Kendra Jacobs

From: Barbara Carter
Sent: Friday, April 13, 2012 9:25 AM
To: Zunilda Rodriguez
Subject: FW: Beauregard Plan Update - Comment review?

From: Diane Costello [mailto:dicos@verizon.net]
Sent: Friday, February 24, 2012 2:25 PM
To: Faroll Hamer; Jeffrey Farner
Cc: Sharon Annear; lynnbostain@yahoo.com; Don Buch; dave cavanaugh; Judy Cooper; owen curtis; Shirley Downs; a fish; Carol James; nancy jennings; <jack.sullivan9@verizon.net>; James Nozar; cpuskar@arl.thelandlawyers.com
Subject: Re: Beauregard Plan Update - Comment review?

To Faroll Hamer and Jeff Farner, Director and Deputy Director Planning & Zoning:

Having just browsed through the 73 pages of submitted comments on the BSAP (which includes 18 pages of written comments from the 1 Feb Transportation Commission meeting), I find myself reflecting on one of Don Buch's comments - **We need to figure out/agree a way to work through the draft plan in some detail.**

How are you proposing to go about this?
At Tuesday's meeting, the City handed out a single sheet "*Abbreviated summary of Compiled Community Comments*" that was stamped "draft". Are we to expect another similar sheet on transportation next week, and then housing at the subsequent meeting?

We certainly didn't discuss many of the items listed on the distributed sheet Tuesday night. Is it anticipated that these will be discussed, each in turn, at a future meeting?

I don't know what the criteria is for abbreviating or compiling these comments, but there certainly seems to be a bit of cherry-picking and word-smithing going on. One example is the notion of developer contributions - I called into question the context in which that entire topic is being framed; others questioned the inclusion of the firehouse. These are fundamental issues. Where are they referenced in the distributed summary sheet? I would have expected them to fall under "General".

I would also like to note that the accelerated scheduling of future meetings serves no useful purpose. You cannot possibly expect to have *meaningful* discussion of over 50 items (Tuesday's summary sheet) in a 2-hr session. Given the impact of this plan on our neighborhoods, emotions will run high at times. It should be expected and is unavoidable. All the more reason to allow time in between meetings for people to calm down. Superimposing a rushed schedule on top of frayed nerves is not the way to go; it is simply counter-productive.

Thank you.

Diane Costello
dicos@verizon.net

/

On 2/24/2012 10:41 AM, Alexandria eNews wrote:

Beauregard Update

Compiled Community Comments:

Compiled community comments on the working draft of the Beauregard Small Area Plan is posted on the Plan Overview subpage on the Beauregard Small Area Plan website here. Compiled developer stakeholder group comments will also be posted in this location.

Upcoming Meetings:

All upcoming Beauregard community and related meetings information is located in the Community Outreach section of the Beauregard Small Area Plan website here.

If you have questions, please contact contact Zunilda Rodriguez in the Planning and Zoning Department at 703.746.3855 or zunilda.rodriguez@alexandriava.gov.

GOODWIN HOUSE
Incorporated

March 14, 2012

Ms. Faroll Hamer, Director
Department of Planning and Zoning
Mr. Mark Jinks, Deputy City Manager
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Re: Beauregard Small Area Plan

Dear Faroll and Mark:

Thank you for the courtesy extended to those of us from Goodwin House who met with you late last Friday afternoon, for your interest in the vision and plans we expressed for our future, and for the opportunity to put into writing our comments and requests with regard to the working draft of the Beauregard Small Area Plan.

As we stated in our meeting, Goodwin House Alexandria and the Goodwin House organization are enthusiastic supporters of the Plan. After serving in the Alexandria west end for almost 50 years, it is exciting to see the possibilities that are envisioned for the next 50 years for this important area of the City.

Our governing Board, residents and executive leadership team recognize the importance of this planning effort to the future coordinated development of the Beauregard corridor. Our request is that Goodwin House Alexandria be included as a redevelopment site in the Plan area.

We have been working conceptually at the Board and executive team level for almost two years, and specifically and diligently for the past nine months to identify the steps that we must take to ensure the economic sustainability of our facilities, property and programs at Goodwin House Alexandria over the coming years. Our redevelopment team has included Board members, project professionals and architects, and the Chair and Vice Chair of our Resident Council.

