers +/- 22
acres

Beauregard Corridor Study
Area +/- 430 acres

Development Options

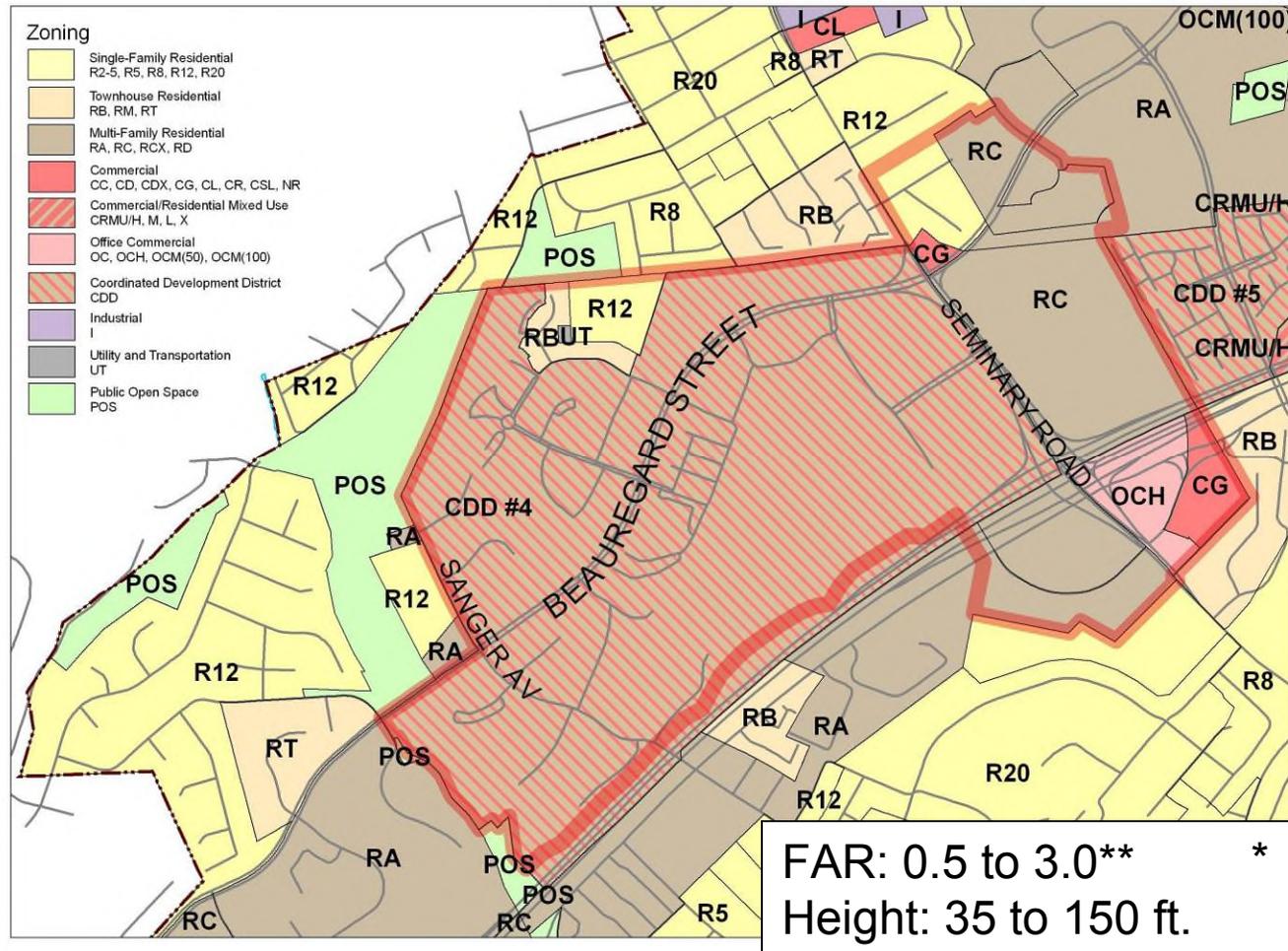


City of Alexandria Department of Planning and Zoning, June 2, 2009. FPM
Beaugard Corridor Plan
CITY OF ALEXANDRIA DEPARTMENT OF PLANNING AND ZONING

Existing FAR* = +/- 0.5
(+/- 4.0 million sq ft)*

*Includes only parcels assumed for potential redevelopment in the transportation analysis.

Existing Zoning—what is allowed?



* Includes only parcels assumed for potential redevelopment in the transportation analysis.

