

**Beauregard Corridor Stakeholders Group**  
**Recommendations for Beauregard Corridor Small Area Plan (SAP)**  
**Working Draft for Discussion on July 11, 2011**

Plain Text: BCSG Meeting Comment

*Italicized Text: North Potomac Yard SAP text – needs further discussion*

Highlighted Text: Item more appropriate for Design Guidelines or Rezoning: CDD phase than SAP

**1. Vision & Guiding Principles**

**a. Vision**

**b. Plan Principles**

- i. Create a sense of place with neighborhood identity, vitality and diversity.
- ii. Provide a walkable and drivable corridor neighborhood that is secure, connected and invited.
- iii. Establish a variety of community-serving retail and services.
- iv. Encourage community-serving retail and services.
- v. Promote mixed-use housing.
- vi. Achieve varying building design (height, massing and scale) that transitions to existing neighborhood.
- vii. Manage multimodal transportation needs, parking & infrastructure.

**c. Creating a Complete, Sustainable Community**

- i. Environmental Sustainability
- ii. Economic Sustainability
- iii. Social Sustainability

**2. Existing Neighborhoods**

**a. Established Neighborhoods**

- i. Particular sensitivity needs to be paid to existing homes, which are unlikely to be redeveloped. Those homeowners should be carefully canvassed so developers clearly understand their concerns and sensitivities.
- ii. Promote smooth transitions between existing neighborhoods and new development within the Beauregard Corridor Plan Area (BCPA) through a careful consideration of uses, heights, and massing.
- iii. Develop connections, which are consistent and compatible with existing development within BCPA.
- iv. Development should preserve and build upon the unique history and character of existing neighborhoods.

**b. BRAC-133**

**c. Connectivity & Accessibility**

- i. Open connections (at least for walking and biking) should be established between the BCPA and the Dowden Terrace and Palisades neighborhoods.
- ii. Develop pedestrian and/or vehicular connections, which are consistent and compatible with existing development and neighborhoods.

**d. Mitigating Neighborhood Traffic Impacts**

- i. Special attention needs to be given to neighborhoods to which pedestrian access is hindered by the need to cross Seminary Road or Beauregard Street (e.g.: Southern Towers, Shirley Gardens).

- ii. Special attention also needs to be given to how pedestrians and bikers traverse (or avoid) the proposed ellipse.
- iii. *Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to redevelopment and other impacted neighborhoods.*

### 3. Transportation

#### a. Transportation Network

- i. Traffic mitigation in the BCPA remains the paramount concern of the community.
- ii. Guidelines should also focus on how to minimize traffic congestion.
- iii. As much as possible, within the Beauregard Corridor Planning Area, a grid system of streets should be established to spread out vehicular traffic, improve traffic flow, and increase pedestrian accessibility to residences, businesses, and open spaces.
- iv. All efforts should be made to enhance pedestrian, public and non-motor vehicles traffic, to mitigate traffic issues.
- v. *Consider all users in the future design of streets and streetscapes.*

#### b. Transportation Analysis

#### c. Mode Share

#### d. Streets & Connectivity

##### i. Framework Streets

- (a) Walking Streets, should be considered part of the larger public realm, along with the existing parks and the new ones proposed for the BCPA.
- (b) The street that will run parallel to Beauregard should be designated a “walking street,” so that pedestrians will not necessarily have to walk along Beauregard.
- (c) The walking street parallel to Beauregard Street should have street parking, with corner/mid-block bulb-outs to set-off street parking and provide safe-havens for pedestrians, and landscaping to keep vehicular speeds down and promote pedestrian safety.
- (d) Driving lanes on the walking streets in the BCPA should be narrow, no wider than 10 feet, to slow down the cars and other vehicles.
- (e) In light of the transportation demands that are going to be placed on Beauregard, in order to limit its width, should we consider: discouraging its use as a/the primary north/south walking route; and/or not providing bike lanes on Beauregard at all but using another route(s) as the preferred north/south bikeway?
- (f) *Maximize the street grid within the site and connectivity to adjacent neighborhoods.*
- (g) *All streets and rights-of-way shall be dedicated to the City.*