As set out last Friday, the changes that we contemplate would be phased in over a period of years as our financial resources permit, with new structures to include a healthcare building, a residential living tower and a smaller villa-type residential building. In total, we presently estimate 150 new independent living apartments and up to 450,000 square feet of constructed improvements, supported by new underground parking. As mentioned during our meeting, the units in the proposed new healthcare

4800 Fillmore Avenue • Alexandria, VA 22311
Phone: 703-578-1000 • *Fax:* 703-824-1379
www.goodwinhouse.org

building would serve primarily as replacement units for outdated, cramped shared space in our existing buildings, enabling us to provide single occupancy healthcare to Goodwin House residents and residents of our broader Alexandria community in accordance with evolving standards and market demands. Given that the average age of GHA residents is 87.2 and the average age at the time of entry to Goodwin House Alexandria is between 83-84, we do not envision that our proposed redevelopment would materially impact traffic in the Plan area or our current needs for City services.

We also believe that our proposed redevelopment is congruent with the City's need for additional senior housing and services, as acknowledged in the City's Strategic Plan on Aging – 2012-2016. As a nonprofit organization, our public benefit is an integral part of our mission. The redevelopment we seek will not only assist in meeting a demonstrated community need, but will also expand our ability to host community events and otherwise serve as an important hub within the Plan area, contributing to the economic sustainability of the Beauregard corridor.

Given the fact that the Plan, once adopted, will serve as the basis for approval of subsequent rezoning decisions for many years to come, it is very important to Goodwin House Alexandria that we retain the capacity to redevelop our property consistent with the plans briefly outlined here through inclusion of our property as a redevelopment site within the Plan.

We appreciate your consideration of our comments and requests, and please know that we are available to you at any time as you continue your review and revision of the Plan document.

Very truly yours,

Kathleen S. Anderson
President and CEO

cc: Jeffrey Farner, Deputy Director of Planning, City of Alexandria
Admiral Mike McCaffree, Chair, GHA Residents Council
Rob Whittle, Chairman, GHI Board of Trustees
Harry Baldwin, Executive Director, GHA
Dave Baker, Administrator, Operations, GHA

March 19, 2012

Dear Mayor and City Council,

On behalf of the Seminary West Civic Association (SWCA), I represent members who object to the proposed plan by JBG and Planning and Zoning to locate 56 affordable units at Leverett Court without further scrutiny and input from citizens. The two Leverett Court buildings are to be gifted to the City in 2018 at which time the City "may designate a non-profit entity like AHDC, or ARHA, to own and operate Hillwood" (slide 35, Housing Presentation at March 6 BSAP meeting). Hillwood is what a portion of the current JBG development is called; after the gifting to the City, presumably only the two buildings at Leverett Court will retain the Hillwood name.

We do not object to affordable housing; rather, our concern that such a concentrated group should be placed in one location in light of the fact that Housing, Planning and Zoning, and the Beauregard Small Area Plan itself stipulate that affordable housing should be interspersed among the Plan (pages 76, 79 E. II, and 81 in the draft BSAP plan dated 1.23.12). Definitions of affordable housing seem to change depending on which office or representative (either City or developer) is discussing it.

Some SWCA members and I plan to meet with and drive through areas of Alexandria with Helen McIlvaine this week to view existing affordable housing sites. It is hoped that this site inspection will increase everyone's understanding of exactly what affordable housing is.

Suggestions that some SWCA members and other Alexandria citizens have offered for the proposed Leverett Court site include making the buildings low-cost affordable housing for first-time buyers. If sold under that provision, they should remain in that category. Another idea is that they be converted to senior housing (elevators would have to be installed). Yet another possibility is that one building be retained for affordable housing, but the other building be demolished and the land returned to open space as part of Dora Kelley Nature Park. Since the buildings are already approximately 40 years old, major renovation will be mandatory. Regardless of which organization manages the property(ies), it is not clear that proper maintenance will be consistent simply because of the buildings' remote location. And if the future inhabitants of the buildings are *all* rental, entirely lower-income families or individuals, they won't have time or disposable income to maintain the property. All of these considerations need further scrutiny, and homeowners and neighbors who live near the current buildings need to be included in ongoing discussions. Citizens want many more answers to several questions: Who will oversee parking at the site? How will the parking site be maintained? Who will address trash and noise problems? Who will maintain the outside of the buildings as well as landscaping?