**CDD provisions apply to Mark Center and JBG area.

Neighborhood Scale Context—FAR

0.5 to 1.0

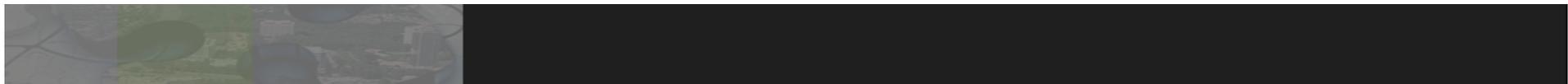


1.0 to 1.5



1.5 to 2.0

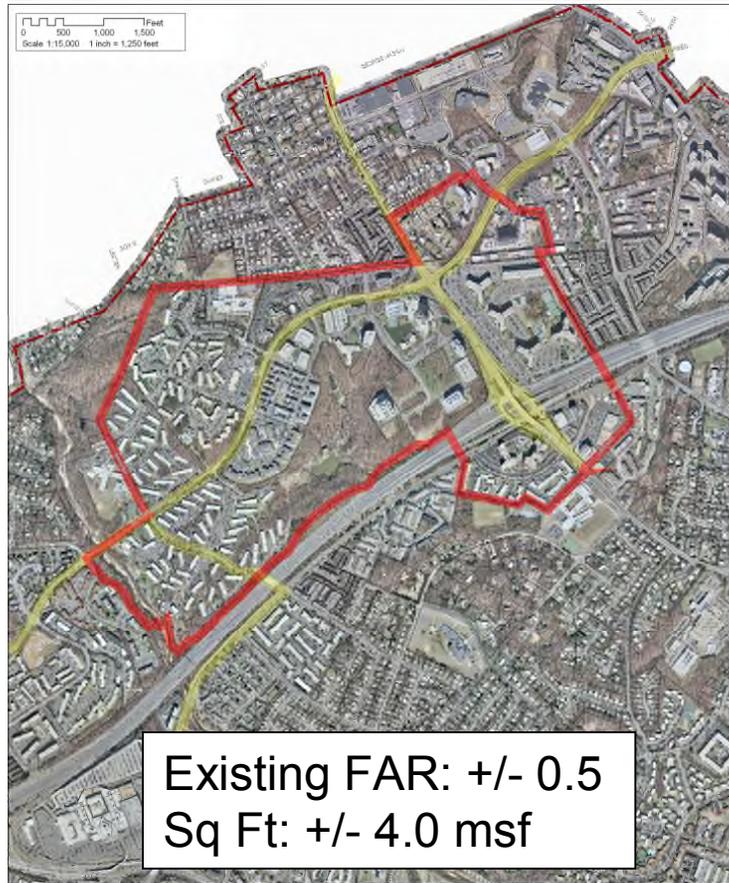
2.0 to 2.5



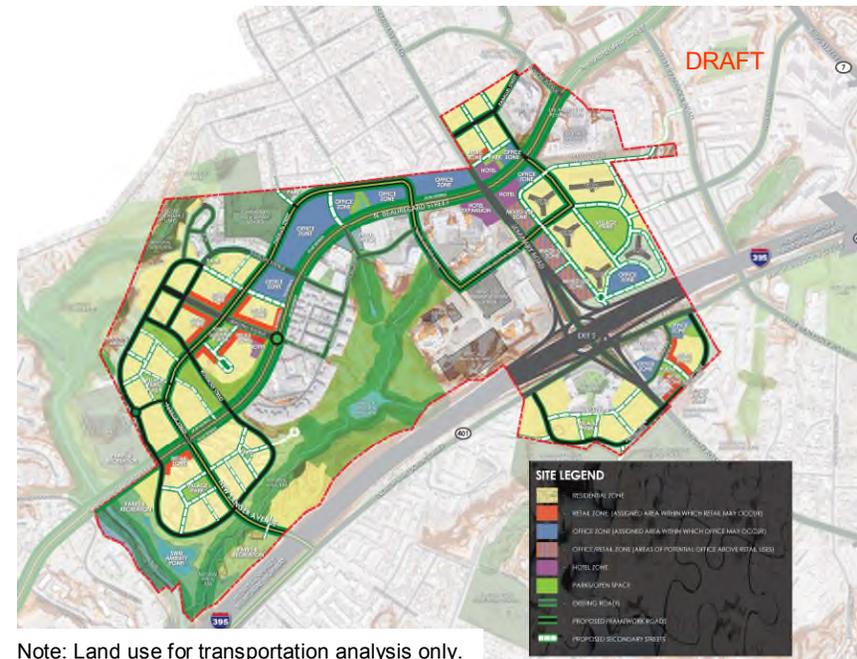
Heights



Development Options



City of Alexandria Department of Planning and Zoning June 2, 2009 FPM
Beaugard Corridor Plan
CITY OF ALEXANDRIA DEPARTMENT OF PLANNING AND ZONING

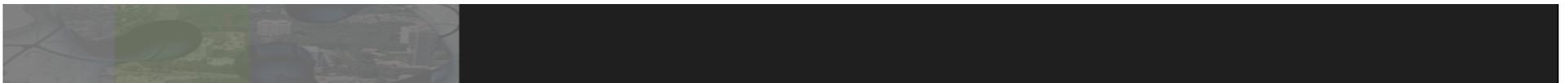
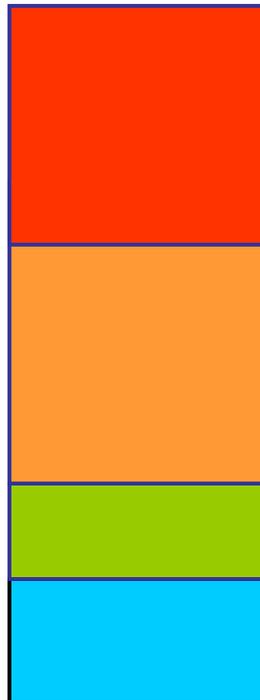


FAR Tested: +/- 1.2
Sq Ft: +/- 7.5 msf additional
+ 4.0 existing
= 11.5 msf total

Development and Amenities

Amenity \$

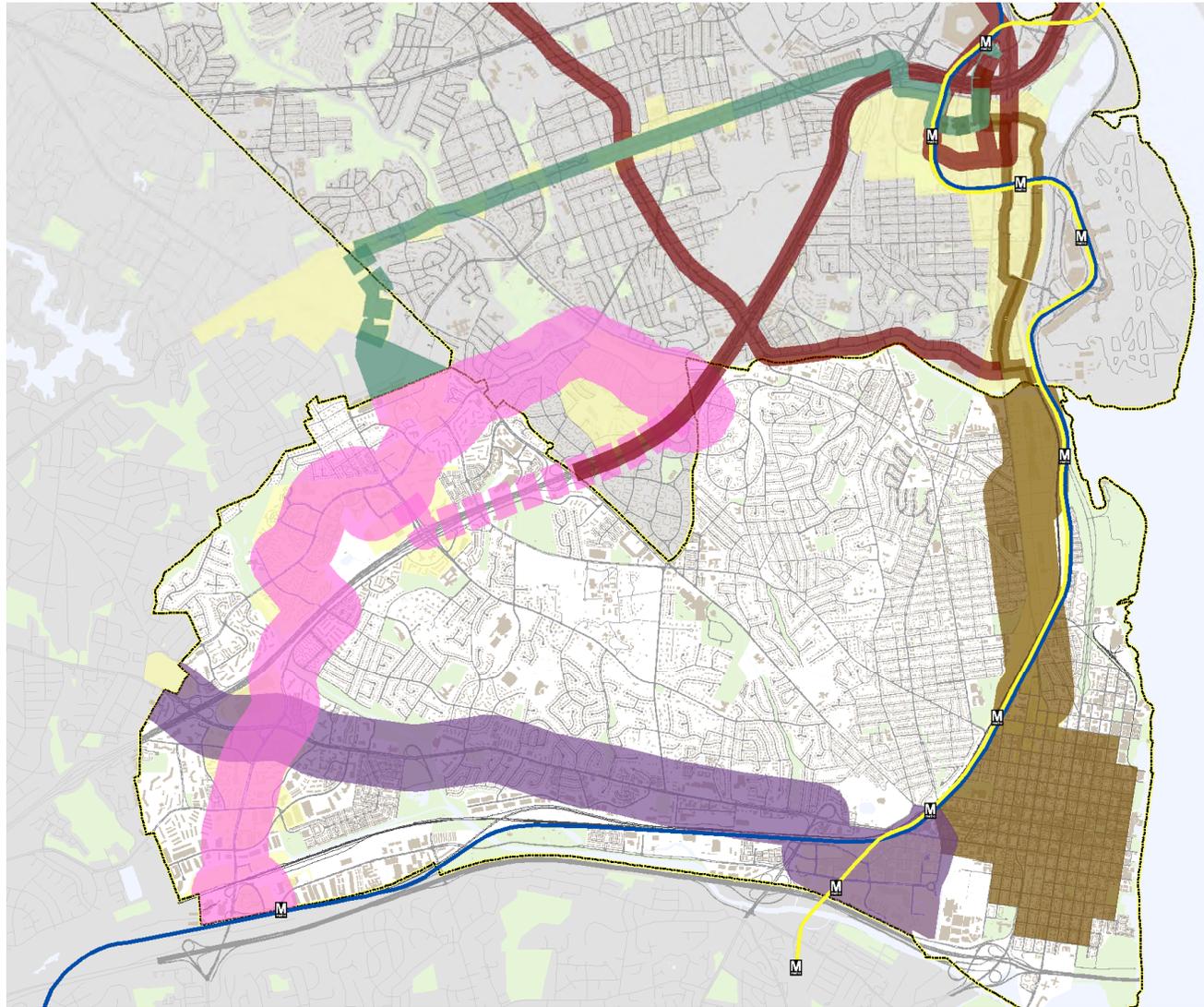
Amount of Development



Transportation Overview

1. Beaugregard Corridor Transportation Network Challenges and Opportunities
 - What has been done to Date
 - Alternatives Analyzed
2. Transitway Corridor Feasibility Study
3. Columbia Pike Streetcar

Regional Transportation Initiatives



Challenges

- Limited connectivity within existing transportation network
- Constrained intersections / Interchange
- Lack of Adequate Transit
- BRAC-133 Facility Constraints
- Topography
- Funding

Opportunities

- New Transit Facilities / Services
- Seminary / Beaugard Intersection Improvements
- Short and Mid-Term Roadway Improvements
- Long Term Roadway Improvements
- Redevelopment opportunities
 - Multi-modal Enhanced Street Network
 - Transit Improvements / Funding
 - TMP