##### ii. Connectivity & Accessibility

- (a) Provide road and/or walking connections to surrounding areas.
- (b) All neighborhoods need to be connected to the network; none should be totally self-contained or functionally isolated.
- (c) *New connectivity or comparable street, circulation, and/ or transit improvements should be explored as part of any proposed development.*
- (d) Provide a compact grid of streets consistent and in alignment with, and connecting to the established street grid of the City (and possibly neighboring Fairfax County).
- (e) In areas of anticipated high foot traffic (e.g. the immediate vicinity of major transit stations) additional sidewalk width may be appropriate.
- (f) Wide sidewalks separated from the street by planting strips should be built on all streets within the BCPA, with a minimum width of 6 feet for residential areas, 8 feet for multi-family residential areas, and 12-15 feet for retail areas.
- (g) Sidewalks should be a minimum of five feet wide; those on either side of Beauregard, a minimum of six feet wide.

- (h) Sidewalks should have a minimum of two feet of “green space” (planting strips, tree wells) between the walkway and adjacent parking spaces.
- (i) Sidewalks should have a minimum of four feet of “green space” between the walkways and adjacent roadways/bikeways.
- (j) Integrated systems of walking streets or trails should be established that connect the major retail and natural features of the Beaugard Corridor Planning Area Plan.

### iii. Street Furnishings & Lighting

- (a) Streetscape appearances should be improved.
- (b) Lighting in the area should be attractive and promote pedestrian and vehicular safety.
- (c) While walkways need to be adequately lit, consideration must also be given to the aesthetics of the lighting selected; it should be “pedestrian scale”.
- (d) Attractive park benches and trash receptacles should be placed along walking trails, sidewalks, and open space areas.
- (e) Signage, trash receptacles, bike racks to be part of the design criteria for all areas.
- (f) The various design aspects of the sidewalk and bikeways should be seen as coordinated aspects of an overall design scheme – to include such things as benches, trash receptacles, signage, lighting, bike racks, etc.

### e. Transit

- i. Significant right-of-way over developer land will be required to implement traffic mitigation efforts.
- ii. *Require dedication of right-of-way to accommodate the high-capacity transitway.*
- iii. *Require the construction of a transitway. The final alignment of the transitway and station locations shall be determined with any rezoning for the site. Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the transitway.*
- iv. There should be clearly defined areas for bus/transit shelters, which should be attractive and protect riders from the elements.
- v. *Explore options to incorporate green technologies into the design of the dedicated transit right-of-way and stations.*
- vi. *Transit stations should be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.*

### f. Bicycles and Pedestrians

- i. Minimize the necessity of using vehicles to travel within the community.
- ii. *Provide a comprehensive on and off-street bicycle network.*
- iii. *Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists’ needs.*
- iv. Ensure that people feel safe when walking and biking in the community. Develop sidewalks and pathways that are an integral aesthetic part of the community; that are much more than simply functional; that feel like part of a design plan.
- v. Attractive and functional bike racks should be placed near businesses and open spaces, to encourage bike transit to and within the BCPA.
- vi. A dedicated bike lane should be built on the street parallel to Beaugard, to encourage bike traffic to use that street, rather than Beaugard
- vii. Cycling should be prohibited on all sidewalks, with appropriate signage provided.
- viii. Bicycles and bike riders need to feel safe and comfortable using the walkways and bike trails.
- ix. *Provide centralized bicycle storage facilities, located near the transit locations – including areas for private and for shared use bicycles. Commuter and recreational bicycle information could also be available to residents and visitors.*
- x. *Require provision of long and short-term bicycle parking.*
- xi. Provide a buffer between sidewalks and street travel lanes.

- xii. Determine the cost/benefit of the contemplated pedestrian bridge linking Southern Towers with the Mark Center and assess alternatives.
- xiii. The pedestrian bridge to be built over the Seminary Road should be built on the east side of Mark Center Drive, rather than on the west side of the street, so pedestrians from the BRAC-133 building do not have to cross Mark Center Drive before using the bridge.
- xiv. Detailed consideration needs to be given to the proposed walkway over Seminary Road, connecting Southern Towers with the Mark Center.
  - Should it link into/through buildings on either or both sides?
  - Should/can it be developed in such a manner that it can be used by bicycles?
  - Handicapped usage needs to be addressed.
- xv. Should we consider “dedicated” walkways within the community – i.e. walkways that are not parallel/next to a roadway but free-standing walkways in their own right?
- xvi. Crosswalks must be such that slow moving pedestrians (such as the elderly and parents with young children) are not deterred from walking by fear of crossing streets.
- xvii. All residential streets should have bulb-outs and clearly marked crosswalks.
- xviii. Because the Beaugard/Seminary intersection, with the ellipse, will be difficult for pedestrians to navigate, the addition of four new signalized pedestrian crossings should be considered, a block before entering the ellipse on both Beaugard and Seminary, north, south, east and west of the ellipse intersection.
- xix. “Countdown” pedestrian crosswalk lights should be provided at all major intersections, including every Beaugard Corridor and every Seminary Road intersection
- xx. Pedestrian refuge islands of suitable size are to be provided at heavily used crosswalks/intersections. Crosswalks must be well marked, but not in any visually offensive manner.
- xxi. “Interruptions” 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 hopefully/potentially interact with one another.

