BEAUREGARD SMALL AREA PLAN COMPILED COMMUNITY COMMENTS
4-17-2012

April 16, 2012

PLAN / GENERAL COMMENTS:
As a homeowner and taxpayer in this area, I support of the plan and only wish it could happen sooner. Unlike the east end of the city, the West End has been largely forgotten without tangible improvements in schools, housing, shopping, transportation, and amenities. Those against the plan fail to recognize the current situation of the area or offer sound alternatives-keeping the status quo of poor emergency services, substandard retail and grocery options, poorly designed streets, and outdated housing will not improve the West End, increase the city's tax base, or make the community a better place to live. I believe that the plan will greatly help to revitalize the West End and acknowledges the interests of residents, the building owners, and the city's tax base. The perfect should not be the enemy of the good. I look forward to seeing a revitalized West End that enjoys the improved housing, shopping, schools and other amenities already in other parts of the city.

April 13, 2012

GENERAL COMMENTS:
My family has been a resident since 1955. I live on Fairbanks Ave.
Through these many years, I have watched a steady decline of the west end. An empty, derelict restaurant on Seminary Rd, A Giant grocery store that shelves expired items and cannot keep grocery carts, rising crime, poor schools. Traffic has increased but from what we observe, its from surrounding areas, such as Fairfax County. I am in full support of the SAP. How can we justify shopping, eating and socializing in other areas, such as Clarendon, Shirlington, Pentagon City, Tysons, etc, bringing our money to improve these other neighborhoods and watch them prosper when our own is turning into a rapid downward spiral. How many of these residents live in their sequestered little neighborhood but rarely venture out of them except to leave? If you really want to keep things the same, shop ONLY in the west end-such as Giant at Mark Center, CVS, or Landmark. It puts a whole new perspective on shopping doesn't it? ONLY eat out in the west end also, such as Finn and Porter, Clydes, Illusions.
We are becoming the land that time forgot. Alexandria is running out of money but everyone says 'Not with MY tax dollars'.

Since everyone has specific ideas and suggestions, please bring your development, traffic and zoning expertise to these meetings. Make sure your titles and licensing is up to date, your blueprints, and your own traffic anaylis and where you got your information. I know its expensive but if you are going to counter the ideas of others, make sure you can compete. I dont pertain to be an expert in any of these fields, nor can I afford the thousands of dollars to pay an expert so I do have to put some trust that these people know what they are doing.

The longer we wait, the more expensive it becomes. For 3 years we have gone over, rehashed, beaten the proverbial dead horse-lets finally move on.

April 11, 2012

TRANSPORTATION:

Attached are the written comments I prepared for Monday's Town Hall Meeting.

To accommodate the planned growth in the BSAP, a major public transit center with local circular buses should be considered for the BSAP. This would define the area, make it transit oriented, provide continued economic development and create a more distinctive community. The plan would build off of the current strengths of the community--a willingness to use public transit to Pentagon Metro and other nearby employment centers. Without a major focus on creating a public transit hub at Southern Towers, growth in the area will likely be limited, especially if there is no connection to public transit in Arlington and Fairfax counties. The current vision for transportation and transit in the plan area is insufficient. There is a need for a more integrated, comprehensive transportation plan that considers future plans for population growth in the Beauregard Corridor.

The collection of ideas centered around a BRT in dedicated and mixed lanes (not so rapid), the unknown destination of Corridor C on Beauregard, a potential regional transit hub at Mark Center Station, the Ellipse and a major bus station in Southern Towers don't fit into a cohesive efficient transportation and transit system.

Comments: Town Hall Meeting, April 9, 2012

My name is Dave Cavanaugh and I live in Seminary Ridge. I am a 38 year resident of the City of Alexandria.

I have witnessed the growth of the Beauregard/Seminary Road area and like most people was shocked by the City's assessment of traffic that resulted in DoD selecting Mark Center as the BRAC site for the Washington Headquarters Service. More alarming is the effort by the City and developers to double down by substantially increasing density in an already congested area without any real integrated traffic, transit, bike and pedestrian plan.

Without a comprehensive plan we are potentially wasting money, jeopardizing the vitality and character of the community we are attempting to create and making conditions in the plan area worse, not better. More importantly, we are missing an economic opportunity to create a major bus transit center at Southern Towers providing convenient access for commuters living and working in the Mark Center area and traveling to Pentagon Metro.

My comments address transportation only—the different ways of moving people through the plan area; automobiles, public transit, bicycles and walking.

The transportation plan for the Beauregard Corridor can only be described as lacking vision and haphazard. It fails to provide a multi-modal approach to managing circulation within the plan

area and providing convenient access to the Pentagon Metro Station and other nearby employment centers.

The proposed redevelopment is based on a significant increase in streets, a new street paralleling North Beauregard through the proposed town center, a dedicated high capacity transit corridor, a traffic ellipse at the corner of Seminary Road and North, and a transit way in regular traffic lanes through Southern Towers and Mark Center. There are a number of transportation elements that are missing or have been overlooked in the draft plan, they include:

• How will the proposed HOV reversible ramp at I-395 and Seminary, if approved, impact traffic including buses?

• How will reestablishing the transportation hub at one location at Southern Towers impact transit service? A hub must provide shelter for passengers platform areas for commuters arriving, departing or transferring to other routes.

• What are the design features for a public transit hub at Southern Towers that will accommodate the increased demand for commuter services over the next 30 years?

• How will the proposed new hub at Southern Towers be integrated with the transit hub at Mark Center Station?

• How will the proposed ellipse at Seminary Road and North Beauregard Street function to handle the expected increase in transit service? Will it impair local public transit service?

• How and to what extent will the short and mid-term traffic improvements already approved be incorporated into the transportation plan?

• What pedestrian and bicycle facilities will provide convenient accessibility for residents and employees to the bus transit hubs and retail centers envisioned in the plan?

The Transportation provisions in the Draft Plan should be reevaluated for the following reasons:

• The VDOT Chapter 527 review has not been completed. The report was submitted to VDOT in February 2012.

• VDOT has not made a final decision regarding the HOV ramp. If approved, this will create a major regional transportation hub at Mark Center Station, a feature that has not been considered in the current transportation analysis or the plan.

• There is insufficient information available to the public to sufficiently evaluate safety, functionality, size and impacts of the proposed ellipse on public transit, pedestrian and bicycle circulation.

The ellipse should be discussed as one option, along with others, for relieving traffic congestion. The Beauregard Small Area Plan should not approve or endorse the Ellipse until a comprehensive multi-modal study has been completed and reviewed by an independent group; including citizens.

The purpose and need for the ellipse may be reduced as a result of the short and mid-term improvements that have been approved and the early success of DoD's implementation of their Transportation Management Plan.

• The Alternative Analysis initiated in October 2011 for Corridor C has not been completed. It is essential the alternatives analysis be completed to better understand the costs and impacts on land use.

• An origin and destination study should be completed on the Beauregard segment of Corridor C. At present there are no heavily used transit routes from Mark Center to Van Dorn Center. This is not a major destination for residents living in the plan corridor.

The Beauregard Small Area Plan process is being rushed and public comments regarding transportation plan proposals are being summarily dismissed. The technical studies performed do not consider other realistic options and are prepared to support predetermined outcomes. The history of transportation planning in the west-end and more recent studies engenders a complete lack of confidence in the analysis and conclusions reached in the technical reports.

Without a thoughtful comprehensive integrated transportation plan we cannot justify indirect or direct expenditure of funds for road improvements, potentially wasting money and impacting future development in the area.

April 9, 2012

GENERAL COMMENTS:

I believe that citizens should be able to hold their representatives accountable for their actions. In order to do that, we need to understand exactly what are the requirements (must do's) of this development plan, not what are the recommendations (nice to have's).

It would appear that over 95% of what this Plan talks about are recommendations (nice to have's), but only a few substantive requirements are included such as the ability of the developer to increase the density of the area.

While I recognize that many of these recommendations cannot be known at this time and thus turned into requirements, I also believe that we must set minimum requirements at this point in the planning.

TRANSPORTATION:

Due to the lack of good prior planning on the part of the City when it comes to traffic and BRAC 133, I would hope my City officials would have learned a lesson. They need to recognize that the traffic problems that currently exist will only get worse when they are combined with demolition and construction traffic once this Plan is approved and development begins. Therefore the City needs to set minimum requirements when it comes to traffic movement in the West End before they can expect this resident to support this Plan.

I strongly urge the City to create a list of minimum requirements for this project in all areas including housing, transportation, land use, open spaces, etc. It is impossible for City residents to understand fully what they are giving up and what they are getting in return when there are few, if any, requirements and no minimum requirements.

1. Transportation challenges in the area are not adequately addressed in the Plan. Doesn't believe the City is there yet with solving these issues.

2. There remain concerns on Transitway and Housing.

3. Corridor C should have two ends to the corridor with respect to the adopted route. Would like to see more information on this in the future. Secondly. More convenient business stop near Fillmore and Beauregard would be helpful to staff and visitors to the Goodwin House and Hermitage.

4. Transportation plan is not integrated and many people do not support the ellipse.

5. Some improvements needed in Beauregard Small Area Plan. Wanted to dispel some myths such as this is not a third draft. Noted that in the vision it stated that it City is not rushing the plan; however, in her opinion they are.

6. King Street and Beauregard transportation analysis is left out of this Plan discussion. Believe this is a mistake.

7. Transportation plan not multi-modal. Missing elements are they HOV lanes.

8. Road adjacent to Dora Kelley should be geared more for bicycle/pedestrian access than cars.

PLAN / PROCESS:

9. Plan will severely impact the West End – tree canopy, affordable housing. Still have a long way to go regarding housing.

10. Real emphasis by City is on speed. This Plan will affect West End and the City of Alexandria. This will be precedent throughout the City of Alexandria

11. Resident expressed concerns with planning for the Beauregard Small Area Plan going "behind closed doors" as part of the process now. He has concerns with bonus density

and inclusion of Goodwin House senior complex changes. This Plan is not ready to go forward at this time.

12. He is very integrated into the neighborhood. Without comprehensive plan, loosing vitality adversely impact the area, transportation plan and has hap hazard piecemeal planning.

13. How do we manage constraints with resources available. Goodwin House CEO in favor of the plan. Noted that it is not perfect. Been response to their concerns. It has a solid vision.

14. Residents are not anti-development but prefer careful development. Cannot rush the process. Did not have opportunity to discuss housing issues. Experience the whole process. Have taken some good steps. Need tenant survey available now and should be included for the whole City and not just this area.

HOUSING:

15. City can't work unless you have a diversified neighborhoods and income levels.

16. He is an administrator for Goodwin House. City worked on the plan for 3 years and details have been worked out well in his opinion. West end has what is has always been looking for regarding community amenities including affordable housing, transportation and community convenience.

17. Tenant survey needs to be finished. Housing Master Plan needs to be completed and there needs to be time to understand the Plan components, especially for tenants.

18. Affordable housing concern is a major issue and would like to see what is contained in the Housing Master Plan. Applauded the City on changes to the Plan. Very responsive to community comments on affordable housing.

19. We need a citywide housing master plan. Expressed his desire to see results of tenant survey and where do they work.

20. Seeking better fairness in this Plan for immigrants. There are disparities in the amount of units that will be committed affordable compared to the new proposed development. A tenant survey needs to be completed to determine how money should be needed for low-income. Expressed concerns with low-income units being clustered into Hillwood. Noted City of Alexandria has always been an inclusive community and hopes that it will remain the case.

21. Goodwin House representative. Noted that seniors and staffers that work in senior housing want to live closer to where they work. He was impressed with the planning process to date and how responsive community comments were addressed by the City.

22. Without having survey, we don't know if 800 is sufficient. 101 units will be lumped into Hillwood. Where will tenants be relocated to? Other sources of affordable housing decline. We need to prioritize more affordable housing rather than high density and slow down the process. Need a one for one housing replacement for affordable units.

23. Works in Alexandria City Public Schools. Teachers are concerned about where they will live in this area. What will happen to the tenants? City historically displaces tenants with new development projects; how will this be different? Displacement is already occurring now.

24. No one has come up with viable alternatives. Good to have committed affordable housing.

25. Many negatives to this process exist. There were meetings but no real participation. Plan is not ready. He has concerns with affordable housing being lost and would like City to negotiated for more dedicated affordable housing units.

26. Where is the AMI? It is a moving target.

OPEN SPACE:

27. Expressed concerns about using DOD and City finds for purchase of .85 acres near the Dora Kelley Nature Park.

28. Resident expressed deep concerns with urbanization impacts on the Winkler Preserve.

29. Until tenant survey is completed, plan is not ready to move forward. Recommend Parkview as senior housing. .85 acres of open spaces is open space that is current paved parking today. It is shameful to purchase this lot for 1.5 million.

30. Need to pay attention to stream restoration.

IMPLEMENTATION:

31. Expressed concerns related to developer contribution costs and use.

32. Tax increment financings is a long way from standard practice in the City. It is a gamble. May or may not work. Cities need all functioning income levels.

33. It makes no sense to approve draft plan. There needs to be a good benefit cost analysis. Still making document for development. TIF is a dangerous model. Need more analysis. Would prefer if plan reads more like a costs benefit analysis rather than promotional material. He would like to get data to help improve the Plan.

EXISTING DEVELOPMENT/SMALL AREA PLAN:

34. City did not begin planning process in fall in 2009 but in May 2009. BRAC-133 has been left out of discussion of relationship to this plan or the need for the plan as part of this revised Plan. The Plan does not mention Council Memo regarding BRAC-133.
35. BRAC is backbone of Plan. Why not given more attention in the Plan? There are many grave concerns on future financing mechanisms and there are no guarantees on future housing. She has concerns with Town Center and there is no guarantee it can be built.

36. There is a plan for this area called the Alexandria West Small Area Plan. There are problems with sewer trunk capacity. Have to assess all costs. Not sure if we can however.

GENERAL:

37. Plans to submit to the City additional comments not discussed tonight due to speaking time limitations.
38. Would like to look for opportunities to engage nonprofits in the future.

April 2, 2012

PLAN:
Beauregard Corridor revised SAP

I am the Vice President of Parkside at Alexandria Condominiums and have been a member of the Beauregard Corridor SAP Stakeholders Group since its inception. I am writing in support of the revised SAP for the Beauregard corridor - the boundaries of that SAP come right up against the northern property line of Parkside. I believe the revised SAP provides a reasoned plan for much needed growth and improvements within the SAP. Upgraded office space, better emergency services, preservation of green space, affordable housing, upgraded retail, and pedestrian friendly areas are all addressed by the revised SAP and the revised SAP is consistent will larger plans for new development in the West End of Alexandria. I hope the Planning commission will take favorable action to support the proposed SAP as revised. Please call my DC office at [redacted] if you have any questions. Thank you.

March 29, 2012

PLAN:
Support of Beauregard Corridor SAP

As President of Parkside of Alexandria, a condominium, within the boundaries of this SAP, the community wholeheartedly endorses the Beauregard Corridor SAP.

TRANSPORTATION:
I am writing about transportation aspects of the Beauregard Small Area Plan. As Chair of the Alexandria Bicycle and Pedestrian Advisory Committee, I appreciate that a bicycle network is included in the Plan and that new connectivity to nearby neighborhoods and trail networks is added. However, as I review the Plan with my friends and neighbors in the West

End, I am concerned about the conflicts between bicycle riders and walkers.

Illustrations of the Plan show a town center with numerous citizens walking between housing, shops, offices and transit stops. This is a great illustration of the transit-focused development that has been successful in communities across the USA. The difficulty here is that, along Beauregard Street, the wide sidewalks shown in these illustrations are designated "multi-user paths." That is, they will double as a bicycle lanes, directing bicycle riders to ride through the expected crowds of shoppers and commuters. This is not ideal and is contrary to other similar developments. The Rosslyn-Balston corridor, for example, includes bike lanes throughout. In fact, this design creates conflicts that modern bicycle riders are instructed to avoid. Such instruction is promoted by Alexandria's Local Motion program.

While adding wide sidewalks would make to today's Beauregard Street much safer for bicycling, this approach makes little sense for the transit-centered Beauregard Street of the future. A modern approach would separate the cyclists from both pedestrians and motorized traffic. A good example can be seen on 15th Street in Washington, DC, where the two-way bicycle lane is separated from the main traffic lanes by plastic bollards and from the sidewalk by a curb. The plan already allocates the necessary room--it specifies a ten foot setback between the sidewalk and the buildings. That space would be better allocated to a bike lane.

The Beauregard Small Area Plan, which looks to be successful in many respects, simply does not account for the ongoing and expected increase in bicycling in Alexandria. This increase is being driven by improved utility bicycles for commuting and shopping (we expect another record-setting crowd on Bike To Work Day this year), by public promotion of health and fitness, by high gas prices, by the renewed joy of riding on our increasingly modern bike lanes and paths, and by the increasing scope of the Capital Bikeshare transit system, which moves about 5000 people per day--about half of the DASH number. As an advocate for bicycling, I am aware of the popularity of Capital Bikeshare and receive inquiries almost daily. The most common question? "When will it come to my neighborhood?" My point is that we need to design for the future.

Like most Alexandria residents, I am aware that our roads are already congested with automobiles and that our economic future and quality of life require effective and accessible mass transit. I agree with many others that simply allowing by-right development to add residents without providing non-automotive options to those new residents will make congestion much worse than it is now. As Alexandria shifts its transportation focus from moving automobiles to moving people, I am glad that our leaders and planners are asking us to modernize. I support this vision and ask that we take the proper next step by modernizing our approach to bicycling facilities.

Chair, Alexandria Bicycle and Pedestrian Advisory Committee

March 19, 2012

LAND USE:
To: The Alexandria Park and Recreation Commission

Subject: Alexandria Park and Recreation Commission Public Hearing on Beauregard Small Area Plan Open Space and Recreational Components March 22, 2012

I appreciate the opportunity to comment on the park and recreation issues related to the Beauregard Small Area Plan Working Draft dated January 23, 2012. I am concerned with the potential impact of the large scale redevelopment proposal. It is my hope the Alexandria Park and Recreation Commission would defer action approving the working draft and instead request additional clarifications and changes to the current working draft.

The proposed Beauregard Small Area Plan Working Draft, unless modified, will dramatically change the character of the area within the plan boundaries. The Working Draft envisions a more densely populated, urban, mixed use, transit oriented community. The proposed redevelopment includes a new framework of streets, bus rapid transit in both dedicated and mixed lanes, a new intersection (ellipse) at Seminary and Beauregard, hotels, new retail, and a 24% increase (2,384,285 square feet) in currently allowed zoning. The current area includes 5,500 apartment units of which 2,519 will be torn down. The proposed plan will add 3,894 units to the remaining units (2981) bringing the total number of units to approximately 6,500 units. Over the development period apartments will be vacated and residents displaced.

I offer the following comments for your consideration in advising the City Manager, Mayor and City Council.

OPEN SPACE:

1. The developers (JBG Properties, Home Properties, and Southern Towers) in the plan area provide a variety of on-site recreational amenities for apartment residents. As an example, JBG Properties has two swimming pools, a club house with exercise equipment, three tennis courts, a volley ball court and a tot lot. The current Beauregard Small Area Plan working draft that would more than double the allowable square footage does not include any provision for similar recreational amenities, placing more pressure on existing recreational facilities at the Ramsey Elementary School, the recreation center, Chambliss Park and John Adams. A rewrite of the working draft should include replacement of on-site amenities for prospective residents.

2. The Developer Contribution includes $8,150,500 for a new artificial turf athletic field near the Ramsey Elementary School. It is my understanding approximately $1.0-1.5 million would be for the proposed athletic field and the remainder to be used at John Adams and Hammond Schools. I suggest the Alexandria Park and Recreation Commission request additional information regarding the proposed use of the funds for recreation purposes to better understand the scale of park and recreational services needed to accommodate the increased densities.

3. The 55 acre Dora Kelley Nature Park is an outstanding environmentally sensitive area. Plans for an athletic field could increase human activity near the park boundaries, damaging plants, trees and wildlife habitat and increase the erosion on the side slopes into the nature park. I recommend the proposal for any athletic field be thoroughly and independently evaluated before City officials endorse an athletic field in a small area plan.

4. The proposal for a multi-purpose athletic field at Ramsey Elementary School does not provide convenient off street parking. The field is intended to be used by local leagues, community

groups, and families as well as tournament play. The parking behind the school is heavily used for school events and does not provide sufficient parking for after school athletic events. In addition the parking lot is not in close proximity to the proposed athletic field. Also, the on-street parking is close to the proposed fire station and an "optional" retail area proposed in the plan. This would add to traffic congestion and make it even more difficult to find parking for athletic events.
The availability of parking is essential for parents, children and spectators to athletic events. A more comprehensive study is necessary before automatically accepting developer contributions for an athletic field in the Beauregard Small Area Plan Working Draft. Any plans for a proposed multipurpose athletic field must consider the potential volume of use, the impact on the Dora Kelley Nature Park and the added traffic congestion in the after school hours.