Related Studies

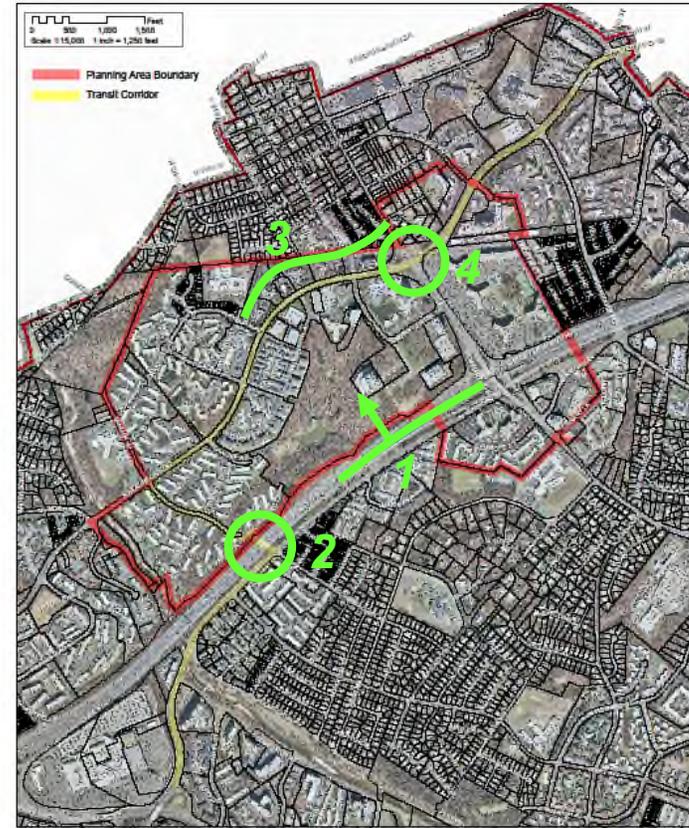
- VDOT Concept Designs
 - Short and Mid-Term Improvements
 - Long-Term Improvements
- Transitway Corridor Feasibility Study
- High Occupancy Toll (HOT) Lanes
- Columbia Pike Streetcar

Analysis

- Analyzed 25 intersections (based on land use scenario of approximately additional 7.5 million square feet)
- Have not found solution for transportation system needs for level of development tested
- Further testing necessary at lower level of development to determine if transportation solutions can be identified

Roadway Alternatives Considered

1. I-395 Access Scenarios
2. Sanger Avenue improvements / Interchange at I-395
3. New Parallel Road between Seminary and Rayburn
4. Seminary / Beauregard Traffic Circle
5. Other Improvements



Planning Area

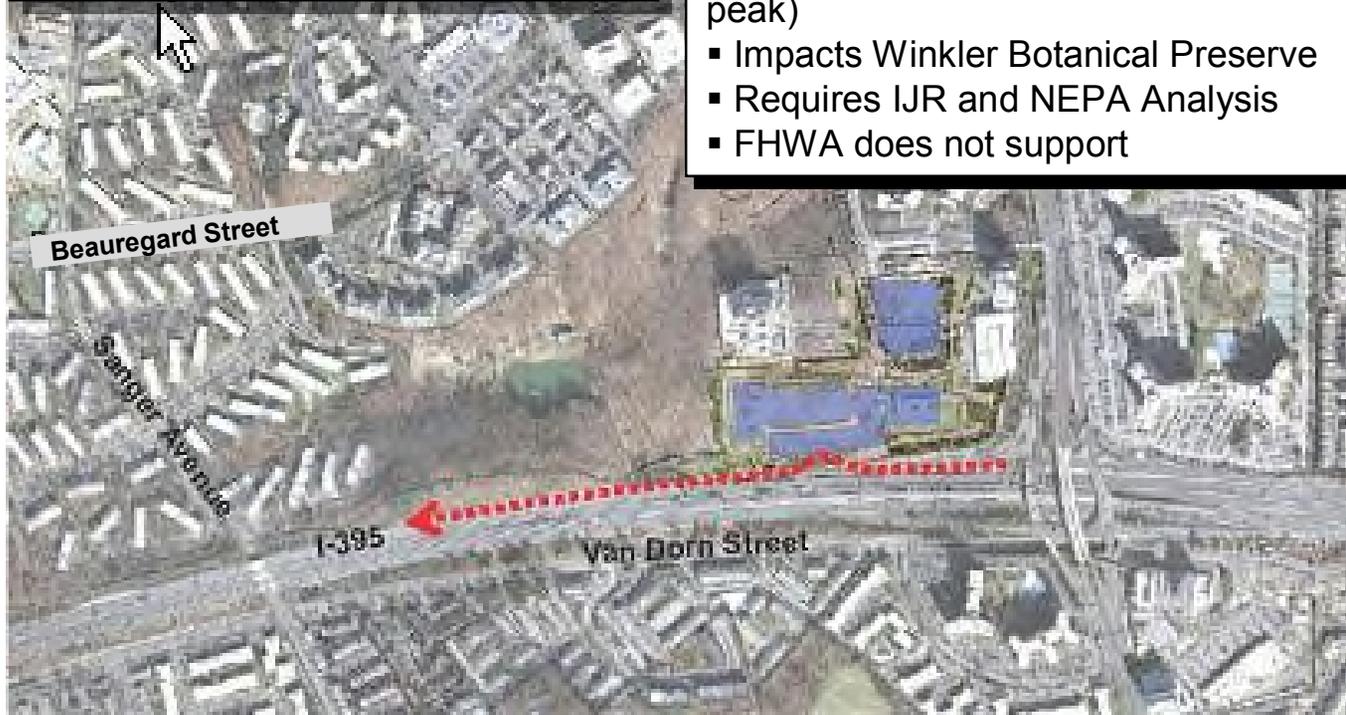
I-395 Access Scenarios (Ramps to/from I-395)

PROS:

- Reduces traffic at Seminary / Beauregard intersection

CONS:

- Accommodates 350 vehicles / hour
- Accommodates SB traffic only (PM peak)
- Impacts Winkler Botanical Preserve
- Requires IJR and NEPA Analysis
- FHWA does not support