**g. Transportation Demand Management**

- i. Require participation in a Transportation Management Plan.*
- ii. Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a \_\_% modal split.*
- iii. Explore additional local-serving routes to connect locations within the BCPA to nearby communities and destinations.*

**h. Truck Loading**

- i. Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.*
  - (a) Dumpsters/trash areas must be well screened from public view.
  - (b) There need to be defined hours during which dumpsters can be emptied.
  - (c) The location, time and manner of deliveries must be clearly detailed and adhered to.
    - (i) Screen delivery areas
    - (ii) Reduce noise
    - (iii) Set hours
    - (iv) Maximum truck size

**4. Land Use**

**a. Balancing Land Uses**

- i. Mixed-use zoning should be embraced in the Beaugard Corridor Planning Area to enhance activity throughout the day and evening.*
- ii. Provide a balance of office, residential and retail to maximize walkability and transit use.*

- iii. Maintain the general character of the Beaugard Corridor in future development to the maximum extent practicable, specifically with judicious placement of open spaces and trees. This would not be incompatible with the increased density in the Beaugard Corridor Planning Area proposed by the developers.
  - iv. Make the area inviting and maintain as much as possible the current character of the area (e.g., the tree-lined boulevard) with particular attention to the landscaping on Beaugard and other major streets in the Plan Area.
  - v. Beaugard Street is central to the visual perception/image of the community. Every effort must be made to maintain the feel of a tree-lined (tree canopied) boulevard. Given its inevitable width, the aesthetics might best be addressed by considering the northbound and southbound lanes as two visually separate, adjacent streets.
  - vi. Hotel
    - a. Desires
    - b. Boutique only?
    - c. Limit on size?
    - d. Nothing less than three stars? (if so, define criteria)
  - vii. Offices
    - a. Size?
    - b. Doctor/Dental?
- b. Neighborhood Land Use Strategy**
- i. JBG Lands:
  - ii. Duke Lands:
  - iii. Home Property Lands:
  - iv. Southern Tower Lands:
  - v. Hekemian Lands:
- c. Land Use – Future Zoning**
- i. *Establish new CDD zones to implement the Vision and recommendations of the Plan.*
- d. Retail Uses**
- i. The goal of the retail in the BCPA should be to serve existing surrounding community and the people that BRAC-133 will bring into the area.
  - ii. To the extent practicable, make the ground floor of the buildings in the town center area of the BCPA active uses (i.e., shops, restaurants or residential entrances).
  - iii. Retail/commercial uses to be a mix of larger, middle-size, small and boutique businesses, as well as those that offer necessary services for weekly shopping trips.
  - iv. The scale and density of this retail are extremely important to make sure that the amount of people served by this retail and the amount of retail that actually exists matches.
  - v. Strategically place retail in the BCPA to allow it to flourish.
  - vi. Retail must be placed on main streets, to generate visibility and foot traffic that makes it viable.
  - vii. The BCPA should be the site for more local shopping and encourage/accommodate extensive foot traffic to and from stores for weekly purchases.
  - viii. Make grocery store easy to access for residential units above.
  - ix. Proceed cautiously when expanding the number of hotels in the Beaugard Corridor Planning Area, as they provide few retail opportunities and could generate lots of 24 x 7 traffic.
  - x. To the extent possible, increase the amount of retail proposed for the BCPA by decreasing the number of condos/townhomes.
  - xi. To the extent possible, retail located in the BCPA should generate diversity in the types of jobs, levels of services and income levels of the providers.
  - xii. Increase the commercial component in the area to attract more white-collar professionals, such as lawyers, accountant, managers, etc., with the aim of generating more tax revenue.
  - xiii. *Locations with required retail shall be provided as depicted \_\_\_\_\_*