Currently there is ARHA housing situated behind William Ramsay Elementary School next to Dora Kelley Nature Park. When park clean-up days have been held, volunteer workers have found large amounts of trash—including hypodermic needles—thrown into the Park from the ARHA housing. Frequently, loud music also emanates from the area. When citizens complained about the trash and noise, the solution was to put a concrete wall around the property topped by a large wire fence. This is <u>not</u> what we would find acceptable for the Leverett Court buildings. How would this type of situation be handled by the agency that eventually ends up with the buildings?

We are aware that the BSAP revised draft will be prepared soon and trust that these and other comments are incorporated in that draft.

Respectfully submitted,

Lynn Bostain
President
Seminary West Civic Association

March 22, 2011

TO: Chair and Members of the Alexandria Parks and Recreation Commission

RE: Beauregard Small Area Plan – parks and natural areas

Dear Ms. Guse-Noritake:

I wish to provide the Commission with some preliminary remarks about the Beauregard Small Area Plan.

First, I'm greatly concerned as many residents of the West End – and elsewhere – are about the impact of so much new development on both the Dora Kelley Nature Park and the Winkler property.

These areas preserve what's left of Alexandria's natural heritage along the Fall Line. It goes without saying that we should try to protect these properties from further damage and indeed try to reduce existing problems, like uncontrolled storm water flow off the surrounding roads and parking lots etc. Although new storm water regulations are being drafted, it's imperative that we focus on "volume" controls as much or more then "nutrient" capture and treatment. Most of the City's stream valleys suffer from erosion related to higher then natural peak discharge levels caused by mostly by high levels of impervious cover in the watersheds around stream like Holmes Run.

I support the idea of adding more land around the perimeter of the Dora Kelly Park. It's the wooded terrace gravel slopes that give these areas their unique ecology and geology. Without this "quiet" edge there are fewer birds and all and all a less intact ecosystem that kids and their families can enjoy. Indeed which we can all enjoy.

I am, however, not convinced yet that the most ecologically sensitive boundary is a perimeter road around the "new" development. I think it's great that the "developer" is willing to pull the new buildings back a bit from the park and land that should never be built on anyway, but I think that a bike and pedestrian path might make more sense as the "edge" for both environmental and recreational reasons. I think that this issue should be studied more.

I am quite concerned – a view I think that is shared by many residents – about the proposal to expand the existing "ball" field into and over the tennis courts below the Jerome Buddie Ford Nature Center. I realize that there is a serious need for both more active fields and fields that have better drainage. However, it is also true that the Park and J. Buddie Ford Nature Center and passive use areas are very important to the entire town too. The fact is that the current recreational field and trees bordering the stream valley itself below the nature center comprise an important part of both the park's ecology and edge zone. Hence, I think more thought should be given to how and if this field should be enlarged.

I think it's also clear that one field, even one lit, expanded and covered in astro turf, may not provide the access that will be needed if this part of town is redeveloped as proposed. The population in the West End will rise further and many new residents may have children. The City's open space acquisition plan has not kept pace with population growth and per capital levels of open space are either not rising or are declining – and they certainly not in keeping with levels recommended by many national groups for a City of our caliber.

It's also my understanding that in prior recreation surveys respondents noted their high preference for passive open space including walking paths. That's not to say that we don't need more fields for soccer, etc. – I personally hope we preserve tennis courts too. We clearly do need ball fields and greatly improved parks for young kids (as noted in a recent local study). The need for and location of additional facilities in the current plan (and proffers) to solve this future demand problem should be addressed comprehensively before adopting the Beauregard Small Area Plan.

Before adopting any resolution or recommendations, I urge the Commission and City to (1) solicit the expert opinions and recommendations of the staff at the Jerome Buddie Ford Nature Center and other key Park and Recreation staff; (2) Study more carefully the pros and cons of putting a road next to the outer slopes of the park, and the impact of enlarging the existing field at the school; (2) Put together a forward looking assessment of the future needs of the West End (and City) community as far as all sorts of recreational needs are concerned. This information should be provided to the community for comment.

In summary, I believe that the natural value of the area should receive special attention, and that given the increase in population and affluence that will come with all this growth that more land should be set aside/bought to accommodate both current and future demand for passive and active recreational amenities.

I would add that I agree with many if not all of the comments submitted by the Seminary Hills Civic Association today.