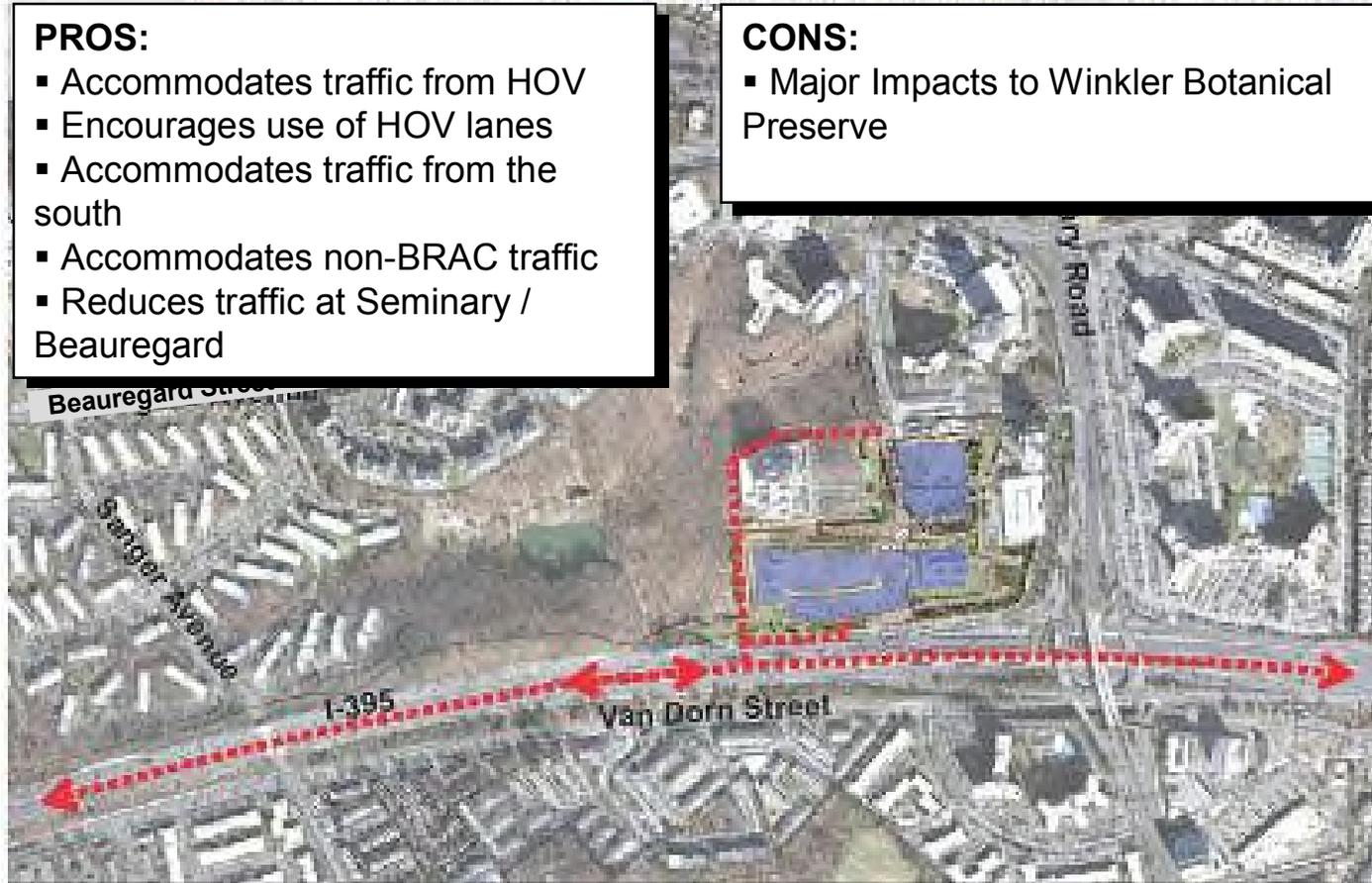
I-395 Access Scenarios (Direct Access to HOV/ HOT Lanes)

PROS:

- Accommodates traffic from HOV
- Encourages use of HOV lanes
- Accommodates traffic from the south
- Accommodates non-BRAC traffic
- Reduces traffic at Seminary / Beauregard

CONS:

- Major Impacts to Winkler Botanical Preserve



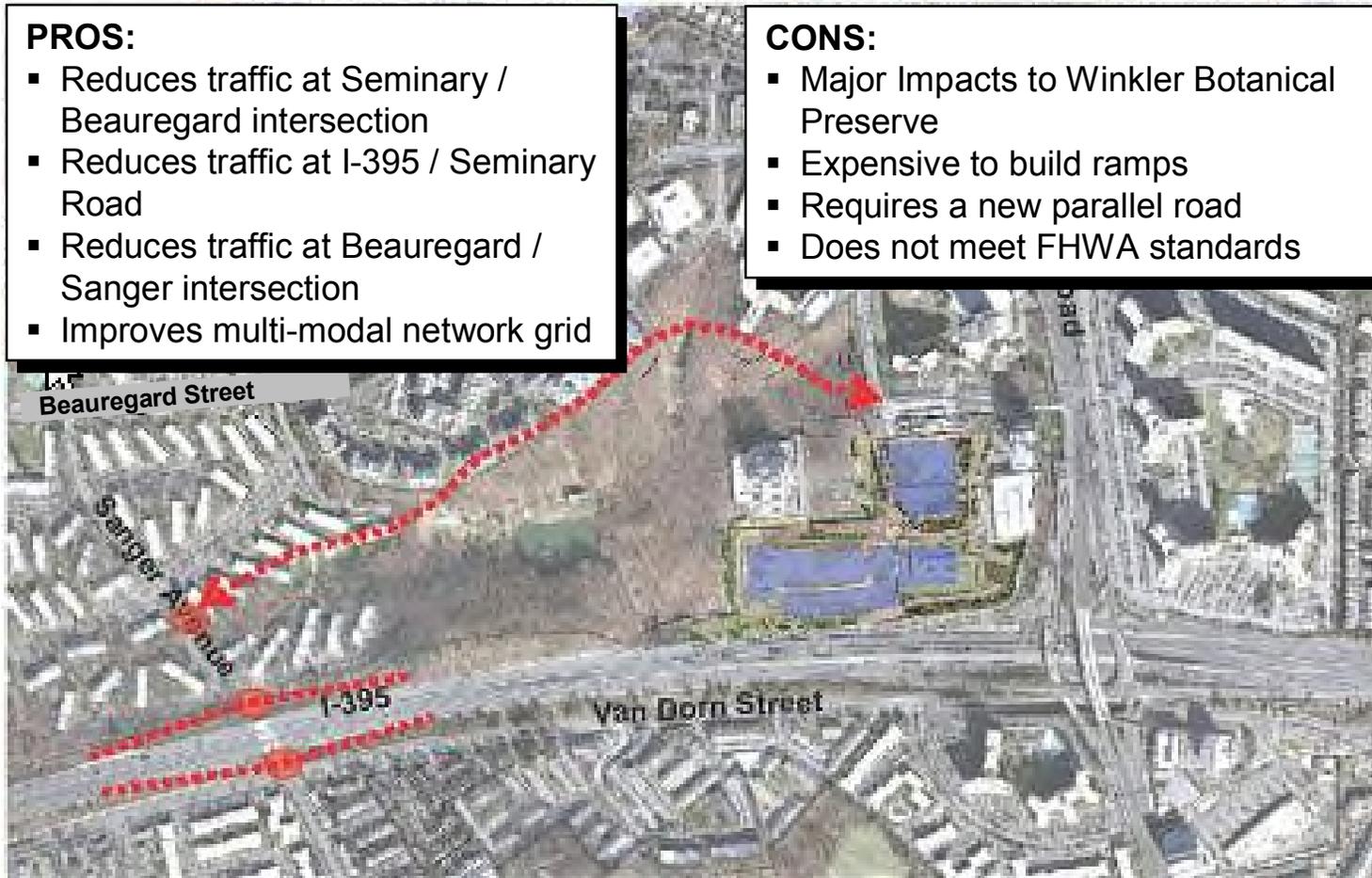
Sanger Avenue Interchange at I-395

PROS:

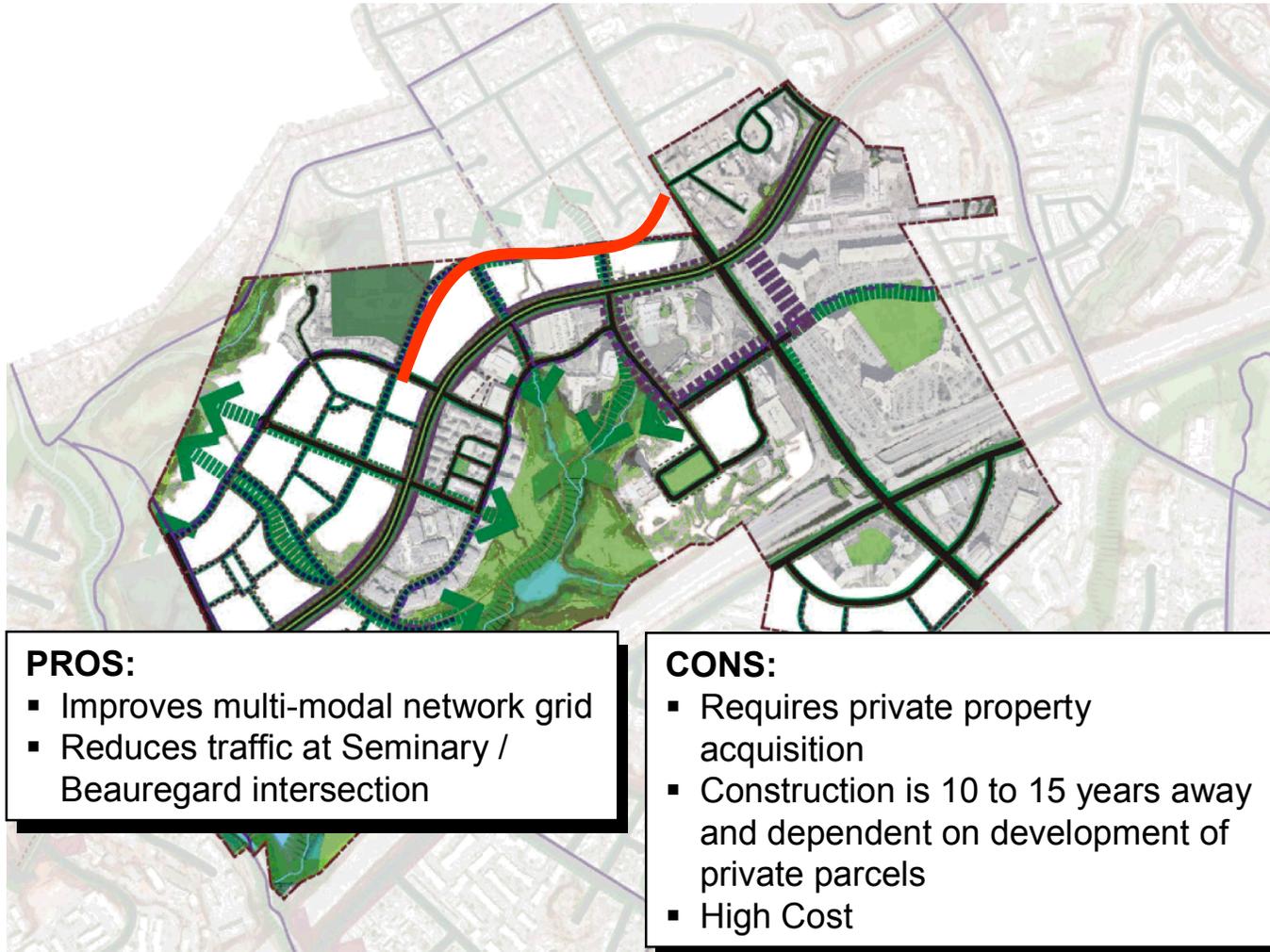
- Reduces traffic at Seminary / Beauregard intersection
- Reduces traffic at I-395 / Seminary Road
- Reduces traffic at Beauregard / Sanger intersection
- Improves multi-modal network grid

CONS:

- Major Impacts to Winkler Botanical Preserve
- Expensive to build ramps
- Requires a new parallel road
- Does not meet FHWA standards



Parallel Road between Seminary and Rayburn



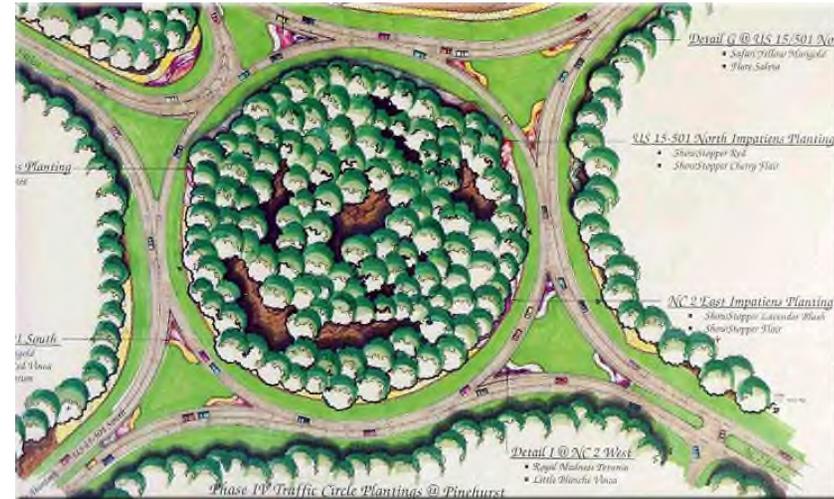
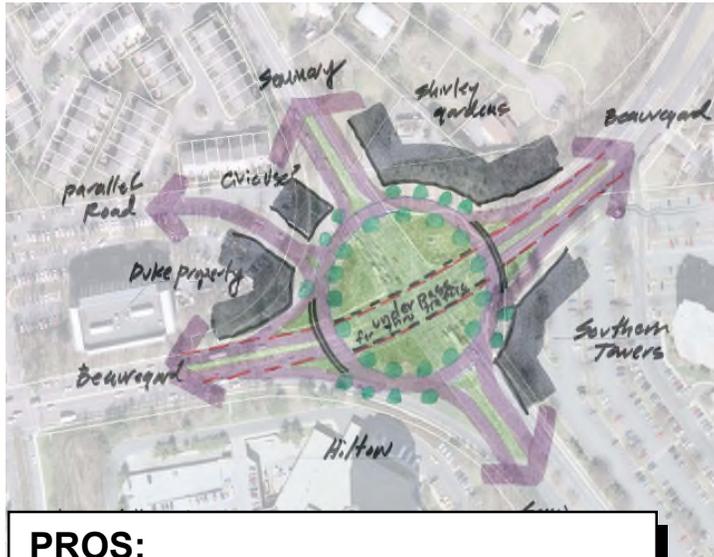
PROS:

- Improves multi-modal network grid
- Reduces traffic at Seminary / Beauregard intersection

CONS:

- Requires private property acquisition
- Construction is 10 to 15 years away and dependent on development of private parcels
- High Cost

Seminary / Beauguard Traffic Circle



PROS:

- Eliminates triple left turn lanes
- Improves traffic operations for selected movements
- Can be used to enhance aesthetics
- Allows grid expansion

CONS:

- Right-of-Way Impacts
- Special accommodations needed for pedestrian safety
- Potential queues onto I-395
- Land Acquisition and Cost Considerations



Next Steps in Planning Process

- Continued community engagement
- Assess infrastructure needs associated with lower levels of development
 - Community amenities
 - Transportation
- Continued evaluation / implementation of short and mid-term improvements
- Assess and implement Long Term interchange improvements
- Complete Transitway Corridor Feasibility Study
- Coordinate with High Capacity Transit Corridor Work Group to identify multi-modal enhancements