- xiv. *Encourage opportunities for live-work and comparable ground floor uses.*
- xv. *Require the submission of a comprehensive retail marketing strategy prior to the submission of a development special use permit for the first building and updated with each subsequent development approval.*
- xvi. *Encourage neighborhood-serving retail uses, including the provision of a grocery store in the Town Center.*
- xvii. Each retail cluster should have a consistent design theme.
- xviii. *For preferred retail locations, the ground floor height and depth shall be designed to not preclude retail uses.*
- xix. *Develop design standards and guidelines for all retail uses, including large-format retailers.*
- xx. *Develop standards for retail storefronts and signage.*
- xxi. *Require comprehensive management of retail.*
- xxii. A Retail (developer?) association must be established with the obligation to maintain standards in terms of appearance, security, maintenance, etc. A master lease would appear desirable and would facilitate consistency.
  - To focus on providing services to local residents and office workers; not to draw regional retail traffic.
  - To clearly understand those needs; to avoid empty but newly-developed retail as seen in areas such as Carlyle and Cameron Station.
- xxiii. The Beauregard Corridor should not be the location for Big Box retail stores and should not be designed to be a destination for shopping like Tysons Corner.
- xxiv. Retail "Wish List": 1) small Post Office outlet; 2) branch of DMV; 3) an outlet for City services; 4) something like the Fairlington Color Store (design center); 5) hardware store; 6) hair care services; 7) childcare; 8) rooms for community meetings; 9) movie theater; 10) public art and 11) recreational outlets such as ice skating or roller skating.
  - Consider a penthouse location restaurant on Southern Towers property.
  - A veterinarian and a pet shop in the area would be helpful.
  - Services for the seniors who are already in the area and those to come should be designed so that they, and others, do not have to go down to City Hall to pay taxes, renew licenses, etc.
  - Seniors could also use more doctors and medical services in the area.
- xxv. Desired Retail/Service Amenities:
  - Food stores – chain
  - Food stores – specialty
  - 7/11 okay?
  - Restaurants
  - A "penthouse" restaurant atop one of the taller buildings
  - Coffee shop/meeting place
  - Fast food outlets
  - Bank(s)
  - Doctor and dental offices
  - Veterinarian/pet shop
  - Bookstore/newsstand
  - Health club
  - UPS/FedEx store
  - Home decorating store
  - Hardware store (preferably a small business)
  - Hair care for men, women and children
  - Child care
  - Areas for community meetings
  - Laundry/Dry cleaners
  - Laundromat (? – some feel definitely not)

- Movie theaters
- Public art
- Recreational amenity(ies) such as ice skating or roller skating

**e. Building Height:**

- i. Acceptable levels of height depend in large part on the particular area involved; a level of height acceptable in one area may be completely inappropriate in another area.
- ii. Following definitions for “height” in the BCPA shall be: Low-Medium: 4-5 stories; Medium: 6-8 stories and Medium-High: 9-12 stories.
- iii. To the extent possible, vary the levels of height in buildings.
- iv. *Discussion of Building Edges – Building Shoulders*
- v. *Discussion of variety of heights*
- vi. Appropriate heights for different areas within the BCPA:
  - a. Hekemian – Low-Medium
  - b. Home Properties – Low-Medium
  - c. Sanger – Low-Medium
  - d. Duke – Medium
  - e. Town Center – Medium-High
  - f. Southern Towers - \_\_\_\_\_
- vii. *Ensure that the ceiling heights and depths for various uses are flexible to encourage a broad range of uses within the residential and commercial buildings, particularly the ground floor.*
- viii. New buildings along the walking streets should incorporate “shoulders” that are capped at three stories or 40 feet; the shoulder should create an aspect ratio of at least 1:2.
- ix. In Low-Medium height category, when necessary, transition of 2-3 stories would be appropriate.