Sincerely,

Andrew Macdonald

CC: City Council
West End Forum
SHA

Kendra Jacobs

From: Barbara Carter
Sent: Friday, April 13, 2012 9:25 AM
To: Zunilda Rodriguez
Subject: FW: COA Contact Us: Affordable housing at Leverett Court

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From: Cicely Woodrow
Sent: Friday, March 23, 2012 3:33 PM
To: 'Omero Sabatini'
Cc: Graciela Moreno; Jeffrey Farner; Zunilda Rodriguez; Faroll Hamer; Mildrilyn Davis; Rose Boyd
Subject: RE: COA Contact Us: Affordable housing at Leverett Court

Dear Mr. Sabatini,

Thank you for your comments to Ms. Hamer concerning the Beauregard Small Area Plan. You will be receiving a response to your comments on affordable housing from another City agency in the near future.

Best regards,
Cicely Woodrow

Cicely B. Woodrow, PHR
Management Analyst III
City of Alexandria
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314
703.746.3810

From: Omero Sabatini [mailto:sabakiko72@comcast.net]
Sent: Thursday, March 22, 2012 12:41 PM
To: Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow
Subject: COA Contact Us: Affordable housing at Leverett Court

COA Contact Us: Director Faroll Hamer

Time: [Thu Mar 22, 2012 12:41:10] Message ID: [37955]

Issue Type: Faroll Hamer
First Name: Omero
Last Name: Sabatini
Street Address: 5602 Harding Avenue
City: Alexandria

State: VA

Zip: 22311

Phone: (703) 931-5054

Email Address: sabakiko72@comcast.net

Subject: Affordable housing at Leverett Court

Comments:

Dear Mr. Hammer:

Repeated below is the text of an e-mail which I have

sent to the Mayor and the Members of the City Council.That e-mail also

incorporates the text of one sent to the same addressees by Ms. Lynn

Bostain, President of the Seminary West Civic Association. Ms. Bostain's

message suggests several positive and constructive alternatives to

locating in one compact area all recipients of affordable housing

help.

All the residents of Seminary West with whom I have spoken, and I

am certain, the rest of them have seriuos reservations about Planning and

Zoning's current proposal.

All of us are confident that you and your

staff will give thoughtful and careful consideration to all suggested

alternatives, or combination of alternatives, and will accordingly modify

Planning and Zoning's current proposal.

Thank you and best

regards,

Omero "Homer" Sabatini

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Dear Mr.

Mayor and Members of the Council:

As a long-time resident of

Alexandria, I would like to join many fellow Alexandrians in expressing a

deep concern about JBG's and Planning and Zoning's proposed plan to locate

56 affordable units at Leverett Court.

For lack of adequate economic

resources, I was forced to live in substandard accommodations from my

mid-twenties to my mid-thirties, starting right after my arrival to this country, some half century ago. So I have a really heart-felt appreciation of the need for and benefits of affordable housing. In my view, if nothing else, affordable housing helps all of us to be more humane, and gives all of us a better and, hopefully, more positive and constructive understanding of the economic diversity of our society.

Because of this belief of mine t I urge you to reject the proposal to put all recipients of assisted housing benefits in one compact area. If that proposal is accepted, it could lead, no matter how unintentionally, to the creation of a ghetto, where residents are, more-or-less officially, marked as underachievers, regardless of the circumstances that put them in that position. This would be degrading to the adults and particularly stultifying to their young children and teenagers, and would help create among all of them resentment and hostility toward the very people (and consequently society at large), who are trying to help them.

This said, I must honestly admit that I do not know what solution to suggest; but many other Alexandria residents have given you their proposals (or plan to do so in the near future), and I am confident that you will give those proposals the full consideration they deserve. To single out one of the recommendations made to you, I call your attention to a letter, dated March 19, 2012, that Ms. Lynn Bostain, President of the Seminary West Association sent to all of you. (Copy repeated below). Please ask your respective staff members to examine Ms. Bostain's letter, and, on the basis of her suggestions, as well as those of other Alexandrians', direct your staff to propose a decision satisfactory to all concerned.

Given my advanced age, I believe that it is highly unlikely for me to be around when that final decision starts being implemented. Nonetheless, I like to think that my generation can leave to those who follow us a heritage which encourages them to help those in need

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-- and most of all their children-- without stigmatizing anyone.