TRANSITWAY CORRIDOR FEASIBILITY STUDY



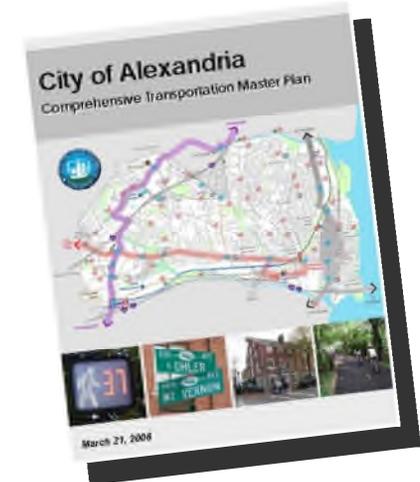
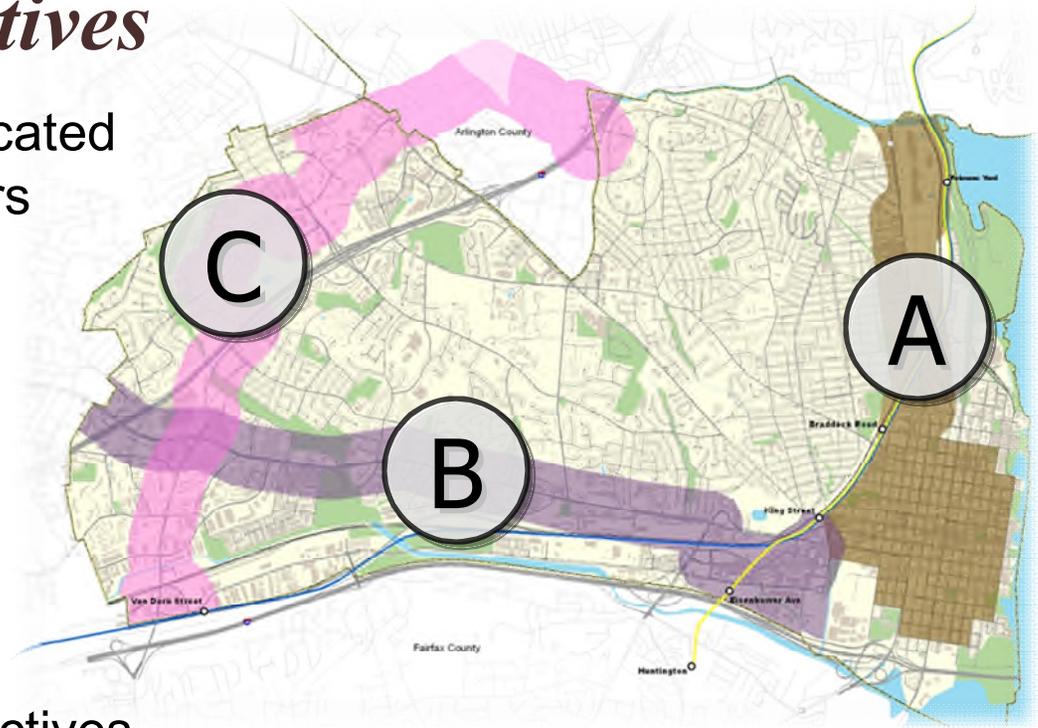
ALEXANDRIA



TRANSITWAY CORRIDOR FEASIBILITY STUDY

City Transitway Initiatives

- Development of a plan for dedicated transit services in three corridors
 - A. North-South
 - B. Duke Street
 - C. Beauregard/Van Dorn
- Policy Direction and Needs
 - Council Strategic Plan Objectives
 - City's Transportation Master Plan, Mark Center studies, Landmark/Van Dorn study, Potomac Yard area planning



City Transit Today and Tomorrow

Vision for Transit

- Reliable and convenient
- Integrated with land uses and transportation
- Travel time savings and an enjoyable transit experience
- Advanced technology and passenger amenities
- Connectivity with regional transitway network

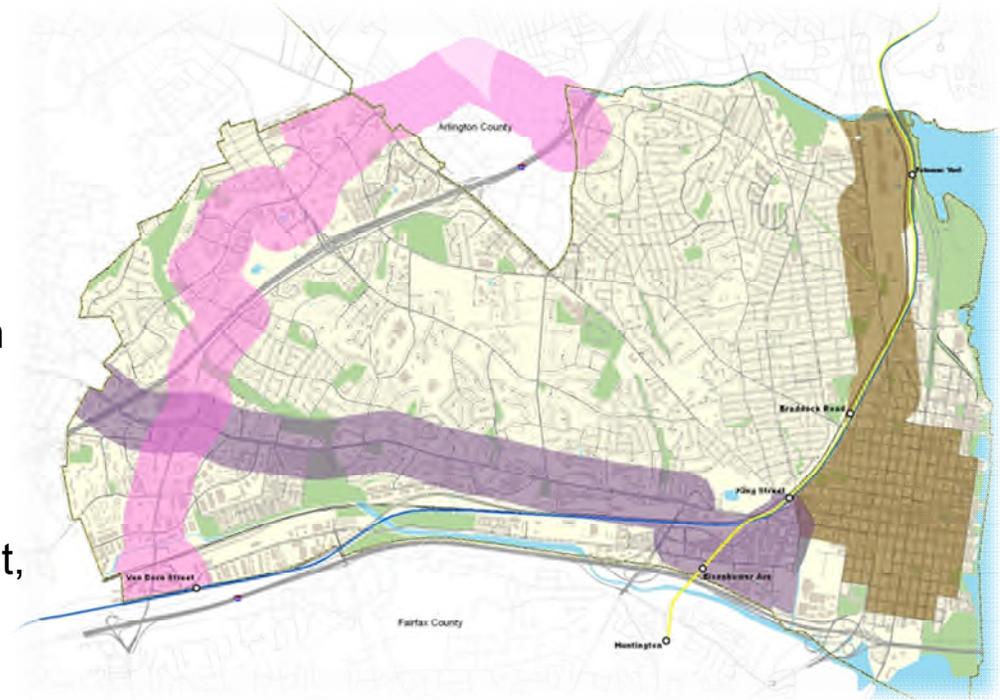
Consistent with Regional Mobility Policy Directions

- Regional increase in investment in transit
- Substantial increase in high-capacity transit services
- Regional network
- I-395 HOT Lanes transit expansion
- Wilson Bridge transit provision
- Arlington's transit expansion plans (Crystal City and Columbia Pike)