**f. Parking Strategy:**

- i. Ensure sufficient parking is made available so those located outside of the plan area can get to the area, have places to park so they can then walk to shop, dine and enjoy the amenities of the BCPA.
- ii. To the extent feasible, parking for new development in the BCPA should be placed underground.
- iii. In the town center of the BCPA, avoid surface lots, non-faced above-ground parking garages, and blank walls that would compromise the quality of the walking street.
- iv. *Implement parking maximums.*
- v. *Require unbundled residential parking.*
- vi. *Implement parking ratios that reflect the transit-oriented nature of the development.*
- vii. *Require shared parking throughout the BCPA.*
- viii. *Generally require on-street parking for streets.*
- ix. *On-street parking is required to be metered and managed through a performance-parking program.*
- x. *Provide advanced parking management systems including real-time parking availability, pre-trip parking information and parking reservation/ navigation systems.*
- xi. Necessary and appropriate parking needs to be developed in concert with retail expansion. The bulk of parking should be screened from public view.

**g. Open Space:**

- i. *Require the submission of a comprehensive Open Space Plan to identify the programming within each public open space.*
- ii. Public open space should be encouraged to be part of all developments in the BCPA, balanced with necessary private amenities (like swimming pools or exercise facilities).
- iii. *An interconnected park and greenway system will provide residents, employees, and visitors' access to local and regional active and passive recreational amenities.*
- iv. Ensure that there are linkages between adjacent developments and public parks and facilities.

- v. *The parks/open space required within the Framework Plan, which consist of the following, \_\_\_\_\_, need to be implemented with the development of each neighborhood.*
- vi. *The parks depicted in the Framework Plan shall be required within each neighborhood as a defining element of each neighborhood.*
- vii. *Require that \_\_\_\_\_ be dedicated to the City as public parks, with an agreement for \_\_\_\_\_ maintenance in perpetuity. The remainder of the parks (\_\_\_\_\_) and the central open spaces are required to be privately-owned and privately maintained but accessible to the public through the provision of a perpetual public access easement.*
- viii. Developers should be responsible for the upkeep and maintenance of any facilities that they provide for public use unless the land has been deeded to the City or the City has officially agreed to maintain it.
- ix. Provide maintenance for open space areas.
- x. *A minimum of \_\_% of BCPA is required to be provided as ground level open space, with an additional \_\_% to be provided at either ground level or on rooftops*
- xi. *Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation, public art, and stormwater management.*
- xii. Citizen involvement should be encouraged at all levels in the development of parks and open spaces in the BCPA.
- xiii. A sizable new public park would be desirable in the BCPA.
- xiv. Any new development in the area must preserve the integrity of Dora Kelley Nature Park, the Homes Run Park, and the Winkler Botanical Preserve and ensure that there is a comprehensive system of pedestrian and bike trails connecting them.
- xv. To the extent possible, preserve as much original flora, fauna and animals as possible in the BCPA.
- xvi. As much as possible, make any development tree-friendly and hospitable to the “urban wildlife” that currently lives in the BCPA.
- xvii. Pay particular attention to the role that the Winkler Preserve continues to play in the community, clearly defining and protecting its future.
- xviii. Dora Kelly and the Holmes Run Greenway should be preserved as “passive” parks.
- xix. One missing link for an interconnected nature and trail network is a connection between the Winkler Botanical Preserve and Holmes Run. Any new development must be designed to ensure that such a linkage is made.
- xx. In all parks and open spaces in the BCPA, invasive species should be controlled and removed whenever possible and locally native species should be installed.
- xxi. Rather than have one small tree every 30 feet enhance landscaping with closer spacing, a variety of plants and larger trees.
- xxii. New and replacement trees are to be of substantial size minimizing any appearance that this is not a mature neighborhood.
- xxiii. “Green Space” should incorporate extensive trees with the capacity to ultimately grow to become somewhat of a canopy over the adjacent roadway(s).
- xxiv. Signage indicating what has been planted in the parks and open spaces might be educational and instructive such as those that are already existing in Dora Kelly Park and Winkler Preserve.
- xxv. Respect the “green, open heritage” of the Mark Center area.
- xxvi. Employ sound urban forestry principles and practices to improve the City’s tree canopy.
- xxvii. Provide more access to open space and views of nature.
- xxviii. There is a clear need for community plazas in the neighborhood to serve as gathering places for residents and visitors.
- xxix. Handicapped accessibility should be mandatory for all parks and public facilities.
- xxx. “Active” parks (defined as parks where organized activities take place), which includes soccer, football, lacrosse, rugby, baseball fields, etc., should when possible be located near schools or other centers of activity where sufficient parking, as well as rest rooms

and trash receptacles are available. To the extent possible, these athletic fields should be equipped with lights to accommodate evening/night use.

