

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 18, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

SUBJECT: PROPOSED SCHEDULE FOR THE PREPARATION OF THE
BEAUREGARD CORRIDOR SMALL AREA PLAN

ISSUE: Proposed schedule for the preparation of the Beauregard Corridor Small Area Plan.

RECOMMENDATION: That City Council amend the FY 2010 Planning and Zoning Work Program’s schedule for the Beauregard Corridor Plan such that delivery of a draft plan for that corridor would occur no later than June, 2010 and hearings and Council adoption of a plan would occur no later than September, 2010.

BACKGROUND: At the September 8 City Council meeting, Council members discussed the schedule for the Beauregard Corridor Small Area Plan. Council members expressed interest in accelerating the plan and directed staff to prepare a docket item on the subject for the Tuesday, September 22 legislative meeting.

The current approved work program for the Department of Planning and Zoning (Attachment I) shows the adoption of the Beauregard Corridor Small Area Plan as occurring no later than November, 2010.

The consultant work for this plan is expected to be funded by a federal Department of Defense Office of Economic Adjustment grant. The grant application planning process is nearly complete and is on track for final federal approval. The City issued a Request for Proposal (RFP) for the consultant work for this planning process and staff is currently evaluating the proposals received.

Attachment II describes potential redevelopment in the plan area and some of the major public facilities and infrastructure issues to be addressed. Attachment III shows a map of the proposed Beauregard Corridor plan area.

DISCUSSION: The main challenges to accelerating the Beauregard Corridor plan timeline are the infrastructure and public facility issues. Small area plans typically identify infrastructure and public facility needs and locations and provide direction as to private development’s responsibility toward meeting those needs. The various planned

studies, such as the transit corridor feasibility study, the Sanitary Sewer Master Plan, long range planning for fire stations and schools, and the Housing Master Plan will feed into the Beaugard Corridor planning process. For example, private development may be asked to dedicate some right-of-way for high capacity transit and open space, and possibly for a fire station. The private sector also may be asked to contribute to schools, to contribute to (and/or preserve) affordable housing. There may also be specific direction related to sanitary sewer generation, such as increased on-site detention, ultra low-flow plumbing fixtures, or greater on-site use of gray water, to meet sewer capacity constraints.

Staff has had some interdepartmental discussion about how to proceed with the plan and these studies to meet an accelerated deadline, and more discussion is planned. We expect to achieve some time savings with a combination of streamlining the analytical foundations of the planning effort and looking at the schedules of the related studies to see how the information that may be needed by this plan could be front-loaded.

A second opportunity to reduce the overall time frame lies within the proposed public process. In July, Planning staff proposed a public process for the Beaugard Corridor Plan that included a series of public meetings: an initial public meeting for the community to voice their concerns, issues, goals and objectives; a meeting to review existing conditions; a charrette or other public planning exercise; and an open house or other form of public event to present options based on the ideas gathered at the charrette. Planning staff also proposed a long public comment period for the draft plan, with two rounds of public comments prior to the first Planning Commission public hearing.

Planning staff received comments from public officials that the outreach process could be condensed, with some of the public meetings combined. In addition, it was suggested that two rounds of public comments is quite a lot considering that there will also be two public hearings.

With these strategies, staff believes that they can deliver a draft Beaugard Corridor Small Area Plan in June, 2010 which would allow for Council adoption in September, 2010.

FISCAL IMPACT: The acceleration of the Beaugard Corridor Plan should have no FY 2010 fiscal impacts as the cost of the planning process is contemplated to be grant funded.

ATTACHMENTS:

- Attachment I. Current Planning and Zoning Planning Work Program
- Attachment II. Outline of Issues related to the Beaugard Small Area Plan
- Attachment III. Proposed Beaugard Small Area Plan boundaries

STAFF:

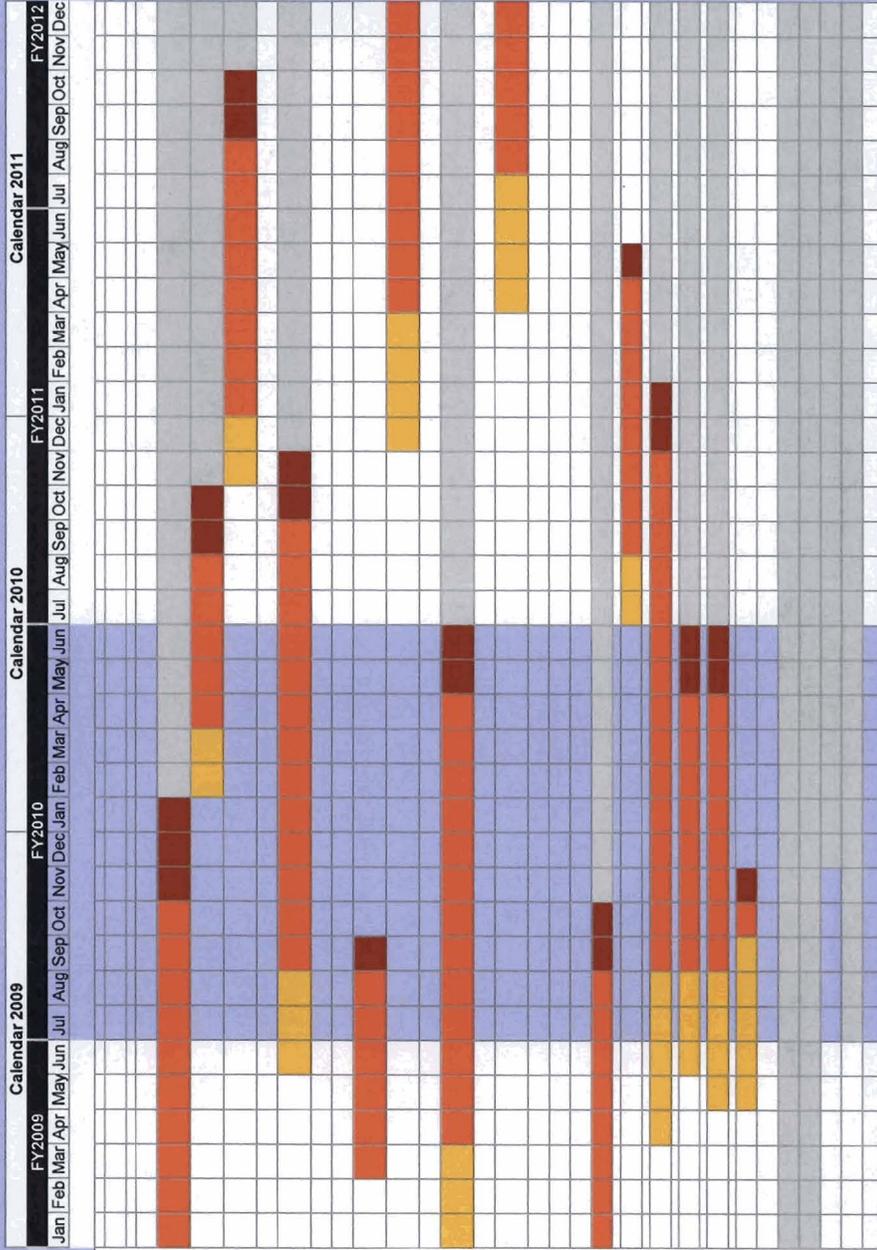
- Mark Jinks, Deputy City Manager
- Faroll Hamer, Director, Department of Planning and Zoning
- Rich Baier, Director, Department of Transportation and Environmental Services

Jim Spengler, Director, Department of Recreation, Parks, and Cultural Activities
Mildrilyn Davis, Director, Office of Housing

DEPARTMENT OF PLANNING AND ZONING

Proposed Work Program FY 2010

June 9, 2009



KEY

- Internal preparatory work
- Public meetings/plan development
- Plan approval process
- Plan implementation

Plans and projects in current work program are shown in black
 New plans and projects are shown in green
 Projects led by other departments are shown in purple

* Area across from Potomac Yard such as Oakville Triangle, etc.

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Issues in the Beauregard Corridor Small Area Plan

The Beauregard Corridor plan area includes these properties where development or redevelopment is proposed:

- The Mark Center properties, including WHS, IDA, the Hilton hotel and others; the shopping center and garden apartment complexes (owned by JBG); and Duke Realty's office park across Beauregard (ACPS offices, Clydes).
- Residential properties in the northern quadrant of the Beauregard-Seminary intersection (the "Fairbanks/Foster" properties).
- Seminary Towers, owned by Home Properties.
- The "Steak & Ale," medical office building, retail and other properties across Seminary Road from Seminary Towers.

A number of citywide public facility issues are critical to the Beauregard Corridor Small Area Plan. These include:

- *Transportation: roadways, transit, bikeways and sidewalks.* The City's Transportation Master Plan designates Beauregard Street as a high-capacity transit corridor and transportation issues will be a critical factor for the plan. The City is embarking on a corridor feasibility study that should be coordinated with this plan.
- *Sanitary Sewer capacity.* The City is embarking on a Sanitary Sewer Master Plan to address a number of critical issues that affect the Beauregard Corridor Plan: the Holmes Run trunk sewer, overall citywide sewage treatment capacity, and nutrient discharge limits.
- *Dam safety.* A recent study showed that a portion of the plan area would be inundated if the Lake Barcroft dam were to fail.
- *Fire and emergency services.* The City has tentatively identified a need for additional fire and emergency services resources to serve the plan area. This could involve a new fire station. The City is looking at long-term fire station needs citywide.
- *Schools.* Elementary schools are close to capacity citywide and the problem is somewhat more acute in the plan area. ACPS is conducting a long range planning effort that should be coordinated with this plan.
- *Environment.* Home to the upper portion of Holmes Run and the Winkler Nature Preserve, the plan area faces a number of environmental challenges, including stormwater runoff and stream restoration.

- *Open space and recreation.* The adopted Open Space Master Plan identified a need for more open space in the area and there are currently limited opportunities to provide it.
- *Affordable housing.* There are more than 5,400 housing units in the plan area and many of them, while market rate, are affordable to households earning “workforce housing” wages. Many of the units are proposed for redevelopment. The City is embarking on a Housing Master Plan that should be coordinated with this plan.

Attachment III: Beauregard Corridor plan area