Thank

you for your attention to this matter and for the opportunity to express my

point of view, which, incidentally, was not always easy for me to do where

I originally come from.

Sincerely,

Omero ("Homer")

Sabatini
March 19, 2012

****

COPY of the March

19 letter from Ms. Lynn Bostain, President of the Seminary West Civic

Association;

Dear Mayor and City Council,

On behalf of the Seminary

West Civic Association (SWCA), I represent members who object to the

proposed plan by JBG and Planning and Zoning to locate 56 affordable units

at Leverett Court without further scrutiny and input from citizens. The two

Leverett Court buildings are to be gifted to the City in 2018 at which time

the City "may designate a non-profit entity like AHDC, or ARHA, to own and

operate Hillwood" (slide 35, Housing Presentation at March 6 BSAP meeting).

Hillwood is what a portion of the current JBG development is called; after

the gifting to the City, presumably only the two buildings at Leverett

Court will retain the Hillwood name.

We do not object to affordable

housing; rather, our concern that such a concentrated group should be

placed in one location in light of the fact that Housing, Planning and

Zoning, and the Beauregard Small Area Plan itself stipulate that affordable

housing should be interspersed among the Plan (pages 76,

79 E. II, and

81 in the draft BSAP plan dated 1.23.12). Definitions of affordable housing

seem to change depending on which office or representative (either City or

developer) is discussing it.

Some SWCA members and I plan to meet with

and drive through areas of Alexandria with Helen McIlvaine this week to

view existing affordable housing sites. It is hoped that this site

inspection will increase everyone's understanding of exactly what

affordable housing is.

Suggestions that some SWCA members and other

Alexandria citizens have offered for the proposed Leverett Court site

include making the buildings low-cost affordable housing for first-time

buyers. If sold under that provision, they should remain in that category.

Another idea is that they be converted to senior housing (elevators would

have to be installed). Yet another possibility is that one building be

retained for affordable housing, but the other building be demolished and

the land returned to open space as part of Dora Kelley Nature Park. Since

the buildings are already approximately 40 years old, major renovation will

be mandatory. Regardless of which organization manages the property(ies),

it is not clear that proper maintenance will be consistent simply because

of the buildings' remote location. And if the future inhabitants of the

buildings are all rental, entirely lower-income families or individuals,

they won't have time or disposable income to maintain the property. All of

these considerations need further scrutiny, and homeowners and neighbors

who live near the current buildings need to be included in ongoing

discussions. Citizens want many more answers to several questions: Who will

oversee parking at the site? How will the parking site be maintained? Who

will address trash and noise problems? Who will maintain the outside of the

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situated behind William Ramsay Elementary School next to Dora Kelley Nature

Park. When park clean-up days have been held, volunteer workers have found

large amounts of trash—including hypodermic needles—thrown into the Park

from the ARHA housing. Frequently, loud music also emanates from the area.

When citizens complained about the trash and noise, the solution was to put

a concrete wall around the property topped by a large wire fence. This is

not what we would find acceptable for the Leverett Court buildings. How

would this type of situation be handled by the agency that eventually ends

up with the buildings?

We are aware that the BSAP revised draft will be

prepared soon and trust that these and other comments are incorporated in

that draft.

Respectfully submitted,

Lynn

Bostain

President

Seminary West Civic Association

Kendra Jacobs

From: Barbara Carter
Sent: Friday, April 13, 2012 9:25 AM
To: Zunilda Rodriguez
Subject: FW: COA Contact Us: Beauregard Small Area Plan
Attachments: ATT00001.txt

From: Faroll Hamer
Sent: Monday, March 26, 2012 6:12 PM
To: Jeffrey Farner
Subject: FW: COA Contact Us: Beauregard Small Area Plan

From: Rose Boyd
Sent: Monday, March 26, 2012 5:05 PM
To: Faroll Hamer; Rich Baier; Mark Jinks; Michele Evans
Subject: FW: COA Contact Us: Beauregard Small Area Plan

From: Dave Cavanaugh [mailto:dacava1@yahoo.com]
Sent: Monday, March 26, 2012 2:50 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Mar 26, 2012 14:49:32] Message ID: [38036]

Issue Type:	Mayor, Vice Mayor, and Council Members
First Name:	Dave
Last Name:	Cavanaugh
Street Address:	4008 Fort Worth Avenue
City:	Alexandria
State:	VA
Zip:	22304
Phone:	
Email Address:	dacava1@yahoo.com
Subject:	Beauregard Small Area Plan
Comments:	Check out the presentation given at last Community Meeting, especially pages 16-18. The ellipse will not be pedestrian friendly especially for those walking through the middle of it. It will be a barrier and impede,

bike
and transit traffic.