- xxxi. Preserve the family-oriented neighborhoods in the BCPA by ensuring that there is ample green space adjacent to residential units in which the children play.
- xxxii. Provide safe areas for children, especially teenagers.
- xxxiii. Particular attention needs to be given to easily accessed and well protected areas for children to play.
- xxxiv. Any plan to increase density in the BCPA should include one or more additional dog parks.
- xxxv. Incorporate a dog park.
- xxxvi. Provide an area for community gardens 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.
- xxxvii. Create community gardens.
- xxxviii. Ensure that people feel safe when enjoying the open spaces within the community.
- xxxix. Address the “hard” open spaces of the BRAC-133 complex and softening its visual mass.
- xl. The “optimum” locale for the new fire station may impact an existing park. Replacement open space will need to be found.
- xli. People on foot should be drawn into and encouraged to enjoy the public areas.
- xlii. Similarly, the accessibility of parks, plazas, central gathering points, dog parks, retail and the like should stimulate the desire to walk rather than drive.
- xliii. A central plaza should be designated for any proposed new retail center and should include a farmers market and space for art and music.
- xliv. A major, central plaza should be designed to incorporate:
  - a. retail shops and restaurants;
  - b. a farmers market;
  - c. space for outdoor (and possibly indoor and/or covered) entertainment events;
  - d. public art;
  - e. outdoor shows, displays, craft fairs, ethnic fairs.

#### **h. Housing / Residential Uses**

- i. Favor the dispersal of affordable housing throughout the BCPA.
- ii. To avoid concentrating rather than dispersing the affordable housing in the West End.
- iii. The Plan should encourage a mix of market rate and affordable housing throughout the Plan area instead of concentrating designated affordable housing in one place.
- iv. The Plan should offer a mix of unit types and sizes.
- v. The Plan should provide for a tenant relocation plan to assist income-qualified residents who are displaced by redevelopment.
- vi. Provide tenants a minimum of 12 months’ notice of any developer intent to “close” (demolish or extensively redevelop) their rental unit.
  - (a) Developers are not to use any “pressure” tactics (such as unreasonable rent increases) in an effort to have tenants vacate units.
  - (b) As tenants need to vacate specific buildings, the relevant developer will make all reasonable efforts to offer them comparable relocation options.
    - Those options should be, or include, options within the current neighborhoods of the defined planning area.
    - It is important to note that the redevelopment of most areas is planned to take place over a 25-year period. In turn, one should not anticipate any urgent need to have a unit vacated nor should there be a lack of comparable, available housing (except, possibly, in the very last year or two of the 25 year process).

- Developers need to develop tenant relocation assistance plans (incorporating what?)
- (c) Every effort should be made to ensure that existing tenants have first right to the redeveloped and newly developed units.
- vii. Communicate with existing tenants on a frequent, regular basis and in an open, understanding and compassionate manner. Communicate with existing tenants in their native language. In addition to english, spanish at a minimum. In other languages as implicitly appropriate.
- viii. Interested in a variety of housing options, including rental and leasing with option to buy and other collaborative efforts with regard to ensuring the preservation of a full range of housing types.
- ix. The Plan should include units that are designated as affordable housing.
- x. Would like to see a 10% - 15% target rate of affordable housing in the BCPA.
- xi. The Plan should provide for priority placement of existing income-qualified residents into dedicated affordable housing as redevelopment occurs.
- xii. *Contribute to the City's affordable housing trust fund, consistent with guidelines in effect at the time development approvals are sought, and/or provide affordable and workforce housing units, both rental and for sale, throughout the BCPA.*
- xiii. *Explore opportunities for public, private and non profit collaborations to maximize the use of land and to leverage all available resources for the development of affordable and workforce housing.*
- xiv. *In new construction, incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents.*
- xv. *In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.*
- xvi. Understanding the ramifications of different housing "mix" decisions, e.g. the impact on such things as: family size, modes of travel (number of vehicles) and need for schools.
- xvii. Developers as a whole (or each individually) need to detail the mix of housing units they currently have, what they ultimately hope to have and the timeframe over which they propose to make the transition.
- xviii. Possibility of having less finished interiors in residential units that could be remodeled in collaboration with a community co-op of contractors to complete.
- xix. Consider the possibility of "sweat equity" with much of the interior work on new and/or redeveloped units being done by the intended purchasers with or without community involvement (such as Habitat for Humanity).
- xx. Maintain a clear and current timeline, with supporting maps and diagrams, setting out the specific plans for development and re-development.