5. JBG Properties has agreed to provide 7.2 acres of land as an addition to Dora Kelley Nature Park. The additional land would benefit the park, remove current apartment buildings from intrusion into the wooded area and provide a buffer from proposed buildings. I support the added acreage, but not at the cost of providing increased density that would reduce the existing tree canopy.

6. The Beauregard Small Area Plan Working Draft references 45 acres of new open space. The working draft does not provide sufficient information regarding the dispersal and location of park, recreation and publically accessible open space. Park, recreation, and publicly accessible open space is inadequate in the Duke Realty, Home Properties and Hekemian-Foster Fairbanks Properties. The Alexandria Park and Recreation Commission should request additional provisions be provided for attractive open areas and the additional acreage be identified in the revised draft.

7. The Working Draft includes "greenway" in the most unlikely places; the proposed ellipse. The ellipse would create a traffic circle. East and west bound traffic on Seminary Road crossing Beauregard Street would go through the middle of the traffic circle and cross signalized intersections for north and south bound traffic on Beauregard. Traffic signals would also control traffic within the circle. Drivers on Seminary Road west wanting to go to North Beauregard Street would make right turns into a signalized circular maze and merge into an exit lane on the other side of the ellipse. The "greenway" in the proposed ellipse will not be "green" and should not be counted as a greenway or open space for purposes of providing additional zoning densities or concessions for developers.

8. The public open spaces are not incorporated into attractive pedestrian walkways connecting major destinations within the plan area (see page 65). A goal of the plan is to foster a healthy and active lifestyle for residents and employees in the plan area. One of the ways of doing that is providing attractive public spaces, paths, sidewalks, bike paths connecting people to the transportation hubs at Southern Towers and Mark Center Station and to retail and employment centers in the plan area. The Park and Recreation Commission should request the working draft be revised to include open space, parks and greenways as part of an integrated pedestrian network.

9. The working draft recognizes the redevelopment will result in the potential loss of a significant amount of tree canopy. To mitigate the loss it recommends the percent of canopy coverage be met through a combination of on-site and/or off-site improvements. The loss of tree canopy in any of the proposed neighborhoods is a permanent loss and is not replaced with additional tree canopy elsewhere. This is especially important in redeveloping the former Hamlet Apartment complex owned by JBG Properties. To protect the distinctive natural character of the Hamlet Apartment area and the nearby parks and nature areas, the Park and Recreation Commission should reaffirm request the revised draft Beauregard Small Area Plan support maintaining the current percentage of tree cover.

10. The working draft extends Sanger Avenue past Ramsey School along the property boundary of the 7.2 acres of land to be dedicated to the City as an addition to Dora Kelley Nature Park. The extension of Sanger Avenue and the 7.2 acres would provide a buffer between the street and Dora Kelley Nature Park. To discourage traffic into an environmentally sensitive area, the Park and Recreation Commission should recommend the revised plan allow on street parking and be narrowed to slow traffic. To further reduce the amount of traffic, the street should be designed as a one-way street.

11. The working draft creates a new street paralleling Beauregard Street from Mark Center Drive. The new street would connect to the new town center area on North Beauregard. The street would increase car and pedestrian traffic adjacent to John Adams Elementary School potentially creating a safety hazard for children crossing streets to attend the school or participate in recreation programs. The new street would also impact access to the school and the tot lot on the south side of the school would likely have to be moved. To ensure the safety of the children attending the school and using the recreation facilities at John Adams and to avoid any unexpected costs the revised plan should provide an evaluation of the likely impacts of the new street.

12. The proposed redevelopment of the JBG Properties will result in the demolition of all of the apartments with the possible exception of 49 units at Linwood. This would result in a significant in the tree canopy and potentially increase storm water run-off impacting Holmes Run and the Dora Kelley Nature Park. The working draft mentions the loss in tree canopy but provides very little assurance that the increased water flows will be adequately controlled. The Park and Recreation Commission should insist the revised draft will contain information on mitigation of storm water run-off and how it will be controlled to protect the Winkler Preserve (private property), the Dora Kelley Nature Preserve and the Holmes Run drainage.

13. The developers have tentatively agreed to provide $3,000,000 for landscaping and streetscape, primarily for Beauregard Street and $8,150,000 for an athletic field and enhancements. The Park and Recreation Commission should not just accept these amounts as being sufficient to mitigate the impacts of the proposed development by JBG Properties. There should be an accounting to ensure the funds promised will cover the additional costs of accommodating a large increase in population and ensure the City has not traded away amenities e.g., tree canopy, that make the Beauregard/Sanger Avenue area beautiful and distinctive.

I recommend the Park and Recreation Commission defer action on the working draft and recommend provisions that will protect the Dora Kelley Nature Preserve, the Holmes Run drainage, and ensure the tentatively promised funds for parks and recreation fully mitigate the impacts of redevelopment.
Thank you.

March 5, 2012

TRANSPORTATION:
The Traffic Ellipse

Does the proposed $30 million traffic ellipse improve traffic flow and pedestrian crossing at Seminary Road and North Beauregard? Should other safer, less costly options be explored?

City Transportation and Environmental Services staff members have touted the "ellipse" as being necessary to improve traffic conditions for employees working at the new BRAC office towers. City officials also argue the "ellipse" would improve opportunities for better urban design and provide a more attractive gateway for the proposed town center development on Beauregard Street.

The "ellipse" revives the concept of a round-about or traffic circle. However there are significant differences. Traffic on Seminary Road would go through the middle of the traffic circle and traffic signals would be installed at intersections within the circle. Drivers using North Beauregard Street would make right turns into a signalized circular maze and merge into an exit lane.

The ellipse was proposed prior to VDOT the HOV ramp at I-395 and Seminary Road. If approved the ramp will provide bus and HOV-3 drivers more direct access to and from the BRAC site. This would significantly reduce the distance and numbers of vehicles projected to use the triple left turn lanes on Seminary Road to access Mark Center Avenue off of Beauregard Street.

The idea behind the proposed ellipse is that it would replace the recently constructed triple left at Seminary Road and North Beauregard. It would reduce left turns requiring drivers to turn right off of Seminary to go either north or south on Beauregard Street. Given the potential volume of traffic, design speeds, site distances and maneuvering, safety could be an issue. The design does nothing to alleviate current traffic congestion and queuing during the afternoon rush hour associated with I-395 on and off ramps and the traffic lights at Mark Center Drive.

The proposed ellipse creates a real barrier to pedestrian and bicyclist and will impact local bus service, including plans for the Bus Rapid Transit route through Southern Towers. Pedestrian crossings at Seminary and Beauregard are currently bad and the ellipse would make it even worse. An argument can be made that if we are trying to create a transit oriented, walk-able community, with enhanced transit and local retail the ellipse is the wrong way to go.

The ellipse is a $30 million engineering experiment. Although the cost of the ellipse would be borne by the developers, it is likely the cost would be offset by additional concessions allowing more development granted by the City through its zoning process.

If the HOV ramp is approved, the City should reevaluate the need for the ellipse. As an option the City should consider eliminating the third left lane since the proposed HOV ramp would alleviate much of the traffic at the Seminary and Beauregard intersection destined for the BRAC Mark Center site.

I suggest the City staff evaluate the option of eliminating the third left turn lane and returning the intersection to a more conventional intersection. Improved signalization, restriping would be less expensive and more importantly, it would provide opportunities for more direct, safer pedestrian crossing at this important intersection.

February 18, 2012

PLAN:

1. Plan Preparation: P&Z and city staff continue to state that BCSG compiled a series of individual "recommendations" for this plan. Not so. The citizens group submitted comments/suggestions and not RECOMMENDATIONS that were submitted to P&Z. Eliminate word "recommendations that you use throughout this draft working plan. These are not the recommendations - page "vii" which city staff has incorporated in your plan and as you have given "symbols/labels" that you have designated throughout each chapter, the majority of these "labels" are either "modified" by city staff along with "New" recommendations proposed by staff. This certainly gives the appearance that this is the city staff's plan along with the recommendations of the developers. Unfortunately for all of us who spent time on this "draft plan".

2. Page 6 - Need for Plan. You site 4 reasons for the need for this plan at this time, but leave out the most important reason for now pushing the Beauregard SAP now - BRAC-133 and the fact that the city wil NOT BE GETTING ANY TAX REVENUE FROM DOD, so it now needs to be made up by this increased density development & rezoning.

VISION:

3. Vison/Guiding Elements Section, Page 8. Your statements/assumptions regarding plan implementation along with comments about what strengths plan builds on (figure 10). Question all of your statements re: loss of affordable housing, no real transportation plan, integration of transit, land use and urban design along with topography. The boundaries that have now been changed to include going over the Seminary over-pass present major problems for all of these statements and the fact that the city has bought into the Ellipse/traffic circle when the majority of residents/civic assoc./homeowner assoc. in the affected area oppose the Ellipse. What deals has P&Z, TES, mayor/council and City Manager made with JBG to get the ellipse and how much money will it take to remove the 3 left hand turn lanes from Seminary to Beauregard along with the 4 lanes on Beauregard heading into the Mark Center or going straight down Beauregard? Fire station at Sanger/Beauregard. I do

not support this and we need to wait and see how the new fire station on Eisenhower West will reduce the need for response from Fire Station 206 on Seminary across from Hammond School. I suspect when the new fire station opens on Eisenhower West, there will be a reduced need for engine company 206 to answer calls on the West side/condo/canyon neighborhood. Neither Arlington nor Fairfax are working with Alexandria with regard to transportation improvements and there is no money for a street car here and at Columbia Pike. And we are not going to get a metro stop at Beauregard/Seminary.

TRANSPORTATION:

4. Page 10(A). How do you plan to integrate transit, land use and urban design? this area cannot acommodate bikes, unless there is a separate bike path, not on our streets or sidewalks. There are already transit stops located at Southern Towers and now a transit hub at Mark Center, which works well for transit users. Why are you continuing to want a connection to the Pentagon/Shirlington. It already exists via buses. Also understand that P&Z want to create "new streets" within the development plan, but you have not made the case for these new streets. Southern Towers wants to extend a street to Shirley Gardens neighborhood which would mean crossing through the median stripon Beauregard from So. Towers to the Heikiman development, taking away the trees from the median strip and suspect a major traffic mess for residents needing to make a left turn from Beauregard into So. Towers or the Hermitage apts.

5. Housing. JBG has now stated they will transfer Hillwood garden apts. to the city at no cost by 2018, which would only provide 703 market rate rental units. What deal has JBG made with the City, P&Z, Housing Dept., TES, City Manager Young/Jinks and mayor/council in order for this transfer to occur. JBG is a business and they are not going to transfer any property for free. So what is the deal? Increased density/rezoning. There will be no more affordable rentals for those of us who currently live here should this development move forward without major modifications as the primary development for Beauregard is for town homes, some rentals as very high prices, etc. Those individuals/families who have an income of $80,000+ dollars p/year should not expect Alexandria taxpayers to assist with their rents. They can afford to rent and pay for themselves.

URBAN DESIGN:

6. Urban Design Section - Page 17+. Throughout this entire section city staff continues to refer to the Ellipse as a foregone conclusion a the Seminary/Beauregard intersection. These are city owned streets. With regard to Beauregard there is absolutely no discussion about Beauregard Street North/South and the impact of traffic from Rt. 7 down to Alexandria. Why not? The "urban landscape" will impact the trees along the entire street and the Planning Commission and City council's vote to adopt "Corridor C" was certainly not carefully thought out and was what the city wanted and not the residents within the area.

As I have read through this entire document, rather than citing all of the pages, but especially looking at the Appendix Section, the majority of changes have been "modified" by city staff along with many "new" changes to the plan by staff and developers. Where is the infrastructure money coming from to pay for this plan? Where are the "existing conditions" discussion that we have asked for? The city is banking on Alexandria taxpayers to front $60 million dollars before

developer contributions have been decided and after the residential/commercial developments have been put in place. What plans and when will JBG begin to redevelop the Shops at Mark Center, which I certainly agree needs improvement. The other 4 developers want to incorporate "boutique" hotels, major residential developments, etc. I agree we do need some redevelopment in this area. However, the plan has now changed so much thanks to P&Z, other city agencies along with the mayor/council/city manager's office, that it really has gotten out of control. We are still waiting for landmark Mall to get going and that appears won't happen for several years due to the current economic conditions and banks not loaning money. This draft plan by the City staff has glossed over the open space issues and not provided any standards nor criteria. Maintaining surface parking in many of the developments that can handle surface parking and don't need to spend so much money for underground parking because P&Z staff want it is not acceptable in this part of Alex., i.e. West End and needs further review and elimination for some of the projects. Since the Landmark Mall/Landmark Van Dorn plan was adopted by Council several years ago, nothing has happened due to what I believe are related to the current economic situation. We citizens who live within the Beauregard SAP need to go back and review and restructure this plan. For myself and suspect for others within the area, we do want some improvements, but not along the massive scale the city has now presented to us with with "DRAFT RECOMMENDATION PLAN". This plan is not ready for prime time, we need to slow it down a bit and allow the other plans being developed in Alexandria to get going. The world won't come to an end if the Beauregard SAP is put on the middle burner. Lets do a good plan rather than one that looks like a "stepford wives" community. We can all agree to disagree, but I suspect many of us, myself included want to see a better plan and want our voices heard as this development moves ahead rather than the mayor/council/city manager telling us what kind of area/neighborhood they want us to live in.

February 16, 2012

HOUSING:

As Alexandria's Economic Opportunities Commission (EOC), we are the voice of the least fortunate and most vulnerable citizens of Alexandria, and it is our mission to advocate for their best interests. It is our duty to inform City Council about the legitimate concerns faced by residents of the Beauregard Street corridor in the face of the area's impending redevelopment. These citizens are valuable members of our community who deserve the City's recognition and support.

We respectfully urge members of City Council to govern in a manner that serves these citizens in a meaningful way by not only listening to their concerns about being displaced by the redevelopment project but also by being proactive in negotiating specific terms to help prevent the significant and permanent loss of affordable housing units in the west end of the City. Specifically, we recommend the City negotiate a redevelopment plan that includes the creation of housing units at 30% AMI or below and incorporates such units into the proposed fire station slotted to be built in this area.

Additionally, in order to assist those citizens who will be displaced from their homes as a result of the redevelopment, the EOC encourages City Council to adopt measures to efficiently notify

affected individuals and families, and communicate the transition process to Department of Community and Human Services' staff in order that programs to mitigate the impact can be utilized or developed.

GENERAL COMMENTS:

The first community meeting was held 29 October 2009. The SAP border had been drawn and there was a 7-slide staff presentation. One slide titled Corridor Issues - Other Infrastructure listed:

- Sewer Capacity: trunk, plant and nitrogen removal
- Dam Safety
- Fire and Emergency Services
- Schools
- Open Space and recreation
- Affordable Housing

Two years later and the emphasis has certainly shifted - sewer system is discussed on two pages (p106-7), there is no mention of Lake Barcroft Dam, never mind any related safety issues, the section on schools amounts to a paragraph on p103 (because it is now anticipated that no new schools will be necessary), fire and EMS is discussed although there is no mention of corresponding need for expanded ER and/or hospital capacity with increased population, open space and recreation are discussed, and the priority/importance of affordable housing in the current plan is debatable.

1) What has changed in the intervening two years to account for this shift?

2) Although it is consistent with the 2009 boundary, why is the Winkler Preserve shown within the Plan border when it is privately owned?

IMPLEMENTATION:

Much has been made of the "bucket list" or the "stuff" coming from the developers and in the Draft the term "public improvements" is often used (items such as the fire house, the Ellipse, etc). I'd like to point out that these are not gifts being given by a charitable organization. These are business decisions. The new development will have to compete, in a projected crowded market, for buyers - whether the purchase is a new home, a rental contract, retail or office space. And this West End project will always come up short with respect to transportation and access as it will not be near a Metrorail station. And that shortcoming, more than likely, will only grow in importance in the future as the region becomes more congested. Throw in gridlocked streets, a paucity of recreation facilities for the children, and slow to respond emergency services - why would anyone want to move to this redeveloped area to live or to own a business when they have a choice? In my mind these items represent the developers' provisions to attract their future customers.

Much has also been made of the collective nature of dealing with JBG, Southern Towers, Home Properties, Hekemian-Foster Fairbanks, and Duke rather than taking each developer and their section of the plan area individually. This does have benefits with respect to cohesion of the final project, timing etc. But again, what is being overlooked is the enormous advantage this has

bestowed on one of the developers - namely, Duke Realty. After the BRAC 133/ Mark Center fiasco, what possible standing does Duke Realty have with the West End, not to mention the City, to demand anything? Duke Realty sold 16 acres to DoD for $105 million (taxpayers' $$) and somewhere in the deal the 6.5 acres that was to remain open space in return for development, got "lost". DoD is compensating the City with a $1.5 million payment (taxpayers' money, which means in a sense we've paid Duke Realty twice for the same land).

1) Please explain to me the justification for granting Duke Realty additional density? They had a beautiful business park which could have been developed in a sensitive manner. Instead, they showed no regard for the surrounding community, nor their neighbors (e.g., IDA), nor their own tenants (e.g., CNA - which is pursuing a lawsuit against Duke). Why is such behavior entitled to be rewarded?

Several times it states in the draft - "A strength of Alexandria is the unique character and individuality of its many great neighborhoods. The Plan reflects a commitment to this City tradition."
If the Plan really achieved that goal, so many of us would not be struggling to see our West End in this Draft

As a native NYer and someone who has driven up and down the mid-Atlantic region for 30 years on a regular basis, I am extremely skeptical that the density that has been proposed can be handled with the suggested transportation plan. Not without a rail system.

1) What examples of suburban/urban areas of corresponding density (both in the immediate area and that would equate what we experience here in the DC vicinity) can you provide which manage their population without traffic congestion in the absence of rail?

Should the City grant the increased density and rezoning, thereby increasing the value of the developers' holdings, what guarantee is there that the developers won't turn around and sell?

Is the SAP negotiated with current property owners binding on subsequent ones?

This was raised at the recent Federation meeting but I think it deserves more public discussion - what is the impact of the DSUP/ SUP process on SAPs?

SPECIFIC COMMENTS:
How fast is BRT?
In other words, when compared to the current express buses (take 7X as an example), how much sooner will the BRT vehicle arrive at the Pentagon?
Does this justify the expense?

Please note - the Seminary Rd/ Mark Center Dr intersection noted in Draft figures (27a) as part of the BRT route - was determined by VDOT in their recent EA for the I-395 HOV Ramp to be at a LoS F in 2035.

With all the retail, restaurants, hotels proposed - where are the needed employees supposed to be living? It is noted in the text that the shortage in affordable housing is anticipated to include adjoining jurisdictions. Will this pool of workers need to commute from areas like Manassas and Woodbridge? How is this consistent with the live-work scenario that is repeatedly mentioned as a guiding principle of the Plan?

There is mention of Independent Design to be utilized in a portion of the housing units. What percentage?

I would note that townhomes, because of the numerous levels, are notoriously unfriendly to the physically impaired.

As someone familiar with wheelchair use, I would ask you to go beyond the standard ADA requirements in public areas for restroom facilities and parking spaces. The bathrooms are often adequate for someone with a cane or walker, but not a wheelchair. And certainly not a wheelchair + a second person providing assistance. Parking for those who use a "ramp-van" with side discharge is also extremely difficult as the handicap spaces are not generally wide enough.

Provide playground equipment and surfaces that can be enjoyed by disabled children.

This has been requested before - please provide more detailed schematics of the Ellipse and justification for the statement "improves the projected traffic."

I live in Lincolnia Hills but the "d" in Beauregard Manor is plastered over my little box of a house. Please take the time to get the existing neighborhoods correct.

The realignment of Sanger Ave needs to be explained much earlier in the document to avoid confusion with the figures/maps earlier in the text. I thought Ramsay School had been moved.

I raised this at a previous meeting - if existing buses are to continue to run down Beauregard (e.g., 7X) in addition to the BRT (which doesn't start on Beauregard until Sanger), you will need pull-offs for the vehicles to discharge/load their passengers. Otherwise you have effectively one lane for through traffic in each direction.

Many of the figures need to have better keys - e.g., fig3.
Some are purely wishful thinking - e.g., fig5

How have the land use patterns of the last 20 years changed in the area (assertion p5 - Need for the Plan)?

Are utility lines to be buried underground? I never see any in the schematics.

Who is responsible for deciding the "optional retail"?