TRANSITWAY CORRIDOR FEASIBILITY STUDY

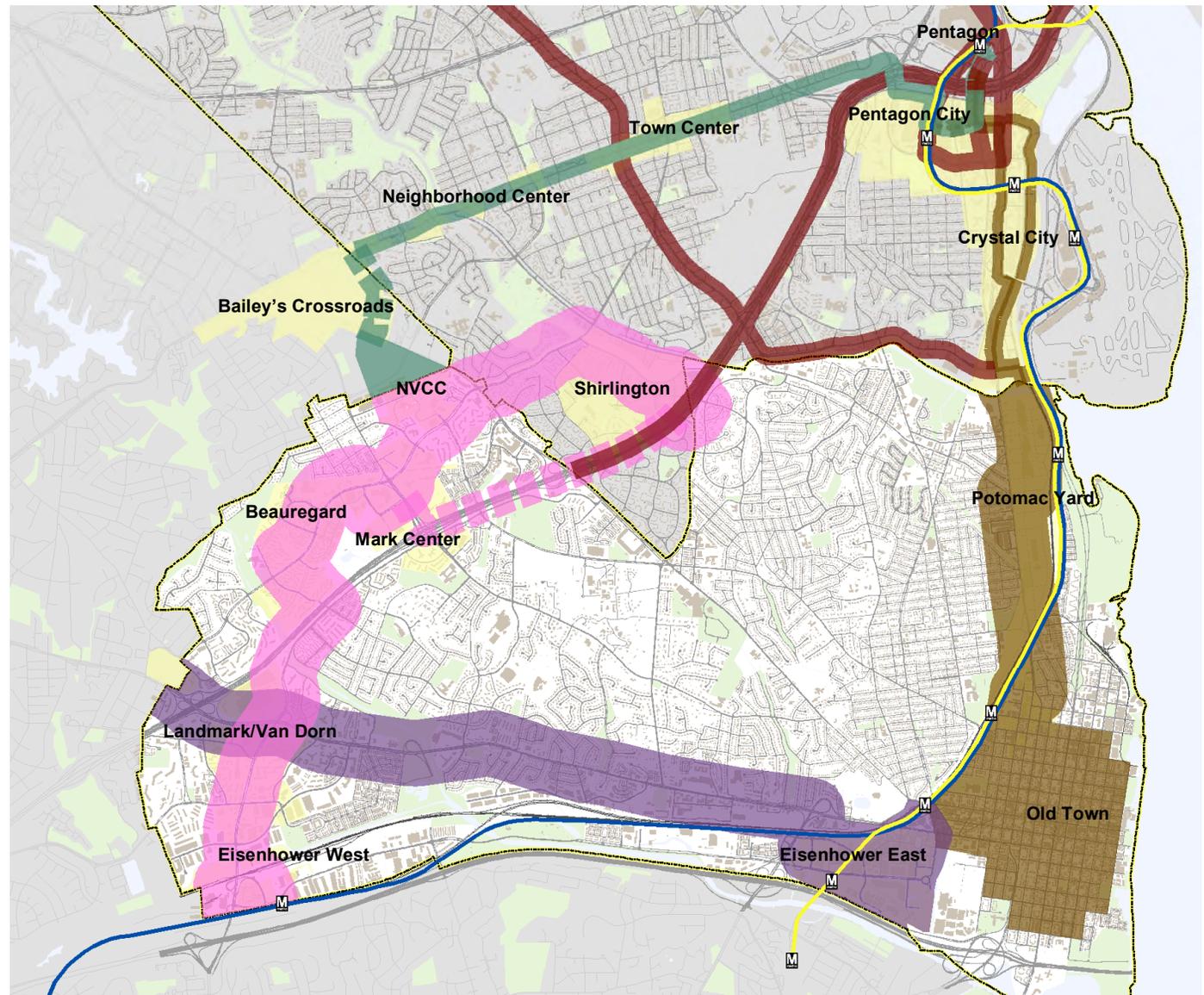
General Study Goals

- Define location and configuration of the transitway in each corridor
- Identify preferred transit mode technology for each corridor
- Develop plans for operations for each corridor
- Identify potential station locations
- Develop action plan - environmental documentation, funding levels/request, design, operations, governance, etc.



Land Use and Transportation Connectivity

- Old Town
- Shirlington
- Columbia Pike Initiative in Arlington
- NOVA Community College master plan
- Arlington and Alexandria's Potomac Yard Plans
- Eisenhower East area development
- Eisenhower West area development
- Crystal City plan
- Pentagon City development
- Landmark/Van Dorn initiative
- Beauregard plan
- Mark Center plan
- Pentagon
- Metrorail: Blue and Yellow Lines



Technical Process

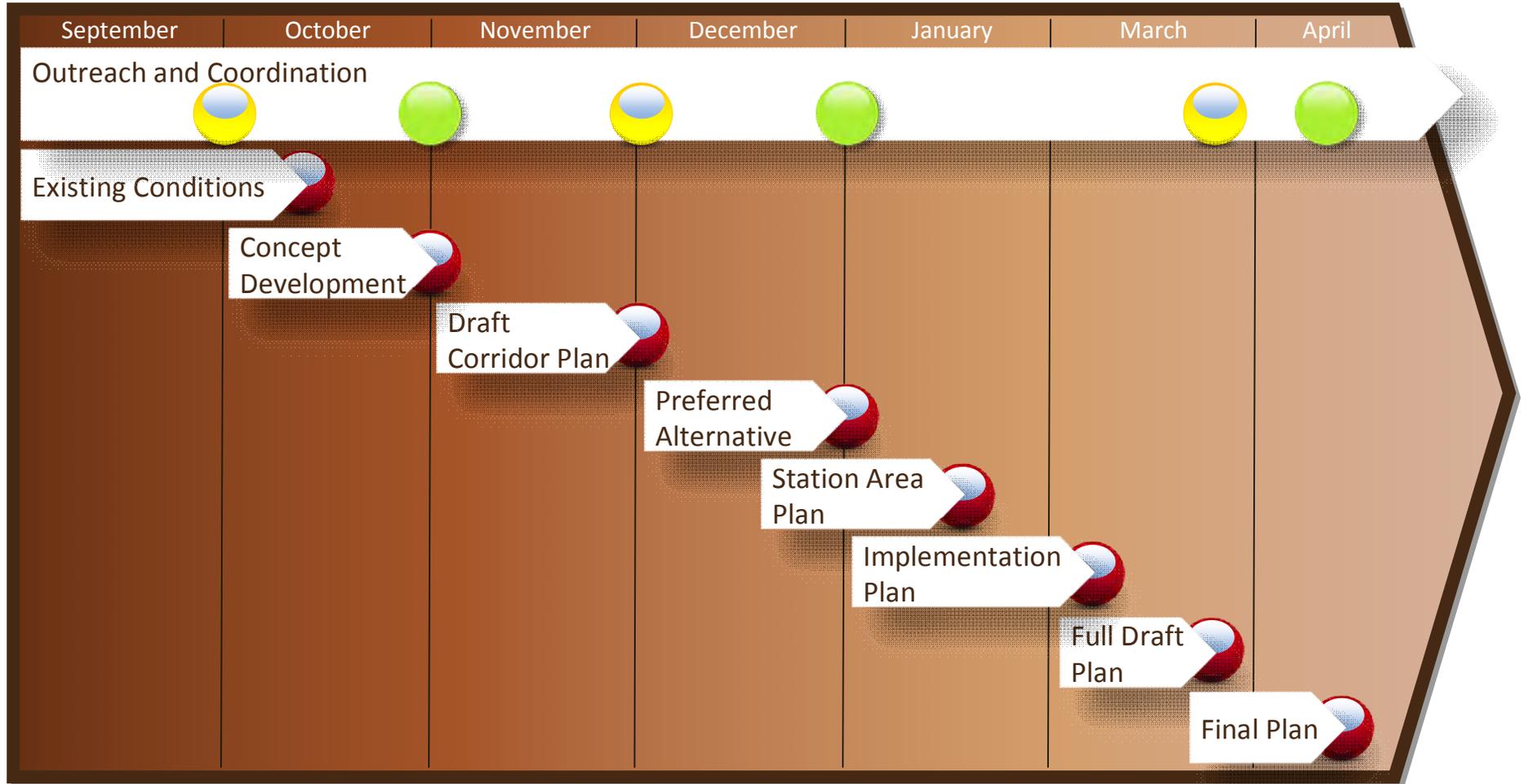
- Outreach and Public Involvement
 - Public information sessions
 - High Capacity Transit Corridor Work Group
- Inventory, Review, and Analysis
- Concept Development
- Land Use and Development Coordination
- Implementation and Action Plan



Public Input

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Van Dorn/Beauregard Project Schedule



Legend:



High Capacity Transit Corridor Work Group



Public Meeting



Deliverable

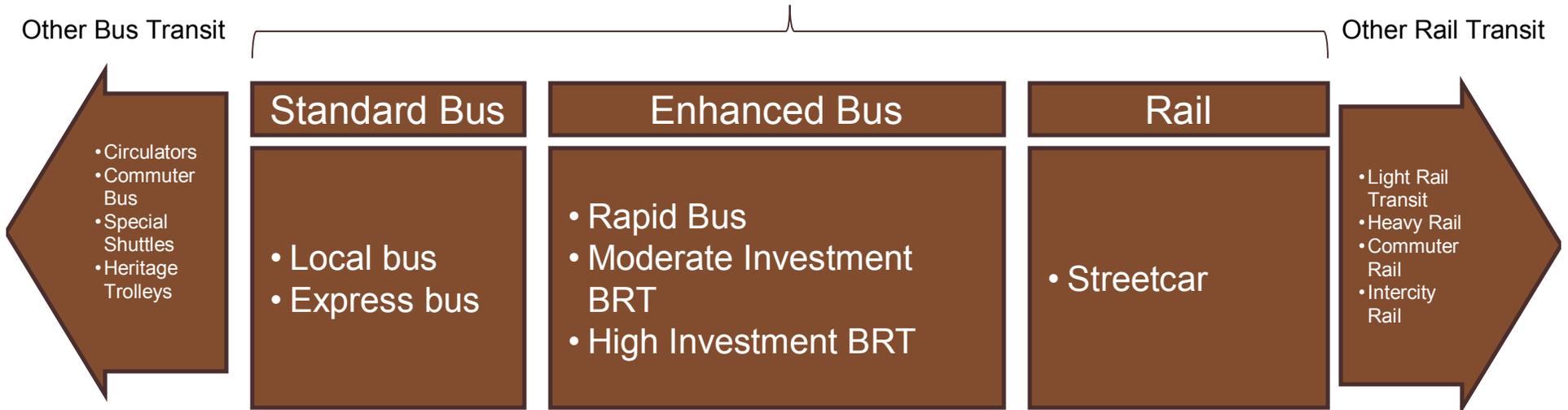
Project Status

- Initiating outreach and coordination
- Collecting information and conducting preliminary evaluations
- Coordinating with Arlington and Fairfax Counties
 - Update presentation to follow on Columbia Pike
- Coordinating with Mark Center/Beauregard planning efforts
- Beginning concept studies for Beauregard/Van Dorn corridor

TRANSITWAY CORRIDOR FEASIBILITY STUDY

Transit Modes

Study Transit Modes



Examples

- King Street Trolley
- Loudoun County Transit
- Employer shuttles

- DASH
- Arlington Transit (ART)
- Metrobus
- Fairfax Connector

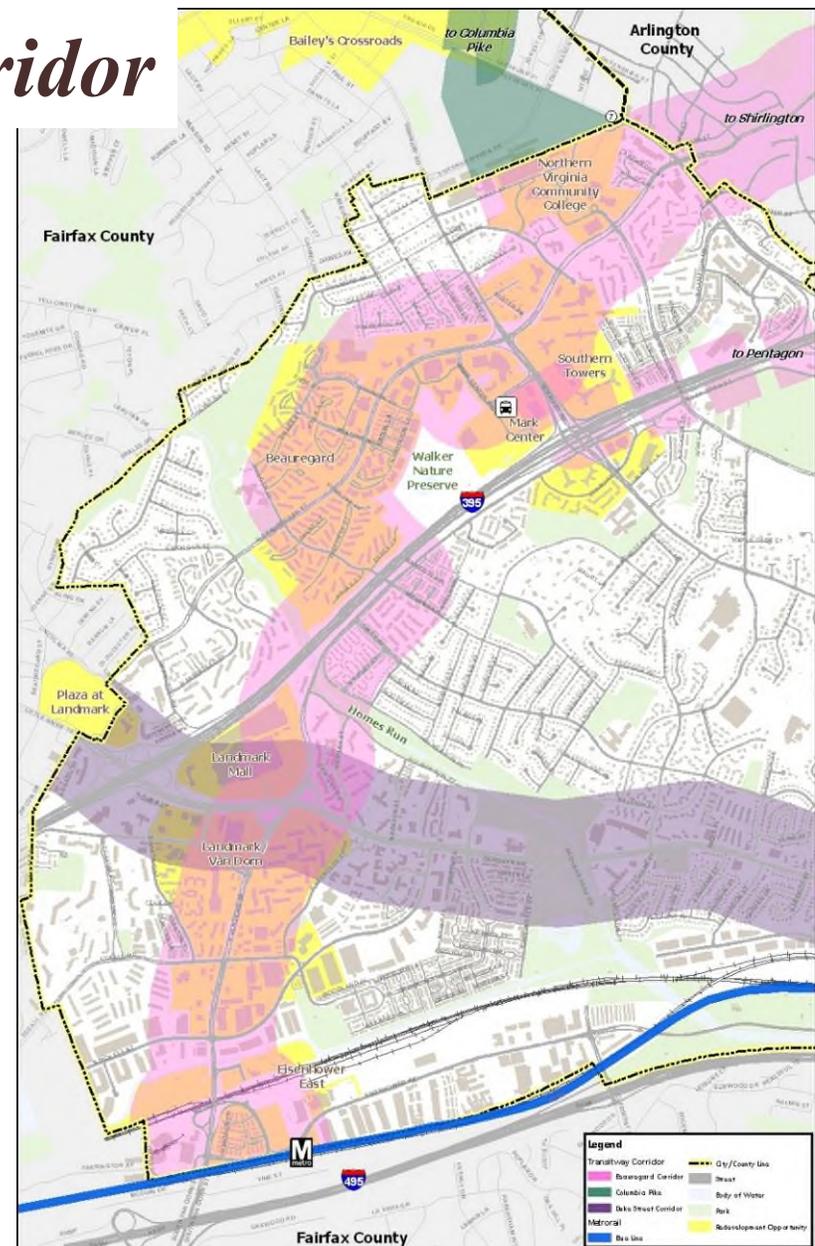
- REX (Fairfax/Alexandria)
- Eugene Emerald Express
- HealthLine (Cleveland)
- Quickline (Houston)
- MBTA Silver Line (Boston)

- Toronto Streetcar
- Portland Streetcar

- Baltimore LRT
- Houston LRT
- Metrorail
- VRE
- MARC
- Amtrak

Van Dorn/Beauregard Corridor

- Several possible alignments and configurations
- Connection to Van Dorn Street Metro and Duke Street transitway
- Potential connection to Columbia Pike corridor (possible maintenance/instructional facility)
- Connectivity between key destinations, including Pentagon
- Anticipated service to Mark Center and redeveloped Landmark Mall area



Van Dorn/Beauregard Corridor

- Pike Transit Initiative with Van Dorn/Beauregard corridor
 - Terminus options at NVCC/Skyline
 - Facilities options at NVCC/Skyline
 - Long-term and short-term alignments of Beauregard corridor



Next Steps

- Beauregard corridor concept development
- Coordination with High Capacity Transit Corridor Work Group
- Beauregard corridor concept refinement
- Preliminary concepts for Corridors A, B, and C
- Public Input
 - Public Meetings
 - High Capacity Transit Corridor Work Group
 - Project Web Site

Columbia Pike Transit Initiative Presentation



Beauregard Corridor Plan

THANK YOU!

Questions and Answers



Upcoming Beaugard Corridor Plan Meetings

Planning Commission Work Session:

Tuesday, October 5, 6:30 p.m.

City Council Work Session:

Tuesday, October 26, 5:30 p.m.