#### i. Development Summary

### 5. Community Facilities

#### a. Projected Demographics

#### b. Collocation, Flexibility & Incentives

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

#### c. Community Facilities

- i. *Community facilities and/or public buildings may be included on or in any block and/or building and shall not be deducted from the maximum permitted development. These uses shall be defined as part of the rezoning for the Plan area.*
- ii. *Provide a comprehensive Community Facilities proposal depicting the general size and locations of community facilities and/or public buildings proposed within the BCPA. This Proposal shall be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.*
- iii. Would like to see a fire station in the area.
- iv. Fire and police protection need to be provided.

- v. If Mark Center Club is demolished, provide replacement (teaching space, recreational amenities).
- vi. More recreation / community / cultural facilities are needed.
- vii. Consider a satellite City Hall located in the BCPA to provide City services to the West End.
- viii. "Public Service" (Government) Amenities:
  - (a) Post office
  - (b) DMV office (without road tests)
  - (c) City Hall satellite office
  - (d) ABC store
  - (e) Fire station
  - (f) Police sub-station?

## 6. Urban Design

### a. Urban Design Framework

#### Streets & Blocks

- i. Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment and dedicated to the City.*
- ii. The final design and configuration of streets, blocks, buildings and open space will be determined through the development review process. The final configuration of the streets, blocks, buildings and open space shall be subject to the following:*
  - [a] The shape of buildings in plan and form shall create distinct and memorable three-dimensional forms.*
  - [b] Buildings surrounding centrally located public spaces shall be required to provide a primary entrance facing the public space.*
  - [c] Development blocks should be sufficiently sized for market-acceptable building floor plates.*
  - [d] Beauregard Street shall be configured to accommodate transit and transit stations.*
  - [e] The streets shall be configured to provide a fine-grained interconnected street grid network and spacing connecting to the streets outside the BCPA.*
- iii. Require streets to emphasize the pedestrian and bicycles.*
- iv. Allow for internal pedestrian connections and alleys within blocks.*
- v. Improve and enhance the Beauregard Corridor frontage with streetscape improvements, buildings and landscaping.*
- vi. Ideally, block sizes should be kept relatively tight, in the range of 350 feet by 250 feet.
- vii. Blocks within the Beauregard Corridor Planning Area should be shortened from current lengths to improve pedestrian accessibility to residences and businesses.

### b. Building Massing & Density

- i. Buildings that line the streets should be in scale to pedestrians and the width of the streets.

### c. Setbacks & Transitions

- i. Transitions in building level heights can be extremely beneficial in certain circumstances (e.g., stepping down towards single-family homes).
- ii. With respect to Medium and Medium-High [heights], developers should propose what appropriate transitions would be.
- iii. With respect to each Area, there should be variation in building heights and transitions should be used where appropriate.
- iv. Landscaped setbacks should be included for all new buildings in the residential areas with special attention given to entrances, which should be set back from the sidewalks by a minimum of XX feet.
- v. Buildings adjacent to major designated "walkways" should step back in accord with the following:
  - The first floor is to be no closer than xx feet from the nearest edge of the walkway;
  - Third and higher floors are to be no closer than xx feet from the nearest edge of the walkway.
- vi. The Study Group proposed the following building setbacks from sidewalks:

- 6 foot residential;
- 8 foot multi-family;
- 12-15 foot retail.

**d. Street Hierarchy**

- i. The streets grid within the BCPA should have a sense of hierarchy and communicate to residents and visitors the best way to easily reach parks, new retail nodes, and other destinations on foot.
- ii. *Require the street hierarchy to define space and differentiate the character of streets and neighborhoods.*

**e. Creation of Distinct Urban Areas**

- i. A series of distinct neighborhoods within the Beauregard Corridor Small Area Plan should be created.
- ii. The neighborhoods within the Plan Area should be connected to one another as much as possible.
- iii. *Create distinct and unique neighborhoods. Encourage the use of history as inspiration for the design of open space, public realm and buildings. Encourage the use of public art to establish distinct neighborhood identities and create unifying themes for the neighborhoods.*
- iv. *Encourage a mix of innovative building typologies within each neighborhood.*
- v. *Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.*
- vi. Separate neighborhoods may well have individualized design aspects but they should nevertheless feel like integral parts of a broader community.
- vii. To the extent neighborhoods can have their own identity, the specific design of the sidewalks should recognize and incorporate that. Streetscapes may well have a common feel but yet be specific to individual neighborhoods.