"The Plan recommends a balance of residential and office uses to enable:.24/7 activity.."
So this BSAP is really a mini-Manhattan on stimulants?

As someone not accustomed to reading this type of document, my overall impression was that of a PR/ marketing brochure. Much jargon, convoluted language, and repetition of themes were noted.
Examples -
"Each neighborhood park is intended to have a distinct character and programmatic function." In real life - what does that mean?
"The Plan recommends a canopy coverage requirement of 40% for each neighborhood, which can be met through a combination of on-site and/or off-site improvements."
Does "off-site" mean a tree planted on Eisenhower Ave counts towards the canopy of the BSAP?
What does "socially. sustainable for the City" mean (p2)?
"Services necessary to create a more self-sufficient community" (p10) - unless people are growing their own food, making their own furniture and the like, that's a bit of a stretch don't you think?
"The Plan recommends using contemporary building design elements to implement the "garden city" vision of the Plan" (p27) What?
"The plan also recommends future Urban Design Standards and Guidelines to ensure high quality buildings." Who sets/determines such standards and guidelines?

SUGGESTION -

With all the computer graphics that are currently available, is it possible that a video could be done demonstrating a person walking the various streets and settings within the BSAP? The idea would be for the viewer to get a sense of building heights and the proximity of structures. It is very difficult to get a sense of that from reading a description. My concern stems from my experience of going to the IDA building after BRAC 133 was built and walking in the Winkler Preserve post-construction. It was shocking - the claustrophobic feeling at the IDA entrance was in sharp contrast to what I had always felt before - a wonderful green expanse. And the looming BRAC buildings impose such visual pollution on the Preserve, that it is much harder to achieve the sense of escape that once greeted you there.

Thank you for the opportunity to provide feedback.

February 14, 2012

<u>OPEN SPACE:</u>
1) Green Space Between Buildings and 395 on Either Side of Sanger.
In Figure 21 page 28 the townhouses and multifamily buildings on either side of Sanger appear to be right up against the state right of way for 395. So that the only trees sheltering these buildings are on state right of way land. Given the fact that in the area on the Van Dorn side VDOT has proposed to tear down all the trees and put up a sound wall local residents are very concerned that this could also happen on the other side of 395. This is highly probable because

the state has already discussed widening 395 over Sanger and at some future date the under-pass could be widened.

For this reason we would like to see additional dedicated green space on the Small Area Plan itself which could accommodate the planting of a tree screen between the state land and the buildings. This may necessitate adjustments to move all of the buildings to the west on the Plan but it is essential that there is a permanent screen of trees between 395 and any and all residences in the Beauregard Small Area Plan. This is necessary to preserve what has been most appreciated about the old garden apartments that is the numerous trees. It is the lack of trees next to BRAC on 395 that residents find so offensive and ugly.

- How wide is the state right-of way between the 395 roadbed and the proposed JBG Buildings?

- How wide is the land where the JBG buildings are and the edge of the Beauregard Small Area Plan?

HOUSING:

2) Affordable Housing Formulas

The West End has always had an excellent mix of homes and rental units. They include large, medium and small single-family homes, townhouses, garden apartments, apartment buildings and condos. The neighborhood is exceptionally diverse in terms of income, race, age, ethnicity, and family size. We feel that is something we wish to preserve. For that reason a higher priority should be placed on affordable housing at all price points, we need housing for young people starting careers, blue-collar workers, older retired persons and service employees as well as higher income professionals. ***But we want this housing to be scattered throughout the Small Area Plan.***

On page 77 the table of 2015 income limits on affordable housing suggests that the needs of the lowest income group, those making say $25,000 are not going to be addressed. The definition of those to be served needs to be more flexible so that people at lower income levels are also included and we are still able to secure the goal of 20% affordable housing.

3) Parking for Residents of Affordable Units.

On page 82 and in other places in the draft plan it is suggested that lowering parking requirements is a way to provide more affordable housing. The experience of local residents is that low-income residents often need MORE parking spaces rather than a diminution of parking spaces because there are multiple family members working.

Residents of affordable units should have the same parking rights as other residents.

For the sake of good relations between neighbors, there should be adequate parking for both residents and their guests.

4) Affordable Housing within the Beauregard Plan Area

In the Housing Recommendations section, page 87, 5.2 states that "Affordable homeownership will not be subsidized through the Beauregard public amenities fund and /or through Beauregard developer voluntary affordable housing contributions. These sources will be dedicated to produce and or preserve affordable and workforce rental housing…."

It then goes on to state in Section 5.3, page 87 that "Preserving or securing affordable and workforce housing in areas immediately outside of the Plan area should be considered as an alternative strategy to exceed the targeted number established to achieve even more deeply subsidize units (i.e., reach lower ratings of affordability than 55% or 60% of AMI) and/or as a means to obtain particular unit types or sizes not available within the Plan area when redeveloped."

First it should be pointed out that local residents who have encouraged having affordable and workforce housing within the Plan Area have always meant just that.

- The Plan Area itself should have the affordable housing within it. That means in the same buildings and the same complexes.
- Further we expect that the money provided by the developers to be used to subsidize the affordable housing within the Plan Area! It may be that additional money will be necessary to fund the affordable and workforce housing but additional funding is intended to augment whatever the developers provide.
- Further providing a minimum of 20% affordable and work force housing should be part of the price of developers getting the further density they desire. This should not be optional or voluntary but should be the price for the density that they are seeking.

Pages 85 and 86 in the draft plan suggest that Willow Run and Southern Towers could be dedicated to affordable and workforce housing. The local community wants such housing available but would be completely opposed to either of these complexes being completely dedicated affordable units. Rather we believe both of these complexes should have affordable units scattered within them. That way the higher rents can offset some of the costs of subsidizing other units.

There should be a mix of apartment sizes and price points. The goal should be to have people of all incomes living together within each complex and throughout the whole Beauregard Small Area Plan and the City of Alexandria. This is what we currently have here in the West End and it is worth preserving.

- ***We also note that Willow Run is outside of the Beauregard Small Area Plan and has no place in this discussion or in this draft plan. Any discussion of using Willow Run as a substitute location for providing affordable and workplace housing for the Beauregard Small Area Plan is inappropriate***.
- Our goal in this Plan is to improve and insure the availability of affordable, and workforce housing ***within the Plan Area being discussed.***

5) Affordable Tax Credits

It should be noted that most workforce and affordable units in the country have been built using the Low Income Housing Tax Credits (LIHTC). Indeed about 90% of all such housing is built with these credits. These credits are attractive as they provide a dollar for dollar tax credit. They therefore provide a dollar for dollar reduction in a taxpayer's federal income tax. So in effect these units are subsidized via our federal tax code. Under the program the owner will provide an application to the state authority, which will consider the application competitively. To secure these tax credits applicants must comply with either of the following conditions or sets-aides:

- At least 20% or more of the residential units in the development are both rent restricted and are occupied by individuals whose incomes are 50% or less of the area median gross income.
- At least 40% or more of the residential units in the development are both rent restricted and occupied by individuals who have an income of 60% or less of the area median gross income.

The low income tenants can be charged no more than 30% of the maximum eligible income, which is 60% of the area median income as determined by HUD. There are no restrictions on the rent that can be charged to the tenants who are not low income.

Clearly this tax credit program provides adequate subsidy and incentive for the developers who are building or renovating existing units. In the case of developers who are building offices such as Duke they can increase the amount of their contribution to the City's affordable housing fund as the price of being able to build an additional office and a hotel and to finally compensate the City for the killing they made on the BRAC building. Indeed if Duke Realty does not comply then they should be removed from the developer group entirely and fend for themselves when they are ready to apply for development changes at the end of the 10 year lease cycle of their office buildings.

<u>TRANSPORTATION:</u>

6) Car Sharing

Local residents share the City's interest in lowering the number of cars in our neighborhoods and suggest that in addition to having car sharing stations at newly developed properties that they encourage existing rental and condo properties to establish car sharing programs for their

residents. We understand that a certain level of density may be required for such a program to be attractive to the car sharing companies but it is highly probable that such a program would be successful at many current properties.

LAND USE:

7) Creating an Urban Walkable Environment

The whole goal of smart growth policies is to insure that residents have a chance to live and work in an area where they do not have to get into a car to shop, enjoy a walk, run errands, or enjoy a meal. And being able to walk to work would be the biggest bonus.

Virtually any and all articles and planning documents on successful urban walkable environments stress that they need to have slow traffic and narrower streets. For this reason it is recommended that the parking lanes on Beauregard be eliminated and parking be placed on the streets in non-rush hours and evenings. This will not only help the residents and retail facilities it will match the criteria for successful new urban environments. Having parking on the streets helps pedestrians. This works well in Old Town and Shirlington. If we are to have an urban environment here in the West End why isn't that model appropriate?

- What speed limits do City Transportation Staff envision posting on Beauregard and Van Dorn?

- What is the estimated speed of the traffic with 2 lanes of dedicated transit, 4 lanes of traffic, and 2 lanes of parking as envisioned by the plan both in rush hour and non-rush hour?

- What is the estimated speed of traffic envisioned both in rush hour and non-rush hour if the 2 side lanes of parking are removed and on–street parking is allowed during non-rush hour and evenings as is allowed in Old Town? Are these speeds comparable with the speeds in Old Town?

8) Marketing the Plan Area

What steps do the City and the developers plan to take to market the availability of these proposed homes and rental units to current and potential employees in the area? If we seriously want to reduce the number of cars on our streets we need to try to entice current and potential employees to work in the area they live in. We need to really make this a walkable urban neighborhood where you don't have to get into a car to achieve what you want.

9) Place Making

According to the Urban Land Institute the goal of mixed-use building is "place making". That is you create environments that are alive and lively. Some of this can be done with retail and restaurants and parks but most successful efforts also have other components such as a library, a

theatre, or some other facility that acts a heart of the "place." For the level of density envisioned the City should consider this area for a similar place-making magnet. Are there cultural facilities that are seeking a new home here in Alexandria? If we are going to have good mass transit what about making it a place where people can go and enjoy themselves? The addition of the library and the Signature Theatre has certainly helped to define Shirlington and Eastern Market certainly has created a heart for Capitol Hill in the District. What might help to contribute to the heart of this West End development here on Beauregard?

10) Location of Other Amenities

- Where is the Community Garden proposed to be?
- If there are objections to the location of the Recreational Field what other locations can be considered?
- What is the cost of grading the current site of the recreational field to provide better drainage? If another site is available that doesn't involve such costs would such cost savings help to allow it being constructed earlier?
- Where is the dog park proposed to be located?

TRANSPORTATION:

11) The Ellipse

It is clear that the ellipse is a high priority for the City but the developers do not all seem to feel the same way. If the citizens and developers are not wedded to the ellipse why can't the City wait to build the Ellipse at a later point in time? Residents would rather have any

12) Parking

In earlier comments I asked a number of questions about existing parking spaces and policies. To date I have not received any information relating to the questions posed. We need to know the number of current rental units, the number of tenants, and the number of parking spaces they have and the proposed number of rental units, tenants, and parking spaces they will have. These are critical questions and to date there have been no answers.

LAND USE:

13) The Ratio of Office Spaces to Residential Units

On pages 38 and 39 under land use the draft plan discusses the fact that the Beauregard area, because of BRAC already has a very high ratio of office spaces to residential units. This raises the question. Why are we then planning to build additional office space in the JBG upper town center, at Southern Towers, the Duke office area, and in the Hekemian development on Seminary? Our neighborhood is primarily a residential community why has the City chosen to make this community increasingly dominated by office towers

PLAN / GENERAL COMMENTS:

While 161 pages generate innumerable questions and issues I will use this space to address what I believe are some "big picture" matters and wanted to first see what issues arose last night.

We need to figure out/agree a way to work through the draft plan in some detail. From what I've seen and heard there are innumerable issues that are not addressed in the comments posted on the City website. Perhaps you have received more in direct emails? Whatever the case, we need to recognize and work through them now rather than have the Plan come up for votes and have people raising all manner of issues they feel have been inadequately addressed. That said, at this point we ought to be thankful people did not go page-by-page, recording their each and every comment.

HOUSING:

"Affordable housing" is clearly sill an open issue. Despite the efforts of many, I believe that the vast majority of people in the community still don't understand how it all works and what the ramifications of different decisions are or could be. I would like to see a "table" of the mix of housing units in the Plan area today and what that mix is planned to be 5 years from now, 10, 15, 20, 25, 30 years from now. Given the turnover rates, how many of today's residents will likely be in the same communities in the same 5 year timeframes (assuming the only change was escalations in the "market rate" rents). It appears we also need to have a discussion about what "obligations" the community has to ensure "affordable" housing for people who do not live in Alexandria today but might wish to at some future time.

LAND USE:

To date our primary focus has been on "bricks and mortar" and green space. I would ask the planners to help us understand what we/they can do, in a building sense, to stimulate interaction between people. For example, how do we build a town center that actually encourages people to congregate there and interact with their neighbors? How do we make it a meeting place, a place for cultural events? I'm thinking of, say, a mini Washington Square Park in New York City (delusions of grandeur?) At this point, what can the design do to help make this happen; or what do we need to be careful not to do as it could preclude it happening?

1. We need to be sensitive to restrictions on what retail merchants can and can't do, such as make use of the "public" sidewalk. I've also heard comment that, in some areas, farmers markets are not allowed because the supermarket in the neighborhood got a prohibition on "competition".

2. Is there a way to integrate the various neighborhoods so that they feel like parts of a whole? To some extent can they have a common theme? Maybe it is expressed through public artworks? Presumably major streets have a consistency but it would be nice if they had some characteristic unique to the area – not just "could be most any streets in most any town".

PUBLIC ART:

3. Speaking of public art – it does not appear to have gotten much recognition in the Plan. Again, I think this is one very significant way that character and uniqueness is established.

OPEN SPACE:

4. Can we do something to ensure "standards" are agreed, set and maintained across the area? Can we force the establishment and continuance of a "property owners' consortium" to ensure some continuity across the area? The first item that comes to mind is "green space" standards and maintenance. Along similar lines, there needs to be an organization that ensures "community activities" actually take place and, in many instances, are appropriately funded. Who oversees the public gardening venture?

GENERAL COMMENTS:

5. I feel that there is extensive "planning speak" throughout the document and there is a lot of room left for misinterpretation, if not misunderstanding and that can come back to haunt us all down the road. We need a lot of much clearer definitions. We also need to be clear about the enforceability of terms like "desired" and the extent to which that does or does not mean "required." Lots of detail to get to.

February 14, 2012

PLAN:

COMMENTARY OF THE SEMINARY HILL ASSOCIATION, INC., ON THE DRAFT BEAUREGARD CORRIDOR SMALL AREA PLAN

The Seminary Hill Association, Inc., (SHA) finds that the draft Beauregard Corridor Small Area Plan (Plan) is severely flawed and needs a thorough restructuring. It should not be considered by the Planning Commission or the City Council until this restructuring has been accomplished to the satisfaction of stakeholders, including the residents of Seminary Hill.

SHA's chief concerns are that:

1. The Plan potentially would displace 10,000 residents without any provision for affordable housing until after 2020.
2. The City would invest $60 million of taxpayer funds in the project—up front, before developer contributions—with much of the money to be used for infrastructure that residents oppose, like the ellipse.
3. The densities proposed are the functional equivalent of five more BRACs.
4. The Plan, without justification, contravenes the current West Alexandria Small Area Plan that calls for modest growth in the area and for the protection of adjoining neighborhoods.

The SHA Board of Directors adopted these comments on February 9, 2012.

February 13, 2012

GENERAL COMMENTS:

Comments on the Beauregard Small Area Plan draft of January 2012

The Brookville-Seminary Valley Civic Association (BSVCA) is a non-profit organization that represents 662 households, primary detached homes, within the City of Alexandria, Virginia. These households are in the geographical area roughly bounded by Seminary Road, I-395, Holmes Run, and North Jordan Street

BSVCA believes that there is no objective rationale for including the area east of I-395 in the Beauregard SAP; this should be removed from the plan.

At a meeting on Thursday, February 9, Faroll Hamer, the City's Director of Planning and Zoning, said that including the Seminary Towers/Seminary Hill Apartments area in the Beauregard SAP was a discretionary matter. Since it is, the following are reasons why this area should be removed from the plan:

(1) There is no clear synergy between the proposed developments on the west side of I-395 and those on the east side. For example, the east side area is unconnected to the transit corridor on the west side, and is only marginally "within a 5-10 minute walk from the transit stops" (see Figure 22). In fact, none of the stated benefits on page 10 of the Working Draft (reduced car trips, mixed use, interconnected open space, pedestrian-friendly streets, services for self-sufficient communities, etc.) are realized, to any greater extent than now exists, by what is proposed for the east side of I-395.

(2) The inclusion of the area where Seminary Towers and Seminary Hill Apartments now are, within the Beauregard SAP, means that the existing east side community is unable to negotiate separately for mitigation of negative aspects of the increased density. If there were significant benefits proposed, this would not be an issue. But in fact there are no benefits to the existing east side community from allowing the developer, Home Properties, to get increased density (1.6 million square feet allowed, rather than current zoning of 1.0 million, and current build of 0.9 million). [Figures are from slide 4 of the November 21, 2011 City presentation.]

[Note: The plan seems to show a number of benefits. One is the "greenway" that appears to link to the Hammond School open space area, and new sidewalks. In fact, the greenway, if one continues along its main axis, leads to a parking lot that the SAP fails to show. A second (figure 41) are new sidewalks along what is now labeled on some maps as Library Lane (south of Seminary Road), and will be renamed Kenmore Avenue and realigned with the street that goes to Van Dorn Street. But these two things are benefits primarily for the residents of Seminary Towers and Seminary Hill Apartments, not for the larger community. A third (figure 41) is the claim that the plan increases the "accessibility of the adjoining open space", when in fact the space is not open to the public, and therefore any improved access facilitates trespassing.]

(3) The proposed SAP does in fact have significant costs to those just outside of the Seminary Overlook "neighborhood". These include:

URBAN ECOLOGY:
-- Increased problems with storm water and sewer capacity issues in the Brookville-Seminary Valley area and the condominiums along Van Dorn Street, with the SAP providing no mitigation for the worsening of these problems. (As the draft plan states, on p. 106, the area suffers from inflow and infiltration of sewer lines, though it is incorrect – at least with regards to the area between Seminary Overlook and Holmes Run, that there is an "on-going extensive rehabilitation program"; in fact, there is no work going on at all in this specific area, nor has there been work in recent years.)

TRANSPORTATION:
-- Increased traffic along Van Dorn Street and Seminary Road, among other local roads, due to the increased number of residential units to be built.

LAND USE:
-- Potential negative visual impacts from higher buildings.
In summary, the "Seminary Overlook Neighborhood" is simply one developer who wants more, taller apartment units, and is asking the City to create a plan that authorizes this, without providing any offsetting benefits to surrounding neighborhoods. It may well be that City Council would approve such increased density without requiring anything more of the developer than is required by this plan. But the current plan offers no such opportunity for such a discussion.
OPEN SPACE:
At an absolute minimum, the Planning and Zoning Department should change the maps through the plan that currently show parking surrounding Hammond Middle School as being green space. Figure 23 is the only one that correctly shows where non-permeable surfaces actually exist within such "open space". Every other figure and illustration within the draft SAP is simply wrong. Figure 41 is egregiously wrong.

HOUSING:
The plan is silent as to who will get priority for subsidized housing. Does that mean that displaced tenants will have no special rights in terms of priority for these subsidized, committed affordable housing units? (The plan should be explicit regarding this, so that there are no surprises when these units start to be filled.)

IMPLEMENTATION:
I appreciate the opportunity for input on the Beauregard Small Area Plan and the endeavors of all stakeholders in this project.

I wish to associate myself with the comments of Dave Cavanaugh, and most especially with his concerns about fire/EMT service. Public safety is Job One of the City and should never be contingent upon others' agreements to fund it.

My additional concerns beyond those he has articulated are:

1. Financial assumptions need to model best, worst, and likely-case scenarios. For example, there are no assurances that Ft. Belvoir will not pursue further encroachment into the plan area,

removing property from tax roles and adding a further burden on City and State services. In fact, it would seem that a negative number for removal of tax revenue by BRAC-133 and its free parking facility would be a more accurate accounting of the development costs in this locale. Another BRAC round is now foreseen, despite City planning staff's previous assumption that such an initiative is likely. A comparison of expansion activities by Ft. Belvoir at its Charlottesville annex is worthy of review and extrapolation.

Current plans to avoid taking on debt financing for this project are laudable and, to my mind, a prerequsite assumption for any plan approval.

TRANSPORTATION:

Parking as currently planned is inadequate. Parking for workforce vehicles such as panel trucks and pickups must be provided.