The proposed transportation station at

Southern Towers will also be crowded at peak rush hour periods
creating

more backups in a traffic congested area. The plan is to consolidate bus

stops currently on the
property into one large station. We already have

backups at Mark Center Station during the PM rush hour--
buses backed up.

See recent VDOT recent report for February.

The transportation part of

the BSAP Working Draft is laughable and needs more work.

http://alexandriava.gov/uploadedFiles/planning/info/Beauregard/20120319

BSAPCommunityMeeting.pdf

Kendra Jacobs

From: Barbara Carter
Sent: Friday, April 13, 2012 9:25 AM
To: Zunilda Rodriguez
Subject: FW: COA Contact Us: Support of Beauregard Corridor SAP
Attachments: ATT00001.txt

From: Faroll Hamer
Sent: Thursday, March 29, 2012 11:34 AM
To: Jeffrey Farner
Cc: Karl Moritz (Karl.Moritz@alexandriava.gov); Zunilda Rodriguez
Subject: FW: COA Contact Us: Support of Beauregard Corridor SAP

From: Rose Boyd
Sent: Thursday, March 29, 2012 11:16 AM
To: Faroll Hamer; Mildrilyn Davis; Rich Baier
Cc: Mark Jinks; Michele Evans
Subject: FW: COA Contact Us: Support of Beauregard Corridor SAP

From: Walter Alesevich [mailto:walesevich@msn.com]
Sent: Thursday, March 29, 2012 8:03 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Support of Beauregard Corridor SAP

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Thu Mar 29, 2012 08:03:12] Message ID: [38093]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Walter
Last Name: Alesevich
Street Address: 1521 No. Van Dorn Street
City: Alexandria
State: VA
Zip: 22304
Phone: 703-413-4168
Email Address: walesevich@msn.com
Subject: Support of Beauregard Corridor SAP
Comments: I am the president of the Parkside at Alexandria, A Conodiminium, association, which is located within the boundaries of the Beauregard

Corridor SAP. On behalf of this community, we wholeheartedly endorse the

Beauregard Corridor SAP.

Transportation, Transit, Pedestrian Traffic

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.

MPA# 2012-0003

Commentary of the Seminary Hill Association, Inc., on the

Beauregard Corridor Small Area Plan

April 19, 2012

The Seminary Hill Association, Inc., last February, asked the Planning Commission and City Council not to consider the Beauregard Corridor Plan until it had been greatly restructured. In ensuing months some progress has been made but no final decisions should be taken by either body until a number of essential issues are resolved. Some improvements have been made in the Plan in ensuing months but essential issues remain unresolved. Here are several of the most pressing issues:

First, the transportation improvements proposed have yet to be proven effective for alleviating the traffic problems caused by the substantial increase in development. This includes a $27 million ellipse which even proponents claim will only take the Seminary-Beauregard interchange from an F to a D rating. Also, the plan is woefully deficient in enhancing the transit hub at Southern Towers.

Second, the City intends to spend the $1.5 million received from the Army for the 6.5 acres of open space at BRAC-133. Our Association has asked that those funds be used to purchase acreage in the Foster-Fairbanks neighborhood for additional open space equaling 2.5 to 3 acres. This northern end of the Plan area is utterly without any community amenities and neighboring residents will be severely affected by this development.

Third, the city "cash flow" contribution in the plan is not broken down in any meaningful way to determine the exposure the City might have at any given time. That exposure has been calculated as from $60 to $80 million. The Plan must contain a more detailed cash flow projection, annually for the first 10 years, in three year projections after that time.

Fourth, with multiple landowners operating as a single phalanx in meeting neighborhood concerns about the Plan, it has been impossible so far to begin serious negotiations with individual developers. Residents have been told that the re-zoning process will be the proper place for such interaction. Yet the developers intend to come in for a single CDD Zone to re-zone which will once again make such interaction impossible. Steps must be taken to insure that individual parcels within the Plan are subject to the normal re-zoning processes.