**f. Gateways & Vistas**

- i. *Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.*
- ii. *Provide distinctive building forms and architecture at the designated gateway locations.*

**g. Urban & Building Forms**

- i. *Adopt future design guidelines to implement the Vision of the Plan.*
- ii. Design guidelines need to be developed to ensure that the buildings constructed are attractive and compatible with the existing local community.
- iii. Create "durable" development
- iv. *Require variety in building massing, design and height.*
- v. *Balance the aesthetic and functional criteria of sustainable design.*
- vi. *Create an urban building scale and relationship between buildings, streets and open spaces that ensures urban relationships of the buildings and sidewalks, and maximizes walkability and the use of transit.*

**h. Public Art & History**

- i. Public art should be located in open spaces and along the streetscape, where possible, to improve the aesthetics of the BCPA.
- ii. Public art should be integrated into the overall design of the area.
- iii. *Integrate small and large-scale 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, lighting, gateways and wayfinding.*

**7. Infrastructure**

**a. Stormwater Management**

- i. Any redevelopment proposal should include an effective stormwater management plan.
- ii. Clean Water Act standards must be met.

- iii. Stormwater management by developers should be done with an eye towards appearance and possible public use.
  - iv. Strike a balance with the environment and utilities.
  - v. Carefully study water management.
  - vi. Wherever practical, retention basins should be designed in such a manner that they visually enhance the area. Care needs to be taken to ensure water levels are easily maintained.
  - vii. *Stormwater management is required to be integrated as part of the street and open space design to improve the site's hydrology to reduce runoff, improve water quality, and provide residents and visitors opportunities to participate in the natural processes of their environment.*
  - viii. *Require use of pervious surfaces on sidewalks, driveways, parking areas, and streets to reduce generation of stormwater runoff. Maximize use of rooftop space for other sustainability practices (for example, for open space, community gardens, green roofs, energy generation, etc).*
  - ix. *Maximize on-site stormwater reduction and reuse techniques to reduce impact on public stormwater infrastructure.*
  - x. *Remove impervious surfaces within RPA's and revegetate to restore function and quality.*
  - xi. *Use harvested rainwater to meet irrigation demand.*
  - xii. *Encourage water conservation through reuse of captured rainwater.*
  - xiii. *Maximize exposure of stormwater management facilities as functional amenities to promote citizen awareness and understanding of stormwater quality issues.*
- b. Wastewater Management**
- i. *Use water conservation measures to reduce the generation of municipal wastewater and explore reuse of greywater.*
- c. Solid Waste Management**
- i. Every new or re-development proposal must include an effective sanitary sewer plan approved in advance by the City's Environmental Services Department.
  - ii. With an increase in density and population in the BCPA the adequacy the existing sewer system will need to be considered.
  - iii. *Construct additional sanitary sewer conveyance infrastructure and address Chesapeake Bay nutrient treatment needs.*
  - iv. *Research and evaluate other pioneering technologies to address the capacity needs.*
- d. Utility undergrounding**
- i. Undergrounding of utilities should be a priority in all of the new construction in the BCPA.

## **8. Environmental Sustainability**

- i. *Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent blocks and buildings that demonstrate the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.*
- ii. *Explore a minimum of LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater.*
- iii. *Require plan area-wide sustainability through LEED-ND or comparable.*
- iv. *Require the provision of green roofs for new development.*
- v. *Develop a recycling program for commercial and multi-family buildings.*

## **9. Implementation**

- a. Cost of Amenities
- b. Funding
- c. Timing / Phasing
  - i. A rational, phased development of the Beauregard Corridor Planning Area (BCPA) should occur, allowing for the "digestion" of the increased density, with the consequent phased revenues to the City used to fund improvements in the BCPA.

- ii. With any rezoning of the property, the provision and timing for Ellipse and other streets are required.
- d. Recommendations – Implementation responsibilities / action steps