Corridor C and the ellipse are counterproductive to the walkable urban community envisioned by this plan and should be abandoned in favor of improved performance of Seminary Road and I-395.

As new utility services, such as FIOS, are installed, such services also must be made available in surrounding neighborhoods.

In addition to upgrading fire/EMT services in the corridor, City administrative services also need to be located here - perhaps above the fire station.

HOUSING:

Affordable housing is a widespread concern. Maintaining workforce housing is an important objective - and must be accomplished as a scatter-site, integrated initiative rather than as a segregated site or sites. Government-sanctioned segregation based on economic determinants is as perverse in its implications for building functioning communities as other classifications of persons - all persons must be included by and desirable to the whole.

There are three major concerns with this plan that must be addressed in order to prevent “an affordable housing crisis in the City of Alexandria.”

The plan calls for a study of the Area Median Incomes (AMI’s) just before demolition in order to allocate a relocation package for families whose salaries are between 55-80 AMI.

A study should not come weeks before demolition. An AMI study is needed immediately to continue responsible dialogue and negotiation with developers on what the affordable housing subsidies and proffers should be be in the development area. How can we responsibly discuss how much affordable housing will be set aside if we don’t know how many families exist at what income levels and how big the families are?

The second concern ties directly into the first. The vast majority of residents in the Beauregard planning area are in the 30-50 AMI range. So why are the city and developers setting aside

affordable housing for people in the 55-80 AMI range? The AMI range for the affordable housing should reflect the reality on the ground, otherwise it looks like a deliberate attempt to remove the current tenants. An immediate study on who lives in this area is needed to responsibly address this concern.

The third issue has to do with the number of affordable housing units to be set aside. Currently the number 703 is being offered however, this number is consistently being compared to the number of units in existence. Let's be consistent and compare apples to apples. The number of new units to be created in the plan is 6470. The number of new affordable housing units to be created in the new plan is 647 (10% of what will be created). The number of affordable housing units to be preserved is 56. In total, only 10.8% of the future units will be affordable housing units. This is not enough when this area houses upwards of 2800 units of market rate affordable housing (as per City 2011 information) and is 44.4% of the entire city stock of market rate affordable housing.

In one massive development, a town will be created inside of a city, complete with its own town center. The cost and irreparable harm to the city for this development cannot be measured in millions of dollars. The least the city can do is act responsibly moving forward.

1. Accurate information is needed on who lives in the affected areas to continue discussion on the plan.
2. More affordable housing units are needed to try and retain as many residents to be affected as possible.
3. There must be greater subsidies set aside in order for families to continue living in the area (which will be justified by the study that needs to happen immediately) – in other words, the affordable housing should be for families in the 30-50 AMI range.

GENERAL COMMENTS:

Beauregard Small Area Plan

NOTE:

1) It is William RamsAy School.

2) If many of the pictures of buildings, people, green areas, etc., which serve no purpose, were eliminated, then the charts and maps could be located on the same page, or next page, as they relate to the text. This is a waste of space and could have reduced the Draft by 30 pages. What a waste of paper.

Questions, Comments, and Remarks: (References to the page number in the DRAFT.)

*p. v, While many individuals were welcomed to attend these meetings, many attended only a few or one meeting. Thus, their knowledge of the process only involved a minor segment of issues.

*p.vii, The BCSG individual recommendations, Appendix A, which forms the basis for this plan, is a compilation of individual ideas. There was no group consensus nor vote allowed on any parts of this plan/process and little discussion of major ideas.

*p. 2 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.

Where is the compatibility with the current neighborhoods?
*p. 4, figure 7: Note that the plan boundaries do not include the area on the NW corner of Sanger and Beauregard.
*p. 5, The perspective of the plan (figure 9) does not indicate amenities that are listed.
*p. 6, If the plan recommends 2,400,000 sq. ft. of additional development , then open space should be identified.
Who decides what is "compatible?"
*p. 11, Retail is to be accessible in each neighborhood. Does this mean that each neighborhood has to have retail?

OPEN SPACE:

E. Provide Interconnected Open Space Network:
The Plan proposes that public open spaces be centrally located within each neighborhood. In addition, the Plan proposes a new greenway adjacent to the existing Winkler Botanical Preserve (Figure 11). The Plan also expands the Dora Kelley Nature Park (Figure 42). The proposed new open spaces, parks, and greenways will constitute approximately 45 acres. In addition to the parks and greenways, ground level open space and roof-top open space will be provided within each neighborhood
Are the buildings constructed to support roof-top open space? Will this happen near the Town Center?
*p. 16, figure 13, Residents were not asked if they wanted a transit stop on N. Van Dorn near Sanger/Richenbacher. We don't.
*p.21, If the street character is to allow gathering, walking, and biking, then how would this work with the Beauregard multi- lanes and transit planned for this corridor? Since Beauregard is planned for a 30 ft. streetscape, double rows of trees, and setbacks, it seems as if a large amount of footage (and trees) would be lost on the western side of Beauregard.
*p. 22, Who's going to cross Beauregard or Seminary to use the ellipse as a place to bike ride or walk?
The plan looks rather complete but don't you still have to find areas for alleys later? Why not now? Won't this eat up a lot of green space?
*p. 24, Someone needs to rethink the A, B, and C streets.
*p. 26, Midblock connections merely divide the "green space" into smaller segments, which appear to be regular, flat land that has to be mowed.
*p. 53, figure 41. The figure is 10 pages past the discussion on p. 53. See Note 2. Open space is the area between buildings in Seminary Towers. This isn't my concept of real open space.
*p. 54 Where are the multi-purpose fields? Holmes Run already exists; it is not being added to this plan. Where will they put the dog parks besides in the Greenway, where some play spaces are to be located? 3 *p. 64, The Ramsay field is located outside of the Beauregard SAP and near Dora Kelly Park. I believe that it belongs to the City and thus should not be designated as a new recreation area in this DRAFT. There is little, if any, available street parking for anyone who would be interested in using this proposed area.
*p. 92, Section 4: Grading "minimized" - seems strange since that area is very hilly and some land drops off suddenly.
*p. 93, Section 2: There is a great concern about stream restoration by the City. Habitats could be ruined and wildlife displaced in this process.

LAND USE:

*p. 31, Urban Design Recommendations contain 20 new recommendations by the staff and 19 are BCSG recommendations with staff modifications. This represents a lot of staff changes!

*p. 36, Transit stops are at Southern Towers and Mark Center but the ellipse is not used? Odd. A transit stop is near the proposed fire station and school - one block away. Some of the highest density is planned for that location on Beauregard. This too much and dangerous.

Too much density with retail on the "New" Sanger at Beauregard near the fire station and Ramsay School. Why do we need four hotels? This increases traffic and what are they visiting?

*p. 38, Existing and Planned Office Development (chart): Between Landmark/Van Dorn and Mark Center, there will be approximately 8 million sq. ft. of office space, which is greater than any other area in Alexandria. The planned hotel space will be 768,100 sq. ft. , which is greater than any area except for hotels in Eisenhower East (780,000). Too much density.

*P.39, The Plan recommends a balance of residential and office uses to enable:

• A mixed-use community;
• 24/7 activity; and
• A jobs/housing balance.

With 24/7 activity, will we have police on duty 24/7 in that area? Who wants 24/7 activity?

*p. 84, It seems as if the housing density is developed to support Corridor C. If an expectation is to encourage worker to reside in this area, does that mean we want BRAC workers to move here? Would the possibility of potential ownership from JBG to the City of two Hillwood buildings be in opposition of the City's long standing effort to split up affordable units throughout areas of the City?

Part VIII - highly questionable.

*p. 88, Section 5.4 is questionable. Section 5.5 - No.

*p. 97, Section 6.3: Need more information.

COMMUNITY FACILITIES:

*p. 102, Fire Station #211 -- WHERE did the City plan to locate this station, which most have agreed is sorely needed, prior to the developer's "contribution" offer? The placement at Sanger and Beauregard is an extremely poor location because (1) it is on two major roads; (2) there will be exiting/entering onto these roads during any time period; (3) it is too close to RamsAy School; (4) it is too close to the tennis courts and park; and (5) some community members will have to travel by car to use the meeting room (more traffic). Most of the major fire problems are within the area of Station #208.

*p. 105, It is interesting that there are no new cultural facilities but lots of office and retail space.

*p. 106, With the current sewer service, BRAC is using Arlington's Water Pollution Control Plant. Sewage and water are critical issues and a solution must be developed now and not in 20 - 30 years.

The above remarks, about randomly chosen parts of this Draft, are important items. These and other issues need to have better explanations, be revised, or be deleted. In summary, the plan needs revision due to too much taxpayer cost, too much growth and development, and affordable housing concerns, if I were really convinced that someone would read this, then I would consider responding to more items!

Overall, I think the draft Plan is a good start. My specific comments regarding the Plan are as follows:

A. Transportation and Parking

(1) The Plan shows and extension of Mark Center Drive into the Southern Towers property with a left hand turn onto a new roadway between the Berkeley Building and the Monticello Building. However, I don't understand from the Plan where the road comes out on Beauregard. Does it cut through the Hermitage Hill Apartment Complex?

(2) The Plan shows at least 4 new office/retail buildings in front of and on two sides of the Berkeley Building at Southern Towers. These buildings appear to consume current residents' parking. It appears, for example, that over 200 resident parking spaces will be consumed by the buildings just in front of the Berkeley Building. What happens to the residents' parking?

(3) I am not convinced that the proposed ellipse will eliminate potential traffic issues not does the Plan yet specifically show what land will be used. For example, will the Cleaners at the corner of Seminary and Beauregard be eliminated? Is this part if the land for the ellipse? More specific land overlays are needed for better clarity of what land will be consumed for the ellipse.

B. Housing

(1) How was the goal of 28% of the existing units for committed affordable and workforce housing decided on? Why is it not higher?

(2) The Plan supports committed affordable and workforce housing at 55-60% AMI. However, a draft goal of the City's Housing Master Plan (goal 2) focuses on focusing a priority on housing units priced to support households at 50% of AMI and below. Why does the Beauregard Plan not align with this draft goal?

(3) The City's draft Housing Master Plan also focuses on providing a variety of affordable and accessible housing units including households earning 30% of AMI and below (goal 5, objective 5.1). Why is the Beauregard Plan silent on trying to address this important population of residents?

(4) I would like to see a broader variety of housing for families at various AMIs, those at 30% AMI, 35-50% AMI, 55-80% AMI.

(5) The two existing multifamily buildings at Hillwood would be a good choice, since ownership will be transferred to the City or its designee, for housing for families at 30% AMI of below. I would like this option to be considered within the Plan.

(6) Another option I would like the City to consider is to alter the design of the new fire station to include some housing incorporated within the building such as at Potomac Yard. This would offer additional housing for families earning 50% AMI and below.

(7) On page 82 of the Plan it states that the Tenant Assistance Plan will be reviewed by Housing's Landlord Tenant Relations Board. This Tenant Assistance Plan will have impacts on more than just housing issues. Thus, I recommend that this Plan be reviewed by not only Housing's Landlord Tenant Relations Board but also by the Affordable Housing Advisory Committee, the Economic Opportunities Commission, and the Social Services Advisory Board. Involvement by the last two Commissions in this process is essential since a variety of human service programs will be impacted by the Plan as well as providing help for ensuring the successful implementation of the Tenant Assistance Plan.

(8) On page 86 of the Plan, it discusses an Affordable and Workforce Housing Plan. While it

may be implied, I think the document should state that the draft Affordable and Workforce Housing Plan will be made available for public comment and appropriate changes before its adoption.

C. General

(1) Since the offices at the Mark Center office complex, 1900 and 2000 N. Beauregard, will be replaced, what are the plans for re-locating JobLink, the Center for Alexandria's Child, and ACPS central offices? I think the Beauregard Plan should include some discussion regarding this issue since especially JobLink and the Center for Alexandria's Child provides vital services to the public.

(2) The Plan does not show VDOT's proposed pedestrian bridge between Southern Towers and the Mark Center property over Seminary Road. I think this should be included in the Plan for a more complete picture of all the proposals within the Plan.

URBAN DESIGN:

We offer the following thoughts on this draft document, which is being reviewed by a joint work session of the Council and Planning Commission this evening:

1. We are in agreement that it makes sense to develop a plan for the coming redevelopment of the land formerly owned by the Winkler family. Many of the urban design aspects of this plan are in keeping with the improving standards of the profession, and are sensitive to the quality of life of the development's **future** residents and employees.

2. On the contrary, this plan is grossly insensitive to the quality of life of the thousands who will be displaced, and of the **existing** long-term residents of adjacent residential neighborhoods.

GENERAL COMMENTS:

3. While the listing of names and the description of the process in the document suggests that this is a community-based planning document, nothing could be further from the truth. This document reflects first and foremost the desires of the major land owners and developers, secondly the ideas of the City staff, thirdly the dreams of the homeowners of the Foster-Fairbanks area who have sold out to Hekemian and plan on leaving (and thus have no real interest in the future quality of the community), and lastly of the chair of the BCSG – not a resident of the area – who ran the meetings in a manner which brooked no opposition to her ideas for the plan. This plan does not reflect the views, interests, and vision of the vast majority of the citizens of the City west of I-395.

4. Any plan that is so developed should first be oriented to:

a. Being respectful to the adjoining residential neighborhoods, who have long voiced the view that the neighborhoods need to be protected from the creeping densification of adjoining development, with its many adverse impacts on quality of life.

TRANSPORTATION:

b. Developing a transportation and land use balance, such that the multimodal transportation system is expanded and improved to handle what exists today and what is already approved.

5. No plan should be approved that creates any additional traffic in the area unless and until the current traffic issues are resolved, and the traffic issues to be created by already approved development are resolved.

6. The transportation aspects of this plan are not credible, nor is the Traffic Impact Analysis report (draft dated 11/11/11). The principal concerns we have with the transportation analyses include:

a. The reliance on the regional model for the bulk of the analysis. The regional model was chosen because it diverts traffic away from areas where new development (and new trips) are proposed. That is a false approach to analysis, and not in keeping with the City's adopted guidelines for traffic impact studies, nor in keeping with national standards for such studies.

b. The reliance on traffic counts which were taken at intersections where operations are constrained. When the traffic conditions are as congested as they are today in the peak along Seminary and Beauregard, it is unprofessional to count the cars getting through the intersection; one must account in the real demand values the number of cars which tried but could NOT get through the intersection due to the downstream blockages.

c. The reliance on a poorly defined BRT system with no defined northern end and a very limited service area from which to attract riders as the magical solution which will induce significant numbers of future employees to take transit to the study are job sites. This system is flawed, its costs are grossly underestimated, and it is not being developed as part of a balanced, multimodal system. This plan dreamily relies on transit as the solution to traffic issues in this area, with no real regard to how the majority of residents and employees will truly need to get about in cars on roads. AND, it further fails to understand the impact on transit ridership that poor roadway levels of service imply.

d. The acceptance of levels of service of E and F at many of the major intersections along Seminary and Beauregard. These are NOT the standards of acceptable level of service today nor in 2035. Such levels of service, for several hours in the AM and an hour or two more in the PM, greatly degrade the quality of life of the residents of the west end, and threaten our emergency service response time.

e. The reliance on the 'ellipse" – an odd-shaped traffic circle which is claimed to solve all the problems in the area. A traffic circle is probably the last idea one would try if they were seriously going to address traffic issues. The profession around the country has been working for years to eliminate traffic circles (not roundabouts, those are a different thing, but the volumes here are far too great for a roundabout). Take a look at the District, with its infamous traffic circles, and you get some idea of how the ellipse may work. And those in the District mostly have at least one of the major roads in a tunnel under the circle (e.g.,DuPont Circle),and they STILL don't work.

7. A better transportation approach to this plan would recognize that the chief issues stem from the close proximity of multiple intersections within the functional area of the Seminary Road / I-395 interchange. From Library Lane to at least Beauregard, the congestion stems from the conflict between the traffic to/from Shirley Highway and the turns into/out of Library Lane, Kenmore Avenue, Southern Towers/Mark Center Drive, and N. Beauregard Street. This plan does NOTHING to address those conflicts, and even makes them worse by loading up more traffic within the same constrained distances, by connecting Kenmore to Library Lane, by a new connector from Southern Towers to the Hekemian property (too close to the Seminary/Beauregard intersection), and by placement of buildings at Seminary and Beauregard so close to the intersection that future real solutions will be precluded (think about Summit Center on King Street, and how its placement has kept the City and VDOT from the ability to widen King Street where it is desperately needed).

8. The plan places roads and buildings too close to adjacent single-family neighborhoods which somehow were left out of the plan. At the original meeting with staff at the start of this process several years ago, the community spoke up loud and strong that the staff had artificially drawn the boundaries of the study area too narrowly. The staff turned a deaf ear, and the result will be an abuse of the quiet enjoyment of our homes if anything like this plan is enacted. Specifically, we object to the following:

a. A roadway along Dora Kelly Nature Park. More so than the Winkler Preserve, the Dora Kelly Park is the home to wildlife of all sorts, and a true refuge for residents and visitors. There is NO need for the plan to abuse the park by placing a roadway along it, even with the proposed buffer that is shown. Rather, residential and commercial buildings can have their rear yards face the park, just as the (former) Hamlet apartments have compatibly been adjacent since the 1960s.

b. A roadway – the major new roadway in the plan – adjacent to the playground of John Adams School and the residences of Seminary West, Seminary Heights, and Seminary Park. For 40+ years, there has been a parking lot – low volume, limited hours of activity – adjacent to these sensitive land uses. This plan can do better, and rearrange the building placement and the road so that we get rear yards of the buildings and not moving traffic next to our children and our homes.

BUILDING HEIGHTS:

c. Building heights in the area currently occupied by 1500 – 2000 North Beauregard today are mostly three story (one is 5 or 6 stories). The plan calls for 6 – 8 stories adjacent to Seminary West, Seminary Heights, and Seminary Park. In the current small area plan for this area, heights were limited as a transition from the very tall structures of the (now Duke) CDD and the 2 – 3 story townhomes and single story detached homes. This plan is too impactful on the views from and to these residences. They will block the sunlight and be an eyesore, with the potential to adversely affect property values.

GENERAL COMMENTS:

Our recommendation to the Planning Commission and the Council is that the City take more time to resolve the great concerns of the citizens (voters and taxpayers). There has been an unfortunate rush to get this ready when there is no need for anything but long-term, intelligent deliberation that truly hears all views and reaches a compromise solution. There are some good ideas in this draft document, but they are outweighed by the lack of reality to the core aspects of the plan. This document fails to envision true long-term improvement to any aspect of the City except for the bottom-line of the wealthy landowners. We already have nearly as much approved development in this area as there is development today. Your leadership is needed to take on the monumental task of getting the City ready for that development increase when the market permits, so that our quality of life is not any more degraded than it has been with the recent BRAC disaster. You have approved already more density that the transportation system can handle, and this plan does not provide a way out of that. Tackle the existing mess first and the mess which the approved development will bring, and then we can address the ideas in this plan.

HOUSING:

City of Alexandria
Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Re: Beauregard Small Area Plan – Affordable Housing

Current tenants, many of them long-time residents of Alexandria, will be inarguably displaced, casualties of the proposals indicated in the draft of the Beauregard Small Area Plan ("Working Draft 1-23-12"), particularly those regarding affordable housing.

• Recent meetings, articles and Beauregard Small Area Plan ("the Plan") itself cite the preservation of 28% affordable housing and gaining over 700 units when in fact thousands of residents will lose housing before the first affordable housing unit is even available in the year 2020. When the last of the 703 units is finally completed, the actual amount of affordable housing attained is only 10.8% and will not remain so permanently.

• The Plan does not serve its current residents. The draft Plan proposes to serve those with income ranges from 55% to 80% of the Area Median Income (AMI), which translates to serving those with incomes from $58,355 to $84,880. Current tenants make from about $30K – $50K annually. This means that not one single family residing in the area of development will be served by this plan.

• It is irresponsible to discuss affordable housing without taking into account the current residents' salaries and family sizes. Therefore, tenants/residents have requested that the City of Alexandria do surveys specific to the area of development in order to obtain such data.

On behalf of the thousands of tenants who will be affected by the Beauregard Small Area Plan, and especially by those who are proud to raise their families here in the currently diverse West

End of the City of Alexandria, thank you for the opportunity to comment and be an active voice in the planning of our community.

Tenants particularly look forward to attending and being an integral part of the Town Hall meeting of the Affordable Housing Advisory Committee to be held on Thursday, February 23, 2012 at the William Ramsay Recreation Center from 7:00 PM – 8:00 PM. Residents are especially appreciative that this meeting is to take place in the heart of the neighborhood.

GENERAL COMMENTS:

Page Number	Paragraph	Comment
54	2, last sentence	"…be needed…" should read **are** needed
77	1, 1st sentence	"ARHA" spell out acronym when used the first time
84	2, last sentence	"incent" ? -- no such word
85	3, last sentence	close parenthesis omitted
90	Last, 1st sentence	"LEED-ND" spell out acronym when used the first time
91	III.	How? What criteria/standard?
91	IV.	"Permeable paving…" such as? Give an Example
92	I., 1.	Does this include demo/salvage of existing homes?
92	I.,2.	Doesn't shipping in cause major emissions and traffic issues? This seems to merely push some pollution elsewhere, and increase traffic emissions here.
92	I.,4.	How is this in keeping with below grade parking?
92	I.,6.	This conflicts with sub-paragraph 2.
93	I.,8.	How would any of these hold up in another mega snow?

93	II.,4.	What about purification of the pond (considering what will drain into it)?
94	II.,7.	a) "50-80%..." that is an *awfully wide* range b) cost of these grey-water plumbing arrangements? Is this practical? Examples are needed. c) How will the laundry facilities be policed to ensure tenants use only "politically correct" detergents? How will the cistern usage be enforced? What will be the enforcement costs to the City?
94	III.,11.	Are heat pumps truly practical from an engineering standpoint in our climate?
95	C.	Where are the tax incentives to do so? Are these planned? How would they be structured?
100	A.	"EMS" and "CIP": spell out the first time Used
100	Last Paragraph	Include **time to on site** and **traffic** – *most important!*
102	Last Paragraph	Proposed site is the only corner of that inter-section out of the flood plain should the Barcroft Dam break. This is important, as otherwise currently owned City land could be used. **This entire section needs great emphasis, as it is *critical*.** Also, homeowners' fire insurance rates are higher currently due to distance to Fire Station across from Hammond.
104	D.	This smacks of pure boiler plate. Why not emphasize a sub-station (at new Firehouse?), and possibly bicycle patrols in neighborhood, including bike paths, and walks that kids take to school? This would enhance the *commendable Community Policing* initiatives.
107	Figure 48	In legend, acronym "CSO"; spell out the first time used

110	1st & 2nd	Omit hyphens after "shift -…";"character-" and "walk-[shed]"; in fact, obliterate the "-shed" and let the words read *"1/4 mile walk."* Makes more sense.
111	Ellipse…	Include *"proper timing/sequencing of traffic lights,"* as this is *crucial* for the ellipse to work
115	Table 6.	Add a column titled "Estimated Timeline for Completion" for clarity
128-129	2 & 3, respectively	Move the explanation of "unbundling" to page 128, when it first occurs. "Unbundled" is *not* an intuitive term.
136	C.	Change "livability" to "***safety*** and livability"; especially in light of first bullet following that paragraph.
137	Table 7.	Sequencing of "Notes" should flow from **1 through 4**; first footnote in Table is "**4**"
130	3rd line, right column	"$12.55 per square foot…" What square foot? FAR square foot? Acreage? One time assessment? This is confusing to a lay person.
141	Table 8.	Should specify what "year's dollars" this is in, or does it change per year?
159	General	a) Date of annexation to Alexandria is highly significant, as it bought water and sewer services, if nothing else. b) Date and impact of construction of N. Beauregard Street and William Ramsay; both led to building of the Hamlets, and were of *high significance* to West End.

February 12, 2012

<u>GENERAL COMMENTS:</u>
I appreciate the opportunity to comment.

General Comments:
I appreciate the efforts made by City staff to prepare a Working Draft within a very short of period of time. However the Beauregard Corridor Small Area Plan Working Draft (Working

Draft) is unsatisfactory, promotional, and incorporates little analysis to support recommendations and guidelines to implement a small area plan. It should be completely rewritten.

A draft Beauregard Small Area Plan (BSAP)) should better explain the purpose, need and the underlying planning concepts that are relevant to redeveloping the plan area. Stating the current plan is outdated or surrounding land uses have changed is not enough to build public support for a massive transformation of the plan area to a much larger, upscale, urban development. This is absolutely essential if the City staff is to be successful in building public support for dramatic changes in the proposed plan area.

The Working Draft should focus on using public space to create a multi-model network connecting people to the transit stations at Mark Center Station and Southern Towers as well as the retail stores, cafes and coffee shops. Providing convenient options to move from one place to another will reduce the dependency on cars and local traffic congestion. The small area plan should ensure that streets, sidewalks, shared spaces redesigned to operate together for all users

Residents living at Seminary Park should be able to safely cross Seminary Road to a bus stop or using internal sidewalks and public space be able to walk, ride or bike through the proposed Hekemian development to Southern Towers. The public spaces used to get from one place to another should be safe, attractive and interesting-not parking lots or garages. Once on the Southern Towers property, pedestrians should be able to make their way to the proposed retail areas and proposed BRT station at Southern Towers and the Mark Center Station. Passengers arriving at Southern Towers from the District of Columbia, Skyline, Bailey's Crossroads should be able to walk to the Mark Center Station to catch the bus to Woodbridge or connect to a carpool.
The Beauregard Corridor Small Area Plan Working Draft includes several ideas not fully supported by members of the community. In a rush to complete the small area plan process, City officials and developers have not adequately addressed some of the major concerns expressed by residents. The mishandling of Corridor "C", the push for a Bus Rapid Transit system, the unexplained rationale for an ellipse all perplex residents. Part of the problem is unfamiliarity with the City's planning process, the concepts embedded in new urbanism and a perceived threat to the character of the community. A draft BSAP should be partly based on efforts to reconcile the outstanding issues and improving the environment for public involvement.

The Beauregard Corridor Open House held on Saturday February 11 provided an opportunity to understand concepts being incorporated into the planning process and be able to envision what is being proposed. It was relaxing, informative and a variety of residents that do not normally show up at meetings attended the open house. Although the developers have been persistent in advocating a need for increased density to make their projects work financially, they have demonstrated a wiliness to work with the community.

Specific Comments:
The primary purpose of preparing a Beauregard Corridor Plan is to outline goals, objectives, and provide specific recommendations on land use, zoning, transportation and urban design. City officials, developers and the community are and should be involved in that process.

Redevelopment in the proposed plan area includes 395.25 acres, an estimated 5,500 housing units-mostly rental, of which about 3,000 (?) would be directly impacted.

Major property owners involved in the planning process include JBG Properties (129.64 acres), Southern Towers (40.81 acres, Home Properties (22.31 acres), Duke Realty 19.18 acres and Hekemian and Private (8.18 acres), Shirley Gardens-Fairbanks/Foster) and WRIT (1.94 acres). The property owners are seeking additional development rights in addition to what is allowed under existing zoning with a DSUP.

1. Prepare a draft Beauregard Small Area Plan (BSAP) without referencing earlier individual comments and suggestions of members of the Beauregard Corridor Stakeholders Group. Most of the individual comments were modified by staff and are virtually indistinguishable from the original comment. We had an opportunity to engage in an informal process and now it is for the City to draft a more comprehensive small area plan for public comment.

2. The primary focus of the Working Draft is on the JBG Property. This focus obscures the details necessary to evaluate guidelines and recommendations for the other properties being considered for redevelopment. The Working Draft should have specific goals, objectives and recommendations that generally apply to the all properties including a major commitment to improve interconnectedness within the plan area and ensuring families displaced are provided relocation and financial assistance. The draft BSAP should include a more current description of the other proposed redevelopment projects and how they are integrated into the plan area.

3. "The Existing Land Use Approvals-A Starting Point" infers the City has is unable to place conditions on design, open space, phasing or affordable housing. Although there are no standards, the City is not powerless in placing conditions on development through the Developmental Special Use Permit (DSUP) process. This item should be clarified to more accurately describe the City's authority under the DSUP process.

4. The working draft should incorporate information on the existing conditions within the plan area, population, transit use, parks, schools, current landlord provided amenities, and natural environment, especially in the Lower Hill Zone on the JBG Properties. An analysis of the current conditions will confirm the current plan area is a vibrant, diverse, mixed use community, adjacent to parks and schools and is a transit oriented community.

5. This is a functioning community. However, a more transit oriented community, an attractive network of local streets, sidewalks and public and private spaces, increasing local retail and commercial services, would rejuvenate and enhance the long term economic sustainability of an attractive area.

6. The stated need for a new plan is really insufficient and misleading (p.5).

The need is not based on updating an old plan, changes in surrounding land uses (with the exception of BRAC, no land uses have changed), a desire to create developmental standards and

phasing (?), or a need to provide dedicated affordable housing (not an issue until redevelopment proposed).

The Working Draft should provide better written justification for embarking on a major redevelopment of an area built during the 1960s and 70s. The draft BSAP should evaluate conditions in the existing community and develop recommendations and guidelines for a semi-urban development that retains and builds on the character of the community. This would make the planned development in the plan area more distinctive, differentiate it from other similar projects and reinforce the sense of place the original Mark Winkler plan created.

7. The proposed plan for the JBG properties envisions transforming a park-like suburban apartment complex into a large scale, urban mixed use development with tree wells, retaining walls, fountains paved community areas and parking garages. This is a dramatic change in the character of the area and is not compatible with the scale of the Greenway and Garden Districts outlined in the Working Draft.

The Working Draft should be revised to ensure the JBG property on Beauregard and Sanger is designed as a semi-urban development. The scale, building mass, streets and setbacks should be incorporated into the wooded landscape and not overpower the park like, natural setting. Development should ensure at least 40 percent tree canopy coverage in the lower (Garden and Greenway) sections of the proposed plan.

The proposed building heights of 45-70 feet for the Garden District and Greenway are too high. The draft BSAP should use environmentally responsible methods for mitigating surface water run-off, the loss of trees, and appropriately scaled buildings for a hillside exposure that overlooks a Dora Kelley Nature Park.

8. Many of the photos showing urban streets similar to areas on Connecticut and Massachusetts Avenue in Washington, D.C. This is not what many of us in the community envision. The Working Draft should incorporate photos of other nearby Town Center, mixed use, life style, communities more indicative of a semi-urban plan.

9. The Working Draft introduces a variety of unexplained concepts or terms. These concepts include "garden city", "shared parking", "Urban Design Standards and Guidelines", "Contemporary Style", "Signature Building" "a 10' sidewalk trail" and "required retail and optional retail". These terms and others should be defined and references provided to "Urban Design Standards and Guideline". This would help citizens evaluate the criteria for recommended guidelines and in many cases help build support for recommendations and guidelines in the Working Draft.

10. The building setback for new buildings on Beauregard should be at least 30 feet from the curb, excluding "bulb-outs". The Urban Design Recommendations (3.3 on page 31) provides exclusion for retail area "to enable a double row of street trees and 10ft. sidewalk trail".

11. The building heights proposed in the Working Draft for signature buildings in the town center area or hotels framing the proposed ellipse are too massive, overpower adjacent development, would add to traffic congestion and potentially reduce the walkability of the nearby areas. The building heights for townhouses, mid-rise multi-family, office, hotel, and signature buildings should be addressed in a more comprehensive manner in a draft BSAP.

12. The proposed ellipse has been promoted as a more elegant design for accommodating traffic through the Beauregard/Seminary Road intersection. Schematic drawings depict an intersection squeezed into an area where there will be transit, pedestrian and bicycle entrances, exits and crossings.

There have been no on the ground preliminary design plans that show the right-of-way a configuration that will be functional. The ultimate reconfiguration of the intersection must consider safe, efficient car, transit, pedestrian and bicycle crossing and circulation through the intersection. Because of the potential impacts on Seminary Heights (corner Beauregard and Seminary Road) and on planning the proposed Hekemian project, more information is needed to evaluate the design and function of the ellipse. A preliminary design plan to scale is necessary before including the ellipse as a reasonable option into the Working Draft. The first question to be asked is "what are the overall objectives we trying to accomplish?"

TRANSPORTATION:

13. The proposed parking ratios may be too low. BRT and local buses cannot substitute for the convenience of living near a metro station. This area is and will be a semi-urban area and time, instant mobility will continue to be part of our way of life. The primary advantage for living in the Beauregard Corridor is the quick, efficient bus service to the Pentagon Metro Station and that is not likely to change.

Hopefully the Working Draft will not discourage local Alexandrian's from outside the plan area using cars to shop and patronize restaurants by making access and parking too restrictive. I suggest reevaluating the parking ratios and selecting ratios that are more indicative of an area in transition to a semi-urban development.

OPEN SPACE:

14. Open space is often described as a community gathering place. Open space can have many meanings and serve different purposes. It is important that the spaces are functional, serve a useful purpose and not be contrived to satisfy perceived planning requirements.

In many town center developments the town center is used to attract non-residents to the adjacent restaurants and shops, e.g., Shirlington, Pentagon Row.

15. The JBG Properties proposed development overlooks public parks, Chambliss, Dora Kelley Nature Park and playgrounds and tennis courts near William Ramsay Elementary School. The Working Draft should include a separate section on existing parks and recreational facilities and provide recommendations and guidelines to address potential impacts of the proposed small area plan on existing public resources.

16. The existing apartment development provides a club house, tennis courts, two swimming pools, a volley ball court and a toddler area. This is in addition to the tennis courts and play field at Ramsay School and the playground at John Adams. The Working Draft does not include any plans for replacing these facilities, placing more demand on public parks and resources. The Working Draft should ensure adequate on site recreation facilities are available to replace or enhance what is currently available.

HOUSING:

17. The Working Draft does outline a plan for tenant assistance to be reviewed by the Housing Landlord Tenant Relations Board. The draft BSAP should require a tenant plan be approved prior to City approval for the project.

IMPLEMENTATION:

18. The location of the fire station and whether the City should rely on a developer to pay and build it as a condition of getting approvals for increased densities raises ethical questions. There is also an issue of whether the City is appropriately allocating financial resources through an off budget process that distorts the planning process. This is an outstanding issue that should be discussed as part of draft BSAP. The fire station should be in a location that can serve the needs of the City of Alexandria, but also help meet our obligation under mutual service agreements with other jurisdictions.

19. The implementation Plan should include the amount of City, State and Federal funding necessary to start planning, design and construction of an enhanced BRT system that may be superfluous to the transportation needs of the plan area. The primary destination for residents living in the area is to the Pentagon Metro station. Residents also rely on local service to nearby shopping and employment locations. There is no real demand for residents in the plan area to go to Van Dorn Metro Station that would justify an upfront expenditure for a BRT system. The primary focus should be on improving the existing network of streets, sidewalks, shared space that will increase transit use in the corridor from 34% to 60 or 70%.

TRANSPORTATION:

20. The Working Draft assumes a high capacity transit service being built between the Pentagon and Van Dorn Metro Station. It assumes a dedicated transit "guideway" along most of the running way and mixed use in the more congested areas in the plan area. The City has already allocated funding in its 10-Year Transportation Improvement Program toward the design and construction of the Transitway-a project that is still conceptual, with no connections to adjacent jurisdictions, no defined terminus, and inadequate funding for anything at that scale.
Until the origin and destination of the proposed BRT is established and an integrated transportation, transit, pedestrian framework is established for the plan area, the Working Draft should refer to the BRT as being conceptual.

21. The working draft proposes a new street adjacent to the Seminary Heights and Seminary Park residential communities connecting to Mark Center Drive. Although this would help disperse traffic, it would become a street that would by-pass Beauregard and be in the backyard

of the townhouses. This is likely a major concern of residents and efforts to resolve the potential conflict should be part of drafting a BSAP.

HISTORY:

22. Historical Context: It is important the historical context be accurate. The Terrett family was very large and members of the family owned lands into the 1950s. The Working Draft should identify the Terrett family that owned "Oakland". Ownership of the "Oakland" residence may not even be relevant.

The "West End" referenced on page 157 is not the same as the West End referenced in the Working Draft. The original west-end was just outside the boundaries of the District of Columbia, near present day Carlyle which up until 1847 included Alexandria. Check with Amy Bertsch on Lance Mallemo's staff.

If there are any questions regarding the above comments, please contact me.

February 10, 2012

HOUSING:

This development is long overdue. Although affordable housing is important, so is expanding the city's tax base in order to be able to provide improved services.

I live in the Larchmont Apartments which is slightly north of the coming construction, displacement). Using market rates for affordable housing, the people who will have to leave (buildings being razed for new construction) rarely can afford the "new" affordable units. The City (of Alexandria) had partnered with construction activity (near the berg, trader Joes) where expensive or market bearing units partnered with (HUD?) under market value units exist side by side. Building units that are inexpensive will make them more inexpensive to rent or lease. I believe (the state of) Virginia is a right to build, so a lot of these buildings that will be razed (destroyed) are still capable of housing people, All lot of people will be displaced and this will be a very challenging factor for their lives, Profit and business needs a balance with ethics and people's needs.

It was good to see you both at the recent community meeting to unveil the working draft of the Beauregard Small Area Plan. As I mentioned, we had submitted some proposed language that would allow for the future redevelopment of the Hermitage property within the 1.25 FAR currently approved.

In follow-up to that language, please find the attached. As you will see, we have suggested changes to certain pages of the draft plan to provide for the possible redevelopment of the Hermitage. We believe this is consistent with the conversation we had with Jeff during a meeting at the end of last year.

Should you have any questions, please do not hesitate to contact me.

Table 4: Development Summary

NEIGHBORHOOD	PRINCIPAL LAND USES	MAXIMUM BUILDING HEIGHT	FLOOR AREA (SQ FT) BY USE					TOTAL SQ. FT.
			OFFICE	RESIDENTIAL	REQUIRED RETAIL	OPTIONAL RETAIL[3]	HOTEL	MAXIMUM
1. Town Center	Residential/Office/Retail/Hotel	70 -130	405,165	2,408,145	200,000	109,245	126,845	3,249,400
2. Garden District	Residential	45 - 70	0	1,102,260	0	21,355	0	1,123,615
3. Greenway	Residential	45 - 70	0	2,030,745	0	13,250	0	2,043,995
4. Adams	Office/Retail/Hotel	45 - 110	1,020,765	0	0	15,000	100,000	1,135,765
5. Upland Park	Residential/Office/Retail/Hotel	45 - 110	75,470	590,000	0	16,000	75,000	1,156,470
6. Southern Towers	Office/Retail	45 - 110	195,000	-	25,000	80,000	100,000	
7. Seminary Overlook	Residential	70	0	979,745	0	0	0	979,745
Total			1,696,400	7,110,895	225,000	254,850	401,845	9,688,990
8. Hermitage in Northern Virginia	**Mixed-use development limited to 1.25 FAR**							

Notes:

[1] Community facilities, public buildings and accessory uses may be provided within any neighborhood in addition to the maximum permitted development; however, the uses will be subject to the height requirements, urban design standards and guidelines, and other applicable requirements as part of the rezoning(s) or Development Special Use Permit.

[2] Development within the total floor area permitted may be permitted to be transferred. The standards for the transfer will be determined as part of the rezoning(s) and require approval as part of a Development Special Use Permit.

[3] Optional retail use may be provided if approved as part of the development review process, subject to the locations depicted in the Plan.

[4] See Table 3 for required parking.

[5] Development Summary Table is exclusive of parking.

[6] The Hermitage in Northern Virginia property is planned for high density residential uses. As an option, the Hermitage in Northern Virginia property may be redeveloped with a mix of uses. Density shall be limited to 1.25 FAR.

Figure 6: Existing Zoning

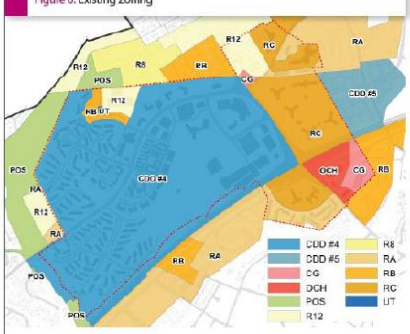
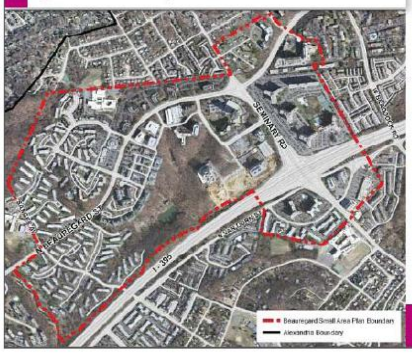


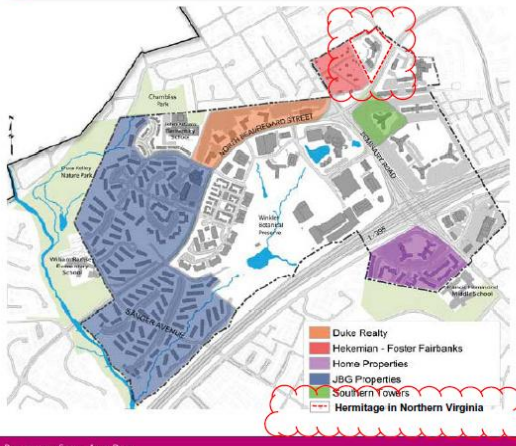
Figure 7: Plan Area Boundary



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

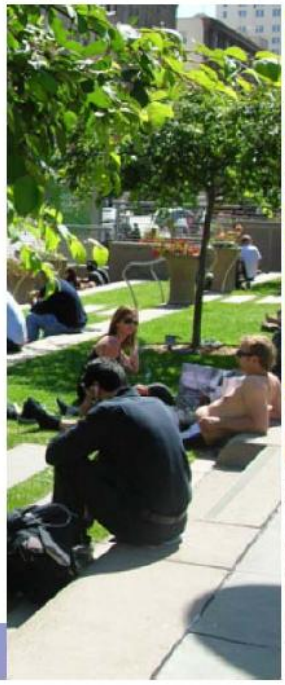


J. Land Use—Future Zoning (Coordinated Development District)

The Plan recommends the creation of new CDD zoning for the redevelopment sites. The CDD zoning is recommended for the designated redevelopment sites to implement elements of the Plan such as streets, transit and open space located among the various property owners.

The rezoning will be contingent on compliance with the vision, intent and recommendations of the Plan and future Urban Design Standards and Guidelines (including a definitive plan agreed to by the property owners and the City addressing financing the plan improvements) and approval of subsequent rezoning(s), CDD Concept Plan(s) and applicable approvals by the City. The Plan does not recommend changing zoning for properties within the Plan area other than the potential redevelopment sites (Figure 8). The recommendations of the Plan will function as the CDD Guidelines and basis for approval of a subsequent rezoning(s).

The Hermitage in Northern Virginia property is identified on Figure 8 as a potential redevelopment site. It is currently planned for high density residential use. As an option, the property may be redeveloped with a mix of uses. Redevelopment of the Hermitage property shall not exceed 1.25 FAR. The Hermitage is an important property within Beauregard and its redevelopment would help further the neighborhood street framework, significantly improve the pedestrian environment and streetscape and, together with the Hekemian and Southern Towers neighborhoods, create an important gateway into the Corridor.



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COMMUNITY FACILITIES:

William Ramsay is spelled incorrectly as William Ramsey throughout the plan on many maps and on page 64.

The city needs to define what will happen to the Ramsay Playground when the Ramsay field is constructed. The current size of the space for used for Ramsay playground is not sufficient for the size of the student body. Whatever the school's population is projected to be after the plan is implemented, should be used to estimate the size of the playground that will be needed.

It is not alright to say that the playground will be "somewhere"- that place needs to be defined in the plan. The playground cannot be located on the street, as that would be present safety (traffic, noise, stranger danger) hazards to the children. Perhaps the area behind the field closest to the nature center would work -- it just cannot be directly on the street. Our children deserve better.

Attached and below are comments of the Seminary Hill Association, Inc., on the draft Beauregard Corridor Small Area Plan. Please post them to the City's website.

GENERAL COMMENTS:
COMMENTARY OF THE SEMINARY HILL ASSOCIATION, INC., ON THE DRAFT BEAUREGARD CORRIDOR SMALL AREA PLAN

The Seminary Hill Association, Inc., (SHA) finds that the draft Beauregard Corridor Small Area Plan (Plan) is severely flawed and needs a thorough restructuring. It should not be considered by the Planning Commission or the City Council until this restructuring has been accomplished to the satisfaction of stakeholders, including the residents of Seminary Hill.

SHA's chief concerns are that:

1. The Plan potentially would displace 10,000 residents without any provision for affordable housing until after 2020.
2. The City would invest $60 million of taxpayer funds in the project—up front, before developer contributions—with much of the money to be used for infrastructure that residents oppose, like the ellipse.

3. The densities proposed are the functional equivalent of five more BRACs.

4. The Plan, without justification, contravenes the current West Alexandria Small Area Plan that calls for modest growth in the area and for the protection of adjoining neighborhoods.

The SHA Board of Directors adopted these comments on February 9, 2012.

February 9, 2012

GENERAL COMMENTS:
QUESTIONS ON THE BEAUREGARD PLAN

1. Why does the working draft make no mention of the number of people who will be displaced by the development plan?

2. The plan indicates that the funding for affordable housing will be available only AFTER 2020. By that time thousands of people will have been displaced. How can that be justified?

3. Two buildings will be allowed to go to 13 stories. My recollection is that the earlier developer plans were only to 10 stories. Why is the City Staff granting additional height?

4. The City plans to put $60 million of taxpayer money up front to in part to build a $29 million ellipse that the neighors object to and for other elements that make the development possible. What guarantees do we have that reimbursement will come?

5. If the City had put similar money into the Landmark/Van Dorn redevelopment we would still be waiting for the first dollar to be repaid. In the light of experience how can the use of taxpayer funds thus be justified?

6. Why is there a need for a CDD when the Plan itself encompasses the area? A CDD for the entire area would deny citizens and neighbors the right to contest individual re-zonings when they come up. This is against the spirit of the City's zoning laws and makes a mockery of them.

7. There is an existing CDD that encompasses both the JBG and Duke properties. This CDD is supposed to be valid for 20 years from the time of its last amendment which was in 2005. How does the new plan affect them?

Thank you for your attention to these inquiries.

HOUSING:
Dear Ms. Rodriguez,

We are homeowners in Alexandria and are writing to express our concern that the Beauregard Small Area Plan will ensure only 703 units of affordable housing, compared to the over 2,500 units that exist now. Especially during these days when the economy is down, we need to provide more affordable housing for residents.

We would like to voice our supports for efforts to modify the new plan to do this.

February 8, 2012

TRANSPORTATION:
Parkside comments to VDOT and Alex. Council on Transport. Improvements & the Beauregard SAP
The following comments are submitted by the Parkside at Alexandria Condominium Board and Association (378 units – circa 1000 residents) Parkside is located directly across I-395 from the Mark Center BRAC-133 site. Parkside is located along Van Dorn intra Sanger & Seminary and will be directly impacted by the I-395 HOV ramp to Seminary and by proposed noise abatement walls. Parkside is located immediately adjacent to the Beauregard SAP boundary and will inevitably be directly impacted by the proposed Beauregard Corridor SAP.

Parkside at Alexandria Condominiums is a charter member of the BRAC-133 Advisory Group, a charter member of the Beauregard Corridor Stakeholders working group, and is a member of the Federation of Civic Associations. Parkside has been actively and continuously involved in all of these efforts either since the summer of 2007 or from their respective inceptions.

Parkside is not opposed to well thought out development in the Alexandria West End or the Beauregard corridor. However, Parkside feels resources should be spent in the way best suited to benefit the largest number of Alexandrians, not just BRAC-133 employees. Parkside feels

that adverse impacts on the environment should be strictly limited and minimized to the greatest extent possible. Parkside opposes the proposed HOV ramp off I-395N to the top level of the old and in need of replacement Seminary Road interchange. Seminary strongly disagrees with the conclusions drawn in the VDOT EA of the Seminary Road ramp. Parkside opposes the shifting of I-395 North further to the east. Parkside does not believe the FHWA right of way reaches all the way up to Van Dorn. Parkside strongly opposes the proposed noise abatement walls along Van Dorn.

Parkside is not opposed to well designed development in the Beauregard corridor PROVIDED the environment is adequately protected. Parkside strongly encourages more mid-to high end retail development in the Beauregard corridor small area – especially more restaurants and retail which would benefit residents within the confines of the SAP. Parkside strongly encourages redevelopment of the Kenmore Plaza shopping center as part of the Beauregard SAP.

There is no need to build a ramp at Seminary (which will become outdated by the time it is completed and would cause unnecessary delays during construction). The amount allocated for the ramp should be invested in mass transit improvements, which would, hopefully, reduce the vehicular traffic.

1. the city should preserve the trees adjacent to Van Dorn Street as they create a natural abatement wall (This looks better than a man-made wall; keeping the trees separating Van Dorn Street from 395 is good for the environment; the trees and foliage naturally insulate the sound from traffic on 395 and are good for the community adjacent to 395).

2. There is no need to build an I-395 ramp to Seminary Road.

i. The Mark Center building is now open and occupied. The tenants at the building are able to park fine and building the ramp will only create huge traffic problems in the area to benefit only about 3000 parking spaces (and again, the occupants in the Mark Center are fine without the ramp now). Therefore, it seems unnecessary to build the ramp and it will likely create traffic congestion for years on 395 while the ramp is being built (again, just for the benefit of some of the 3000 cars that park at the Mark Center). Also, the plan will likely create permanent traffic congestion on the HOV lane at Mark Center (much like there is currently at the exit to the Pentagon in the mornings after 7am), and it will likely cause more problems than it's worth.

ii. Rather than using the $80 million allocated for building the ramp, if possible, it might be better to use the money to widen 395 where it bottlenecks at the little River Turnpike exit (as it decreases there from four to three lanes which causes delays during rush hour everyday, including for cars exiting from the Mark Center. Widening 395 Southbound lanes to four or five lanes would solve a lot of the traffic congestion that motorists on 395 face in the evening commute, including the 3000 cars that park at the Mark Center. Shifting of all the northbound

lanes of I-395 further to the east makes no sense, is cost prohibitive, and will create incredible traffic disruptions for extended periods of time.

3. Construction of noise abatement wall along Van Dorn is NOT required nor is it desirable. The proposed wall will be ineffective, cost prohibitive, addresses increased noise NOT proven to exist, will destroy existing berm and trees, will not decrease noise from I-395 or the ramp – which is taller than the proposed wall, will have immediate adverse impacts on Parkside units' property values, will create traffic and safety hazards along Van Dorn, and will require obtaining ROW from the City of Alexandria since the FHWA ROW for I-395 does NOT extend all the way up to the western edge of Van Dorn. A majority of Owners at Parkside at Alexandria will oppose construction of the proposed "Wall 1" thereby rendering further discussion moot. Proposed noise abatement walls are not justified nor required and there is no money to pay for them. The obvious and severe adverse impacts of these walls would far outweigh any minimal benefit – just a couple of db in noise level reduction – they would, at most provide.

With regard to agenda Item #5, the Beauregard Small Area Plan, Parkside's concern is with the *funding* for the Corridor C project.

The National Capital Regional Planning Board has a summary of the project, here: http://www.mwcog.org/clrp/projects/new/proposed_2012.asp (item 2) The cost is estimated to be $100 million. Does that projected cost include widening the Sanger Avenue underpass, or the Van Dorn Street overpass over Duke Street, or the Van Dorn overpass over the railroad tracks just south of Pickett Street, to add dedicated bus lanes?

How definitive is that cost estimate - is it based on at least preliminary engineering studies? If so, will these be made public in some form (even a summary) at some point? If not, when will an estimate based on at least preliminary engineering studies be completed and available?

What are the projected costs for land acquisition (right of way) for the BRT lanes, between the Van Dorn Metro Station and Sanger Avenue? There is NO accurate data on this – Parkside requests same.

If the costs of building Corridor C exceed the projected $100 million, is the expectation that the City will fund the cost overruns, or will there be fewer miles of dedicated BRT lanes, or is there some other plan to deal with this possibility?

With regard to agenda item #6, the BRAC update, my concerns include the following:

The briefing documents state that "An average of 1,450 vehicles are entering the parking garages [daily]". Is there any information as to where these vehicles originate from? (Ideally, by zip code.) I ask because the benefits of the proposed VDOT HOV ramp depend, of course, on how many vehicles are likely to actually use the ramp.

The Transportation Commission had not conducted a hearing and that they were being asked to endorse recommendations had been made by the ***Beauregard Corridor Stakeholder Group***. Making it more interesting was the Chairman of the Transportation Commission remarked that "The Transportation Commission was only given responsibility by Council to implement the Transportation Master Plan. He added that "Road improvements that are part of the Beauregard Small Area Plan remain in the purview of the Planning Commission. Parkside at Alexandria feels the Transportation Commission should be involved in all transportation issues, regardless of whether they are part of the small area process.

The primary reason for concern is the position of the Transportation Commission limits public involvement in transportation matters affecting the Beauregard-Seminary Road area. The Commission was not receptive to holding a public hearing and instead merely urged citizens to send their comments to the Commission. Parkside at Alexandria believes this MUST change.

- *The Commission and City officials appear to believe theirs is a limited role in evaluating transportation changes being proposed as part of the Beauregard Small Area Plan. The Commission has a role to ensure the public has an opportunity to comment.*
- *If necessary, the City Council should help clarify the Transportation Commission's mission statement.*

Currently, their mission is the following: "The Alexandria Transportation Commission is established to advocate and promote development of balanced transportation systems for the City of Alexandria, through oversight of the implementation of the Transportation Charter of the City's Master Plan." I believe there is ample discretion for the Commission to be more proactive. Parkside at Alexandria respectfully suggests that they should be an independent body that **encourages** public involvement on major issues.

> Parkside at Alexandria strongly urges the Transportation Commission to hold a public hearing regarding proposed transportation changes being considered as part of the Beauregard Small Area Plan.
>
> Parkside at Alexandria suggests City staff not refer to "recommendations" made by the Beauregard Corridor Stakeholders Group. They are individual comments forwarded to City staff through the stakeholders group.

City officials argue the reversible HOV ramp, and Seminary Road at Beauregard ellipse "the football" are part of a package to improve traffic congestion at I-395 and at Beauregard. Parkside at Alexandria believes members of the Commission are also receptive to this position. Parkside at Alexandria strongly objects to the appearance that they have made some assumptions and see the public commenting process as a "necessary nuisance." This is NOT in the best interests of the citizens of the Alexandria West End.

Discussion regarding the "auxiliary" lanes. Parkside believes the environmental process will start sometime in 2013. More clarification is required on these auxiliary lanes before anything else is done.

There is a joint Planning Commission/City Council work session scheduled for February 13, 2012. The staff is seeking input from the Transportation Commission to be forwarded at that work session. Parkside at Alexandria's Board and Association suggests and respectfully requests dissemination of discussion or positions by the Transportation Commission for that joint session in advance.

Parkside asks: Is the creation of a regional transit hub, rather than BRAC 133, the rationale for the proposed HOV ramp? Is there is a site plan for the hub, about which you suggest various jurisdictions apparently have corresponded? If so, Please provide a link.

Parkside notes that the transportation hub has not been mentioned at BRAC AG or BSAP meetings. [See Dave Cavanaugh's letter at http://www.alexandrianews.org/2012/02/a-regional-transportation-hub-at-mark-center/]

Is the creation of such a hub also the rationale for BRT? Is the hub the reason BRT will not be using the proposed $30 million ellipse? Are the hub and the BRT, then, connected to the rationale for Corridor C (which seems counterintuitive to the developers' intent for a walkable/bikeable Beauregard community not to mention the fact that its feasibility from Sanger to Landmark along Van Dorn has not been studied)?

Parkside questions the assertion that an integrated redesign for the I-395 interchange is needed. Is there such a plan? A plan for a plan? Just a chance convergence?

Parkside strongly argues that it would be hard to justify an $80 million expenditure (for the proposed I-395 ramp to the Seminary interchange top level) for BRAC employees only. It is likely there will be sufficient demand to make Mark Center Station a major regional transit hub. Further, the Seminary Road interchange is very old and in serious need of repairs. Spending $80 million on a new ramp connecting to an already dilapidated Seminary Road interchange makes NO sense and the idea should be abandoned and the $80 million be redirected to transportation projects which will serve a much larger population.

Parkside asserts that it is all the other employees in this area -- the rest of Mark Center, Skyline, Park Center, and even ALX INOVA Hospital -- who will now have the opportunity to share the ride and save time on buses will not benefit from the proposed ramp. The transit systems down the corridor have made it clear -- they will provide express bus service to this area whether the ramp is built or not. And those buses will be readily used.

Thank you for your serious consideration of these comments for inclusion in the public record.

Parkside does not know how the WHS is managing their spaces in the new garages, but if it is done like the Pentagon, then, other than the highest ranking folks (this used to be one stars and higher, it may be colonels/captains and higher now), the only ones who get priority for parking are carpools and vanpools. The notion that SOVs will backfill for each carpool that is created doesn't hold water in Parkside's opinion.

The second most efficient highway mover of people (carrying people/hour) in the US are the HOV lanes on Shirley Highway -- the first being the bus-only lanes of the Lincoln Tunnel in NJ/NYC. The Shirley Highway HOV lanes carry more people in the peak hours than do the regular lanes. Since they opened in 1969, they only provided HOV access to the regional core -- the Pentagon, Crystal City, and DC, later Pentagon City. But none of the other No VA employment destinations were accessible.

The planning for the HOT lanes project, motivated by the private sector to make money, recognized that many people stuck using the general purpose lanes would use the HOT lanes if they connected to other NoVA destinations. And, while that project is apparently dead, the validity of that idea -- that if the HOV lanes connected to other employment destinations, then buses, vanpools, and carpools could use the ramp, and ridership on these efficient modes would go up, and SOV use would go down. Parkside agrees with that position.

Parkside believes the rationale remains that there are now perhaps 30,000 employees within a mile of the Seminary Road interchange who have no incentive to take the bus up Shirley Highway, nor carpool. And of course, not all of them come up Shirley Highway anyhow, but more come that way than on any other route, and HOV facilities have strong draw, meaning they could attract folks who drive singly on other routes to avoid the I-395 delays in the regular lanes. So the ramp provides the opportunity to give these HOV users an advantage in exchange for them doing something good for society.

Regarding the transit center at the BRAC site: That is the new 5 or 6 bay facility built by the army on the N side of their N garage along Mark Center Drive. Parkside strongly feels it is not clear how all the bus routes which pass through there also will serve the historically high transit generation coming from Southern Towers. Parkside hopes that as routes are adjusted, that the residents of our West End area headed into the core are not sacrificed by being hit with more stops and longer trip times. But that has nothing to do with the ramp which serves travel to/from the other direction.

Regarding the BRT and the new lanes proposed for the "Beauregard Corridor". Parkside feels strongly that the whole idea to me is a waste of money which will not relieve our congestion issues nor provide reasonable options for neither our residents nor the employees who will come to work in our back yard. It is inflexible and does not serve a known pattern of commuting or travel. The entire SAP area would be better off with a focus on bus service by DASH and

Metrobus, and of course, the new services from/to points south which will materialize once the ramp is open. The BRT is dreams by folks have wide-eyed thoughts that the latest in transit modes will save us all from the auto. What we need in this region, and the West End in particular, is a balanced, connected, multi-modal system of Metrorail, bus, HOV, and, yes, safe and efficient roads for autos. Parkside respectfully suggests that we should stop permitting more development than the transportation network we are willing to build can serve.

Parkside is not aware of any plans for an integrated solution to the interchange and its neighboring intersections. That is the idea for which I am trying to encourage the City and VDOT to seriously address. Instead, the City is off on the pursuit of an ellipse because some developer thought it would make a great entrance feature to their proposed new development. An ellipse will only further exacerbate the problems of the functional area of the Seminary Road interchange. And it is NOT part of an integrated approach to congestion and safety relief in that area.

February 7, 2012

GENERAL COMMENTS:

These comments are based on first look at the entire plan; some may have already been raised (but I don't see that they were noted ***or*** they need more scrutiny and community input, in my opinion). I appreciate the opportunity to comment on them, and I hope the City listens to its citizens who actually live in the jurisdictional area of the Beauregard Small Area Plan.

Regional and Local Context

Pg. 5: C. There's mention of *"adjoining jurisdictions"* in Arlington and Fairfax Counties. Columbia Pike's changes will most likely be much less than was originally introduced, so this should draw attention to the much talked-about joining up of traffic solutions on Columbia Pike with the much talked-about Beauregard Street "improvements." I've pointed out many times that so-called improvements aren't necessarily improvements at all, but should be called "changes". Not as rosy, but more accurate. Also, where is mention of the Pentagon route here since most of what's occurring on Beauregard is due to the BRAC construction?

Vision and Guiding Elements

Pg. 6: #3. #4 states "To provide dedicated affordable and workforce housing." Current plan doesn't do this. In the following paragraph, …"The Plan also ***recommends*** the developers contribute $147.5 million to fund public improvements…" **Recommends** should be changed to **demands (or something stronger than recommends)**

Pg. 6: D. Integrating Urban Ecology – Sustainability. This needs a LOT of work and the Dora Kelley Nature Park (name implies that this park is more than a City park—it's a Nature Park and Wildlife Sanctuary; very different from a "city park") needs to be brought into the equation. This

Nature Park and Sanctuary needs to be protected from all current and future development. It's protected in **perpetuity.**

Pg. 10: A., 1st bullet. "minimize the number of car trips". This is exactly why we don't need a road next to the Dora Kelley Nature Park. See above.

Pg. 11: C. "The Plan recommends a **significant level of replacement of affordable and workforce housing**…" What's being recommended in the Plan isn't significant at all! It's less than what's there now!

Pg. 11: E. "The Plan also expands the Dora Kelley Nature Park. The proposed new open spaces, parks, and greenways will constitute **approximately 45 acres.** Where is this 45 acre area? My understanding is that the current Dora Kelley **Nature** Park is 50 acres. I'm not seeing the additional 45 acres.

Urban Design-Plan Framework

Pg. 21: 5 types of streets. The ellipse is included in this plan although the proposed funding won't cover the entire cost of this design. There's also no mention here of the proposed VDOT ramp. Where does that figure in? This section is very misleading.

Pg. 22: Ellipse. See above Shouldn't be included at this time.

Pg. 23: Dotted area adjacent to Dora Kelley Nature Park. There should be no road next to a Nature Park!

Pg. 23-24 maps. We've requested numerous times that Rayburn Avenue not be extended to Sanger. To date, there has been no design to show that it wouldn't attract much more traffic than it now has. Rayburn Avenue residents do not want this street extended.

Pg. 29: J. Vistas. If vistas are to be included for **all** people, the area fronting Dora Kelley Nature Park should have no road next to the Nature Park.

Pg. 32: 3.19. Much more discussion is needed about North Beauregard Street and transit lanes.

Pg. 32: 3.21 and 3.22. More emphasis: NO road facing toward Dora Kelley Nature Park

Land Use

Pg. 44: Concentration of Retail. The proposed retail looks much larger than what has been presented to date.

Pg. 44: Building Types-Heights. Office building heights range from 90 to 110 ft (isn't this 9-11 stories? Not what page 47 says) Existing buildings: "The existing high-rise residential buildings range from 120 ft to 170 ft. I think this is 12-17 stories high. Where are the existing buildings that are that tall on the map on pg. 47?

Pg. 53: I. Open Space: Emphasis needs to be on the fact that Dora Kelley is a Nature Park and Sanctuary; NOT an ordinary City Park.

Pg. 68: Table 4. Are the figures shown here, especially for hotel and optional retail the same numbers that were given the BCSG originally? These seem higher.

Pg. 70: Building Height – Types: What does the 2nd sentence mean—"…maximum heights the future zoning will establish minimum heights for each neighborhood." What is meant by a "minimum height?"

Pg. 72: 4.35. #4.35, "The greenway, Dora Kelley extension **(?)** and the park within the Upland Park neighborhood will be dedicated to the City. The remainder of the open spaces will provide a perpetual public access easement and will be privately maintained." The 2nd sentence is disturbing. Needs explanation, and the whole proposition needs extensive public discussion.

Housing

Pg. 76: There are many aspects of the plan on this page that need a lot of public discussion and study. For example, why are there only 700 replacement affordable and workforce housing units? The paragraph, "The City defines housing as affordable if the cost of the housing and its related expenses…." also needs a great deal of study and public discussion.

Pg. 77: Paragraph beginning, "The Plan does not currently contain any publicly-assisted affordable, non-profit owned, Resolution 830 or ARHA owned public housing units. In addition, there is currently not a single dedicated affordable housing unit in the Plan area." This needs a great deal of study and scrutiny. The City is developing more and more upscale areas with proposed hotels and restaurants. Where does the City believe the workers in these establishments *who are not generally seen by the public* (i.e., housekeeping staff, busboys, cleaning staff, etc.) are going to come from? They certainly won't take 2 or more buses to come to work in a congested area if they're able to find work closer to where they live.

Pg. 77: Paragraph B. The current affordable and workforce housing units section needs much more scrutiny.

Pg. 79: D. Ensuring Economic Sustainability. This paragraph says what the City needs to do, and the final sentence is most important! Without committed affordable housing, Alexandria may (change to "will" lose talented human capital and its associated consumer spending to other jurisdictions. This important point needs illumination!

Pg. 80: Phase I – Tenant Assistance. The point is made that funding for affordable and workforce housing "does not become available until approximately after 2020." My question is, what happens between now and 2020?

Pg. 84: 2nd paragraph. The paragraph beginning "JBG has offered and the City has conceptually agreed to….transfer ownership of two existing multifamily buildings in the Hillwood community to the City….sometime in about 2010. The timing of the transfer depends

on current financing restrictions. These 56 units, …" As I understand it, there are only 700 affordable units to replace what's being lost, and this transfer adds only 56 additional units. That's not enough.

Urban Ecology Sustainability

Pg. 93: Stream restoration. I'm not clear about the location of "Turkey Run", but if it's the stream running south from the Chambliss entrance to the Dora Kelley Nature Park/Wildlife Sanctuary, there's been considerable damage already done by the City. Riprap was installed at the beginning of that stream, killing at least 3 mature trees, one a beautiful healthy Oak. Everything that has been done subsequent to that has resulted in dumping of huge quantities of rock or dirt at the base of trees which has killed an additional 5 or 6 well-established trees. Large machinery is brought into the Nature Park which leaves huge tire tracks that are left and then fill with water and mud. This results in large amounts of silt in the waterway. What's been done so far in the Dora Kelley Nature Park's streams is disgraceful.

Pg. 96: 6.1 h. "Install LED of comparable efficiency lighting that will also be dark skies compliant." I don't believe that what the Winklers installed throughout the complex meets this requirement. The lights that are there now are blindingly-bright. Certainly not "dark skies compliant."

Pg. 97: Aspirational goals. We need discussion about what (b), (d) are. The (g) point is good!

Community Facilities and Infrastructure

Pg. 103: B. Childcare. If there's increased need for childcare to "serve residents and employees of the existing and proposed development", it doesn't make sense that there will be no need for new schools in Alexandria? Where will these children go to school?

Pg. 106: F. Sewer. 3rd paragraph—there is a letter attached dealing with the Holmes Run problem. This paragraph states that "the City has an on-going extensive rehabilitation program in this Holmes Run Sewer Shed…" The residents of this area aren't seeing this!

Transportation

Pg. 110: 2nd paragraph. "The topography, I-395, existing roadways, developed parcels, and existing parks limits some opportunities for additional east-west streets. ." The Dora Kelley Nature Park/Wildlife Sanctuary should not have roads next to it simply because of what it is.

Pg. 111: Ellipse at Seminary Road/Beauregard Street. VDOT has told the City and citizens repeatedly that VDOT is not allowed to include the ellipse in its Ramp Plan because it's a "proposed" ellipse. If VDOT can't include it in their plans, why does the City do it? There is no guarantee for the ellipse funding.

Pg. 111: Parallel Road to Beauregard Street. Any parallel streets to Beauregard should be on JBG's property, NOT Rayburn Avenue. Those of us who bought homes on Rayburn Avenue most likely were attracted by the quiet neighborhood. Extending Rayburn Avenue to Sanger will

give more and more access to traffic trying to avoid Beauregard. Even if there is an additional Sanger Avenue built in the future, the overflow traffic should be directed to a road through JBG's property, not on Rayburn Avenue.

Pg. 113: New High Occupancy Vehicle(HOV) Ramp. See comments under Pg. 111, Ellipse. Why is the City including a HOV Ramp when it's not even approved? "The traffic analysis **assumes** the proposed new HOV ramp…"

Pg. 117: Last sentence. "This is largely due to the construction of the Ellipse." My point is that there are a lot of assumptions built on the ellipse which isn't funded yet!
Pg. 118: transportation improvements, including the ellipse. See all above comments, Pg 111-117.

Implementation
Pg. 138: A thirty-year buildout is probably realistic since funding clearly will depend on the market. Deputy City Manager Mark Jinks commented at one BCSG meeting that "in 2020, 85% of present buildings will still be there." I think citizens and public officials need to watch this carefully. Earmarking funds is a good, but tricky endeavor, it seems to me.

Appendix
Pg. 144: 1.b. (4) The public asked for committed affordable housing units; the City needs to pay attention to that request.

Pg. 144: 2.a.(1) The "existing homes" referred to certainly include the Westridge Townhouses which have been in existence since the 1960's. Since these homes will be profoundly affected by any sort of development, homeowners need to have regular and consistent updates with ample time for comments. It is hoped that both the City and JBG will heed comments.

Pg. 146: (2) (d) There should an absolute *minimum* of tree wells. Tree wells can't sustain full sized or mature trees; the wells are decorative and, in my opinion, are designed to fulfill developer's tastes, not the integrity of the neighborhood *or* the life of the trees themselves. Any loss of trees, which should be minimal--especially when trees are mature and would be extremely difficult to replace--should be replaced with more than saplings. They should also be native species and chosen for their ability to provide shade. There are trees on the JBG property which Winkler left standing for several reasons; one is the shade provided by the trees, and another is their age. Some are older than 50 years and are very valuable to the environment. These should be protected—not encased in concrete or have "decorative" rocks piled around them.

Pg. 146: E. (6) Option 1 is the plan I support. Developers already have entirely too much voice in Alexandria; they certainly outweigh ordinary citizens.

Pg. 147: 4.a. (5) Option 2 is the plan I support. Tree canopy over Beauregard is essential. The last sentence, "To the extent possible, existing healthy mature trees should be preserved and new

trees should be as mature as possible when planted." should be the mantra of any and all development in the West End.

Pg. 148: (5) c. Option 2 is the plan I support. We shouldn't establish a new CDD zoning but should preserve existing zoning for land owned by JBG, Duke Realty, Home Properties, and Southern Towers.

Pg. 148: d. (16) Options 1 and 2 Eliminate "cinemas" from the Plan. There is not enough space for all that developers are dreaming of! However, Option 2 is the plan I support. There definitely should NOT be large format destination retail stores in the Beauregard Plan.

Pg. 150: (20) There is another plot of land in back of Hammond Middle School that is considerable larger than the athletic field which is proposed for Sanger and Beauregard. The City should look into that space (google map attached) I believe the land is owned either by the school or the City. Either should be willing to develop the space into an athletic field. The space at Sanger and Beauregard would encroach on the Dora Kelley Nature Park (which was designated a "nature" park in 1976 and set aside only for its natural preservation, in perpetuity. Extending the land at Sanger and Beauregard up against the Dora Kelley Nature Park (and wildlife sanctuary)would endanger the wildlife and also the encroach on the floodplain area (RPA) resulting in serious destruction to the nature park. This is outrageous! Trails in the Dora Kelley Nature Park would be jeopardized by this encroachment as well. The state of Virginia's Birding and Wildlife Trail Guide, published by the Virginia Department of Game and Inland Fisheries, on page 11 states, "Dora Kelley Park is an excellent example of conscientious urban planning and conservation efforts. Surrounded by urban sprawl, this woodland gem should be a prime birding spot any time of the year…..A beautifully maintained self-guided interpretive trail traverses the deciduous woodland habitat, which is primarily composed of spectacular red, white, black and chestnut oaks and American beech in the uplands." Development of a field which would definitely encroach on this "woodland gem" should be taken off the books completely! I would strongly suggest looking into other areas for an athletic field.

Pg. 151: (25) What is stated in this "incorporated" statement is yet another reason NOT to put a road adjacent to the Dora Kelley Nature Park (and Wildlife Sanctuary). "..walking rather than driving."

Pg. 151: h. (9) Option 2 is the plan I support.

February 4, 2012

GENERAL COMMENTS:

The first thing the city needs to do is to force Mark Center to abolish those rat-infested outdoor trash dumps in the old "Hamlets" apartments. Second, I see nothing but massive transportation trouble for people adjacent to this area. It's nice to preach a car-free area, but let's face it, nobody's going to take the bus to bring 12 bags of groceries home. Third, the Winkler nature preserve has already been degraded by massive construction. What's left must be preserved.

The plan does not address the economic and social impact of the proposed changes.

Currently, Southern Towers and the apartments of Mark Center properties provides affordable housing for low to moderate middle class families, including many immigrants. They will be completely displaced by this plan as they will be unable to afford the new Shirlington/Ballston style developments.

The plan does not address the increased property values for homeowners at nearby communities. This will have the likely effect of making current housing stock unaffordable to current residents, especially retirees, and put it out of the reach of many middle class families.

The City should look at the impact of similar development in Arlington and other locales, to see what actually happens to displaced families and ask some hard questions - where will they go? what kind of city will we end up with? Are we valuing tax revenue over residents?

The plans traffic analysis fails to accurately predict and analyze the influx of car traffic due to BRAC and other businesses. It rests on an unrealistic assumption that funding will be provided for public transit, that workers will use public transit, bike to work and/or live within walking distance of their places of employment.

In short, I envision, should this plan be adopted, a West End full of young upper middle class professionals, with no children, sitting in their hybrids in gridlock traffic.

February 1, 2012

OPEN SPACE:
Are the 10' Multi-Use trails being specified for Beauregard, Sanger, and Seminary in addition to a sidewalk or are they basically just 10' wide sidewalk.

HOUSING:
Affordable Housing: While 703 is 28% of the current number of market affordable units, when Beauregard is built out with approx. 6500 units that number will be just under 11% of the total units developed. That is a more accurate representation of the number of dedicated affordable units planned. Additionally, a majority of the current residents make less than 55% AMI, (more detailed analysis should be done to qualify this) so what strategies are being considered to create more housing opportunities for households in those lower income categories who will want to remain there?

January 30, 2012

BUILDING HEIGHTS:
The plan shows proposed building heights, but doesn't show the building heights that are allowed under the current zoning. To evaluate the pros and cons of the plan, it would helpful to know what is possible or likely to happen under the existing zoning. Recommend annotating Figure 30 on pg 47 with the currently allowed heights.

Thank you for the opportunity to provide comments on the draft Beauregard Small Area Plan. I agree with Mr. Tedesco's June 2010 comment and didn't see anything in the draft Plan that addresses it. I've listed my own comments below with the corresponding pages:

PUBLIC ART:
Page 30: Public Art or Public Eyesore? Sometimes it's hard to tell the difference. Whatever artwork is used should be something that is not period-specific (i.e., quickly dated) and that won't become a rusting hulk a few years after being erected.

LAND USE:
Page 49: The Plan must be corrected to include Lincolnia Hills as an existing Alexandria City community that is adjacent to the Plan Area. It's disappointing that the only place Lincolnia Hills is mentioned is at the end of the Plan in the Area History.

TRANSPORTATION:
Page 110: Is the goal to establish the Beauregard Corridor Community (within the boundaries) as a totally self-sufficient community? If not, the developers need to make it easy for residents of adjacent communities to get there by car. Using Lincolnia Hills as an example, it will simply be too much trouble to coordinate between Metrobus and the rapid transit buses to shop in the Town Center and other retail locations. This would be true of any residents (both Alexandria City, as well as nearby Fairfax County) in areas outside the Plan boundaries, but within close proximity of the planned community. If you make it too hard for us to support you, we'll take our business to shops that provide ready access and parking.Page 49: How will security be maintained for underground parking? Unless residents/shoppers are assured that it's safe to park in these lots, they won't patronize the businesses/shops.

Page 51: Do not exacerbate Lincolnia Hills' existing apartment overflow parking problems (just drive up N. Morgan Street after 9:00 PM) by underestimating the number of parking spaces required. We don't want our neighborhood to become an overflow parking lot for Beauregard Corridor residents.

COMMUNITY FACILITIES:
Pages 53 & 104: In view of the increased population density, the City should establish a Police substation within the development to include bicycle policemen to patrol the bike/jogging paths and green areas within each section of the development. The increased number of buildings and additional secondary & tertiary street intersections will make effective police patrols in patrol cars much more difficult.

HOUSING:
Page 77: Although it is technically correct that there is no subsidized housing within the Plan area, there are several developments on the fringes. Some that readily come to mind are at corner of N. Armistead and Beauregard Streets, at the top of Sanger Street just above Ramsey ES, and at the corner of Van Dorn Street and Braddock Road. The narrative in the report makes it sound as though there is no subsidized housing in the area. This is incorrect.

GENERAL COMMENTS:
COMMENTARY ON THE BEAUREGARD SMALL AREA PLAN

The Beauregard Plan before us is the ruin of the West End.

It involves an area that not blighted, not crime ridden, a multi-cultural community where people get along. The Plan would tear much of it down, ultimately displacing potentially more than 10 thousand residents.

And it replaces this community with a highly dense development of condos and townhouses and shops for the well-to-do. In effect it rips the heart and soul out of the West End.

The Landmark/Van Dorn plan, which was adopted, did not displace a single resident.

The people of the West End when given a chance to vote in the stakeholders group several months ago, OVERWHELMING, 48 to 22 --rejected the basis of this plan.

I have called for a subsequent vote or votes of the group of the stakeholders on this draft and Ms. Fossum, the putative chair, has denied us that right calling voting "useless."

The Plan destroys the largest amount of affordable housing in the City. It would displace thousands before a single dollar is spent on maintaining affordable housing in the plan area. The first date given for affordable housing is "After 2020" --and no guarantees then.

Moreover, the City would invest $60 million of taxpayer --our -- money up front for things -- like the traffic ellipse -- that citizens have heartily objected to. Again with no guarantee of ever getting public money returned.

The City Planning staff should look to our people first, then the cement.

I urge everyone in the City who cares about the character of Alexandria to reject this Beauregard Plan as deeply and utterly flawed.

October 12, 2011

BEAUREGARD CORRIDOR STAKEHOLDER GROUP RECOMMENDATIONS
Vision and Guiding Principles
a. Vision
The Plan envisions a series of new urban neighborhoods containing a mix of uses, including civic ones; open space; a diversity of housing opportunities; and integrated transit, all of which are compatible with adjacent neighborhoods. The Plan also seeks to ensure that these new neighborhoods are economically and environmentally sustainable for the City.

b. Plan Principles
(1). Create a sense of place with neighborhood identity, vitality and diversity.

(2). Provide a walkable and drivable corridor neighborhood that is secure, connected and inviting.
(3). Establish a variety of community-serving retail and services.
(4). Promote mixed-use development (residential, office, hotel and retail) and mixed-income housing (market rate and committed affordable units).
(5). Achieve varying building design (height, massing and scale) that transition to existing neighborhoods.
(6). Manage multi-modal transportation needs, parking & infrastructure.
(7). Maintain, create and/or enhance public and private open spaces.
(8). Promote land use that is at best case revenue positive for the City and at worst-case revenue neutral.

c. Creating a Complete, Sustainable Community
(1). Development in the Plan area should be environmentally sustainable.
(2). Development in the Plan area should be economically sustainable.
(3). Development in the Plan area should be socially sustainable.

2. ESTABLISHED NEIGHBORHOODS WITHIN AND ADJACENT TO THE BEAUREGARD PLAN AREA (BCPA)
a. Relationship between Established Neighborhoods and New Development
(1). Particular sensitivity needs to be paid to existing homes, which are unlikely to be redeveloped. Citizen involvement and input, including citizens from within established neighborhoods within and adjacent to the Plan area, is critical at all levels in the development of the Plan area and should be encouraged.
(2). Promote smooth transitions between existing neighborhoods and new development within the Plan area through a careful consideration of uses, heights, and massing.
(3). Development should respect the unique history and character of existing neighborhoods

b. Connectivity & Accessibility
(1). There will be no vehicular connectivity or accessibility between new development within the Plan area and the established single-family or townhouse neighborhoods adjacent to the Plan area.
(2). Where appropriate, develop pedestrian and/or bicycle connections from the Plan area to the established neighborhoods adjacent to the Plan area while ensuring that such connections are consistent and compatible with existing development and neighborhoods, as part of the DSUP process.

c. Mitigating Neighborhood Traffic Impacts
(1). Special attention in the form of adequate pedestrian enhancements (e.g.crosswalks, pedestrian countdown signals, etc.) needs to be given to neighborhoods to which pedestrian access is hindered by the need to cross Seminary Road or North Beauregard Street (e.g.: Southern Towers, Shirley Gardens and Rayburn Avenue crossing to John Adams School).
(2). OPTION 1 – Special attention also needs to be given to how pedestrians and bikers traverse the proposed ellipse and alternative routes should be considered.
OPTION 2 – Eliminate section as it refers to the proposed ellipse.

(3). Develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to redevelopment and other impacted neighborhoods.

TRANSPORTATION

a. Transportation Network

(1). The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupancy vehicle modes of transportation.

(2). As much as possible, within the Plan area, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian accessibility to residences, businesses, and open spaces.

(3). Efforts should be made to improve the street network to encourage walking, bicycling and transit usage to mitigate traffic issues.

(4). Consider all users in the future design of streets and streetscapes (i.e. vehicles, transit, pedestrians, bicyclists).

(5). Interior traffic circulation patterns should be designed so as to maximize safety and movement, minimizing queuing and idling of automobiles and motorcycles.

(6). To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.

b. Transportation Analysis

c. Mode Share

d. Streets & Connectivity

(1). Streets

(a) All streets, including North Beauregard and Seminary, should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).

(b) To the extent possible, all streets should have on-street parking and provide safe-havens for pedestrians, as well as landscaping and traffic calming 3 elements to keep vehicular speeds down and promote pedestrian safety. Bulb-outs should be provided where appropriate.

(c) North Beauregard should be designed as a complete street to accommodate vehicles, pedestrians, existing and future transit and bicyclists, where possible.

(d) Streets should either be dedicated to the City or public access easements should be provided as part of the DSUP process.

(e) Developers are encouraged to locate complementary land uses in close proximity to each other so as to reduce dependency on automobile use and increase the feasibility of residents and visitors using alternative means to transportation.

(2). Connectivity & Accessibility

(a) Provide additional pedestrian and/or bicycle connections within the Plan area and to adjacent neighborhoods consistent with 2.b.(2) above.

(b) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; none should be totally self contained or functionally isolated.

(c) Sidewalks 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).

(d) Appropriately sized landscaped strips or tree wells with trees and/ or plantings consistent with 4.g.(14) below should be incorporated to provide adequate buffers between sidewalks and adjacent streets and parking spaces.
(e) Integrated systems of walking streets or trails should be established that connect the major retail and natural features of the Plan area.

(3). Street Furnishings & Lighting
(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.
(b) Lighting in the area should be attractive, be pedestrian scale and promote pedestrian and vehicular safety.

E. Transit and Transportation Improvements
(1). 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 CDD Concept Plan.
(2). The Transitway alignment should be consistent with the Council approval for Corridor "C."
(3). Explore options to incorporate green technologies into the design of the dedicated transit right-of-way and stations.
(4). Transit stations should be attractive, compatible with neighborhood design, protect riders from the elements and be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.
(5). Locate high-capacity transit routes and stations to maximize ridership, be operationally efficient and connect to multi-modal (rapid transit, local bus, subway) transit systems.The high-capacity transit system should be designed to provide service to current and future residents of the area.
(6). Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the Transitway and other needed transportation improvements.

F. Bicycles and Pedestrians
(1). Minimize the necessity of using vehicles to travel within the community.
(2). Incorporate a comprehensive on and/or off-street bicycle network within the Plan area.
(3). Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
(4). 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.
(5). Shared use trails should be provided where appropriate to accommodate both bicyclists and pedestrians. Bicycles should be diverted off North Beauregard Street onto an alternative route from Rayburn Avenue (on the east side of North Beauregard Street) through Mark Center Drive along the north side of Seminary Road to Beauregard Street on the opposite side of the ellipse.
(6). Provide centralized, long and short term bicycle storage facilities, in visible locations near public open space, retail and transit locations – including areas for private and for shared use bicycles. Commuter and recreational bicycle information could also be available to residents and visitors.

(7). 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.
(8). Pedestrian safety measures, such as bulb-outs, crosswalks and countdown signals should be incorporated where appropriate.
(9). "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 interact with one another.

G. Transportation Demand Management
(1). Require participation in an area wide Transportation Management Plan as part of any DSUP application.
(2). Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a __% modal split.
(3). Explore additional local-serving transit routes to connect locations within the Plan area to nearby communities and destinations.
H. Truck Loading
(1). Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of any Development Special Use Permit (DSUP) application.
(a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable.
(b) There need to be defined hours during which dumpsters can be emptied.
(c) Ensure adequately sized loading docks based upon use.
(d) Incorporate measures to mitigate potential noise impacts.

4. LAND USE
a. Balancing Land Uses
(1). Mixed-use zoning should be encouraged in the Plan area to enhance activity throughout the day and evening.
(2). Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.
(3). The general character of the Plan area neighborhoods should allow for a variety of building types (i.e. townhouses, multifamily residential, office, hotel, retail) in a pedestrian friendly public realm.
(4). Streets should be improved to be pedestrian-friendly with particular attention given to the streetscape.
(5). OPTION 1 — Beauregard Street is central to the visual perception/image of the community. Streetscape standards should provide for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.
OPTION 2 – Beauregard Street is central to the visual perception/image of the community. Streetscape standards should provide for an urban, tree-lined boulevard that will provide enhanced tree canopy. To the extent possible, existing healthy mature trees should be preserved and new trees should be as mature as possible when planted.

b. Neighborhood Land Use Strategy
(1). JBG Neighborhoods
(a) Town Center – Mixed Use Town Center, with residential, retail, office and hotel
(b) Garden District – Primarily residential with a fire station
(c) Greenway Park – Primarily residential with limited retail

(2). Duke Realty Neighborhood
(a) Primarily office use with retail and hotel

(3). Home Properties Neighborhood
(a) Existing residential and new residential uses

(4). Southern Towers Neighborhood
(a) Mixed use, with existing residential to remain, new residential, office, hotel and retail

(5). Shirley Gardens (Hekemian and Others) Neighborhood
(a) Mixed use, with residential, hotel and retail
OPTION 2 – Retain current land use strategy contained in existing Small Area Plans.

c. Land Use – Future Zoning
OPTION 1 — Establish new CDD zoning to implement the Vision and recommendations of the Plan.
OPTION 2 – Preserve existing zoning for land owned by JBG, Duke Realty, Home Properties, and Southern Towers; change zoning of Shirley Gardens (aka Foster Fairbanks) from R12 to R8.

d. Retail Uses
(1). Consideration should be given to community desires for retail uses as part of the DSUP process.
(2). Retail in the Plan area should serve existing and new residents, the surrounding community, BRAC-133, and office users in the area.
(3). To the extent practicable, active uses (i.e. retail, building lobbies) should be located along street frontages in the town center area of the Plan area.
(4). Retail/commercial uses should be a mix of small, middle-size, larger and boutique businesses, as well as those that offer necessary services for daily or weekly shopping trips.
(5). The scale and density of the retail should be designed to match the demand at the time of development.
(6). Strategically place and concentrate retail on primary streets in the Plan area to generate visibility and foot traffic that makes it viable and allows it to flourish.
(7). Flexibility should be provided to convert residential, office or hotel square footage to retail through a DSUP based upon market demand at the time of development.
(8). Encourage a wide range of retail and professional services in the Plan area.
(9). Locations with required retail shall be provided as depicted in the Framework Plan. Locations with preferred retail should be identified to designate where additional retail may be

located based upon demand. Flexibility should be provided to convert retail to office use through a DSUP, based upon market demand.
(10). Encourage opportunities for live-work units.
(11). For any new development including retail, require the submission of a comprehensive retail marketing strategy for the associated development area with the submission of a DSUP application for the first building and updated with each subsequent DSUP application.
(12). Encourage neighborhood-serving retail uses, including the provision of a grocery store.
(13). For preferred retail locations, the ground floor height and depth should be designed to allow flexibility and not preclude retail uses, including restaurants.
(14). Develop design standards for retail storefronts and signage.
(15). A retail management plan should be provided as part of a DSUP application for any development that includes a retail component.
(16). OPTION 1 — 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 large format destination retail stores.
OPTION 2 – 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 not be the location for large format destination retail stores.

e. Building Height
(1). Height limits and height transitions should be compatible with existing buildings and the neighboring communities.
(2). A variety of building heights should be provided in the Plan area.
(3). Following definitions of height are used in the Plan area:
Low-Medium: 3–5 stories; Medium: 6–8 stories;
Medium-High: 9–12 stories. Appropriate heights for new development within the Plan area:
(a) Hekemian and Others – Low-Medium
(b) Home Properties – Low-Medium
(c) Sanger – Low-Medium
(d) Duke Realty – Medium
(e) Town Center – Medium-High
(f) Garden District – Low-Medium
(g) Greenway Park – Low-Medium
(h) Southern Towers-Medium
(4). Ensure that the ceiling heights and depths for various uses are flexible to encourage abroad range of uses within the residential and commercial buildings, particularly the ground floor.
(5). Develop design standards to address the need for building “shoulders” or other architectural or height transitions in appropriate locations.

f. Parking Strategy
(1). Any above-grade parking structure should be lined with active uses or architectural treatments along street frontages.
(2). Implement parking maximums.
(3). Encourage unbundled residential parking in multi-family buildings.
(4). Implement parking ratios that reflect the transit-oriented nature of the development.

(5). Encourage shared parking in commercial/mixed use areas of the Plan area.
(6). OPTION 1 — On-street parking should be provided near retail and metered and managed through a performance-parking program. Residential permit parking should be considered in other areas to prevent commuter parking on streets within the Plan area
OPTION 2 – On-street parking shall be prohibited on Seminary Road and North Beauregard Street. Elsewhere in the Plan area on-street parking should be provided near retail and metered and managed through a performance-parking program. Residential permit parking should be considered in other areas to prevent commuter parking on streets within the Plan area.
(7). Parking management plans should be provided as part of the submission of any DSUP application for commercial/mixed use areas of the Plan area.
(8). OPTION 1 — Underground parking should be encouraged in certain Plan area neighborhoods. Specific criteria should be enumerated as to when underground parking would be required.
OPTION 2 – Underground parking should be encouraged in Plan area neighborhoods. Specific criteria should be enumerated as to then underground parking would be required.

g. Open Space
(1). Require the submission of a comprehensive Open Space Plan with the submission of any DSUP application that includes public open space areas to identify the programming within each public open space. Provide conceptual open space framework plan with CDD Concept Plan and amended with each DSUP (with minimum acreage shown and proposed programming).

(2). Public open space should be required to be part of all neighborhoods in the Plan area, balanced with necessary private amenities (like swimming pools or exercise facilities).
(3). An interconnected park and greenway system should be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities.
(4). Ensure that there are linkages between adjacent developments and public parks, school and other public buildings.
(5). The parks/open space required within the Framework Plan should be included as an exhibit within the Small Area Plan and need to be implemented with the development of each neighborhood.
(6). Public parks should be dedicated to and maintained by the City. Other parks or central open spaces that are intended for public use that remain privately owned should include dedication of a public access easement and an agreement for private maintenance.
(7). The minimum amount of ground level and above-ground or rooftop open space shall be as set forth in Exhibit ___.
(8). Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation, public art, and stormwater management.
(9). Citizen involvement is critical at all levels in the development of parks and public open spaces in the Plan area.
(10). A range of open space types should be provided including active and passive recreational opportunities.
(11). Any new development in the area must preserve the integrity and continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical

Preserve and ensure that there is a comprehensive system of pedestrian and bike trails connecting to these parks.
(12). Make development tree- friendly and hospitable to the "urban wildlife" that currently lives in the Plan area.
(13). Pay particular attention to the role that the Winkler Preserve continues to play in the community, clearly defining and protecting its future.
(14). Landscape standards should be developed to ensure adequate number, size and species of new and replacement trees and other plantings.
(15). Respect the "green, open heritage" of the Plan area.
(16). Employ sound urban forestry principles and practices to improve the City's tree canopy.
(17). Provide planned and adequate access to open space and views of nature.
(18). Provide community plazas that can accommodate a variety of uses in the Plan area to serve as gathering places for residents and visitors.
(19). Handicapped accessibility should be mandatory for all parks and public facilities in compliance with all applicable requirements.
(20). An athletic field, sized to accommodate multiple activities or sports (i.e. soccer, football, lacrosse, rugby) with synthetic turf and lighting should be located near William Ramsay School and should have access to sufficient parking, restrooms and trash receptacles. Design should be sensitive to adjacent uses.
(21). Preserve the family-oriented neighborhoods in the Plan area by ensuring that there is ample green space throughout the Plan area that is easily accessed in which children can engage in non-organized play and social activities (tag, hide and seek, twirling, hula hooping, jumping rope, etc.) in a safe environment.
(22). Recreational facilities for all ages including children should be provided.
(23). OPTION 1 — At least one fenced, public dog park to accommodate large and small breeds should be incorporated into the Plan area.

OPTION 2 – At least two fenced, public dog parks, one to accommodate large breeds and the other to accommodate small breeds, should be incorporated into the Plan area.
(24). 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. Efforts should be made to locate the community gardens outside of the flood plain, if possible.
(25). The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.
(26). One major, central plaza and other smaller plazas should be designed to encourage programming, including:
(a) Outdoor dining and public areas for retail shops and restaurants;
(b) an outdoor 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

(1). There should be a mix of market rate housing and committed affordable housing dispersed throughout the Plan area instead of concentrating all of the designated affordable housing in one place. Locations outside of the Plan area may be considered as part of the affordable housing strategy.

(2). There should be a mix of affordable unit types and sizes within the Plan area consisting predominantly of rental units but not precluding homeownership units.

(3). A tenant relocation plan should be developed during the DSUP process to assist income qualified residents who are displaced by redevelopment in the Plan area proposed in the DSUP application.

(4). Provide tenants with legal notice of lease termination according to the requirements of the Virginia State Code.

(5). Income qualified tenants who are displaced by redevelopment in the Plan area proposed in the DSUP application should be given priority to relocate to the committed affordable units within the Plan area.

(6). The Plan should provide for priority placement of existing income qualified residents into dedicated affordable housing as redevelopment occurs.

(7). Communicate with existing tenants on a frequent, regular basis and in an open, understanding and compassionate manner providing translation when feasible.

(8). OPTION 1 — Provide ten percent (10%) or more target rate of committed affordable housing in an Affordable Housing Plan. An Affordable Housing Plan should be developed to ensure that the recommendations of the Plan are met.

(9) OPTION 2 – Provide twenty percent (20%) of committed affordable housing in an Affordable Housing Plan. An Affordable Housing Plan should be developed to ensure that the recommendations of the Plan are met.

(10). 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 Plan area. Allow these housing trust fund contributions to be used to develop or preserve additional dedicated affordable housing in the Plan area.

(11). Explore opportunities for public, private and non-profit collaborations to maximize the use of land and to leverage all available resources for the development and preservation of affordable and workforce housing.

(12). In new construction, incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents.

(13). In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.

5. COMMUNITY FACILITIES

a. Projected Demographics

b. Collocation and Flexibility

(1). To the greatest extent feasible, community facilities should be collocated, and be designed to provide for flexible use of interior spaces.

c. Community Facilities

(1). 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
(2). Provide a comprehensive Community Facilities proposal depicting the general size and locations of community facilities and/or public buildings proposed within the Plan area. This Proposal shall be submitted as part of the first DSUP and amended as necessary to accommodate future uses and programming.
(3). A fire station should be located at the corner of North Beauregard and Sanger on private property to be dedicated to the City. Dedication of the property is contingent upon the City and landowners agreeing to a financial plan funding the fire station.
(4). Ensure adequate community and recreational facilities in new development.
(5). Consider additional "Public Service" (Government) Amenities:
(a) Post office
(b) DMV office (without road tests)
(c) City Hall satellite office and/or consider new technology as a way to enable City services to be better accessed in the Plan area.
(d) Police sub-station
(e) Other City offices, if a cost/benefit analysis shows the relocation would be beneficial.

6. URBAN DESIGN
a. Urban Design Streets and Blocks
(1). Require the streets depicted in the Framework Plan to be constructed as part of the associated phase of redevelopment and dedicated to the City or provide public access easements. All streets and sidewalks dedicated to the City shall be maintained by the City.
(2). The final design and configuration of streets, blocks, buildings and open space will be determined through the CDD zoning, design standards and development review process. The final configuration of the streets, blocks, buildings and open space shall be subject to the following:
(a) Buildings shall have a variety of shapes and forms to avoid monolithic development.
(b) Buildings surrounding public open spaces shall be required to provide a primary entrance(s) facing the public space.
(c) Development blocks should be sufficiently sized for market acceptable building floor plates.
(d) North Beauregard Street shall be configured to accommodate transit and transit stations.
(3). Require streets to emphasize the pedestrian and bicyclist.
(4). Allow for internal pedestrian connections and alleys within blocks.
(5). Improve and enhance the Beauregard Corridor frontage with streetscape improvements, buildings and landscaping.
(6). Ensure permeability of blocks and streets to encourage walking and appropriate block sizes with mid-block alleys and paseos.
(7). Blocks within the Plan should be shortened from existing lengths to improve pedestrian accessibility to residences and businesses.

b. Building Massing & Density
(1). Buildings that line the streets should be in scale to pedestrians and the width of the streets.

c. Setbacks & Transitions
(1). In the Plan, there should be variation in building heights and transitions should be used where appropriate (i.e. adjacent to single family homes or townhouses).
(2). Design standards should be developed to determine the appropriate setbacks for buildings based upon the context in which they are located (i.e. commercial and mixed use buildings should be at back of sidewalk).

d. Street Hierarchy
(1). The street grid within the Plan area should have a sense of hierarchy and communicate to residents and visitors the best way to easily reach parks, all retail nodes, and other destinations on foot.
(2). Require the street hierarchy to define space and differentiate the character of streets and neighborhoods.

e. Creation of Distinct Urban Areas
(1). The neighborhoods within the Plan area should be connected to one another as much as possible.
(2). A series of distinct neighborhoods within the Plan area should be created, recognizing and respecting existing 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.
(3). Encourage a mix of innovative building typologies within each neighborhood.
(4). Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.
(5). Separate neighborhoods may well have individualized design aspects but they should nevertheless feel like integral parts of a broader community.
(6). Streetscapes through the Plan area should have a common feel but be specific to individual neighborhoods and adjacent uses.

f. Urban & Building Forms
(1). Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.
(2). Design standards should to be developed to ensure that the buildings constructed are attractive and compatible with the existing established neighborhoods.
(3). Create “durable” and sustainable development
(4). While certain neighborhoods may have consistent building massing, design and height, ensure variety in those elements in the overall Plan area.
(5). Balance the aesthetic and functional criteria of sustainable design.
(6). 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.

g. Public Art & History
(1). 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 (bike racks, benches, trash receptacles, etc.), lighting, gateways, wayfinding, sidewalks and fountains.
(2). If artwork is incorporated, priority should be given to designs from local, Commonwealth, and regional artists in that order of preference.

7. INFRASTRUCTURE
a. Stormwater Management
(1). Any redevelopment proposal should include an effective stormwater management plan with the DSUP application.
(2). Clean Water Act standards must be met.
(3). Stormwater management by developers should be done with an eye towards appearance and possible public use.
(4). Strike a balance with the environment and utilities.
(5). Carefully study water management.
(6). 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.
(7). Stormwater management should 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.
(8). Where feasible, encourage 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).
(9). Maximize on-site stormwater reduction and reuse techniques to reduce impact on public stormwater infrastructure.
(10). Remove impervious surfaces within RPA's and revegetate to restore function and quality as part of the DSUP process for applicable areas.
(11). Encourage water conservation through reuse of captured rainwater to meet irrigation demand.
(12). Maximize exposure of stormwater management facilities as functional amenities to promote citizen awareness and understanding of stormwater quality issues.
(13). Encourage the use of "green friendly" stormwater management techniques (i.e. rain gardens).

b. Wastewater Management
(1). Use water conservation measures to reduce the generation of municipal wastewater and explore reuse of grey water.

c. Solid Waste Management
(1). Every new or re-development proposal must include an effective sanitary sewer plan approved as part of the DSUP by the City's Transportation and Environmental Services Department.
(2). Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any DSUP application.

d. Utility Undergrounding
(1). Undergrounding of utilities should be required as part of any DSUP application for any new construction in the Plan area.
(2). Undergrounding of existing above ground utilities in the Plan should be a City priority.

8. ENVIRONMENTAL SUSTAINABILITY
(1). Require the submission of a Sustainability Plan as part of the first DSUP application and amended for subsequent DSUP applications. The Sustainability Plan should demonstrate the compliance with anticipated goals and recommendations of the Plan and the goal ofneighborhood-wide sustainability measures.
(2). Comply with the City's green building policy at the time of DSUP application.
(3). Explore neighborhood sustainability through a minimum of LEED-ND Certification or comparable where feasible.
(4). Encourage the provision of green roofs for new development.
(5). Require development of or participation in a recycling program for commercial and multi-family buildings.
(6). Incorporate "green mobility" such as car share, bike share, electric vehicle charging stations, etc.

9. IMPLEMENTATION
a. Cost of Amenities
b. Funding
c. Timing / Phasing
(1). Development in the Plan area should correspond to a phased implementation plan that identifies timelines and mechanisms needed to develop infrastructure and community amenities identified in this Plan.
(2). OPTION 1 — With any rezoning of the property, the provision and timing for the Ellipse, other streets and other public amenities are required.
OPTION 2 – With any rezoning of the property, the provision of streets and other public amenities are required.
d. Recommendations – Implementation responsibilities / action steps