Seminary Hill is not asking for the Planning Commission to delay its consideration of the Plan but to refrain from a final vote of any kind, up or down, or sending it forward to City Council until the questions raised above are satisfactorily resolved. In other words we are counting on you to make right what is wrong in this Plan.

Nancy R. Jennings, President
Seminary Hill Association, Inc.
2115 Marlboro Drive

Alexandria, VA 22304

MPA# 2012-0003

MEMORANDUM

TO: Hon. Mayor and Members of City Council; Hon. Chair and Members of the Planning Commission; Hon. Chair and Members of the Transportation Commission

FROM: Owen P. Curtis, Transportation Consultant, 5465 Fillmore Avenue, Alexandria, VA 22311

RE: Comments on the Beauregard Small Area Plan

Date: April 24, 2012

My comments on this plan are presented below. Due to my technical background as a transportation planning engineer, one who has practiced in Northern Virginia for nearly 40 years, and who has addressed many of the same issues for communities around the US, most of my comments deal with the transportation elements of the plan. But good planning does not isolate transportation from the land use aspects of a plan, nor from the urban planning and design aspects of a plan, so there is some spillover and linkage of the transportation topics to the broader issues raised by this document.

My major concerns are:

1. **the imbalance between the proposed level of development and the multimodal capacity of the subarea transportation system to handle the trips to/from the development.** The Beauregard area today does not have adequate capacity to handle the current level of development, and the City has no plan to provide it, nor the funds to pay for it. The already approved land use in the area will double the current MSF of development, and the City has no plan to handle that, nor funds to pay for it. Now, this plan comes along and proposes another 25 percent additional development on top of that, with no plan to create nor fund the transportation system to handle that capacity.

   The City has been down this road before. The City accepted the sham of a transportation study submitted by the Winkler interests, and approved the CDP in 2004. The Army then used that same study as the basis for its faulty environmental document which led to the City's lack of objection to the BRAC 133 project. Everyone who subsequently reviewed that document – the City's consultant, the VDOT consultant, and the Army IG all agreed it was faulty. Now we have the BSAP based upon similar poor data, faulty assumptions, and inadequate analyses, telling us that you can add virtually no significant capacity (which would be used) to the regional multimodal system, and yet there will be no problems once the density in the area has more than doubled. This is not credible.

   At the core of the faultiness of the City's analysis is the use of the regional transportation model to determine future traffic. By the City's own standards for conducting traffic impact studies, that is not the approved approach. When a very large new development (e.g., the 7+ MSF proposed by this plan beyond what is there today) is loaded into a regional model, it redistributes and reassigns trips to avoid the localized congestion which such development levels would create. Thus, it conveniently removes background traffic from the area roadways. Having conducted numerous large EIS's for major federal installations in the region over the past

1

30 years, that is a way to cook the numbers and reach misleading (optimistic and favorable) conclusions about traffic. The City should not have done that in this case, so once again, decision-makers are being provided with bad information on which to base decisions affecting our quality of life. Common sense alone should tell you that push another 7 pounds into an inadequate 5 pound bag will not work.

2. **the failure to solve the issues on Seminary Road between Hammond Middle School and west of Beauregard, all within the functional area of an interchange whose useful life has been exceeded.** The core traffic issues in the "Beauregard Corridor" are not on Beauregard, but on Seminary Road. All traffic movements along Seminary or across Seminary between the west City Line and Library Lane are affected by the Seminary Road interchange. In particular, the most deficient intersection is Mark Center Drive and Seminary Road, as it has the largest negative impact on the safe and efficient movement of traffic due to its tight proximity to the interchange ramps, and its similar proximity to the major intersection at Beauregard. Unless and until the City, VDOT, and our transit agencies collaborate on a plan to address this complex issue, we will have the safety and capacity issues for all modes which have become highly visible as the BRAC 133 project has become partially populated.

   Part of the issue is the very design of the high-level flyover of the Seminary Road through lanes. This results in a longer distance before those lanes can rejoin the ramps to/from the freeway. While seemingly separating the through movements from the turning movements, this design (great for its original design volumes) aggravates the situation we now face. This SAP should have called upon VDOT to generate an interchange with a smaller footprint yet larger capacity (there are some options), and this plan should have taken the lead by proposing stronger controls on access and adjacency of new development. Instead, e.g., there is now proposed new densities right on top on the congested intersections of Seminary with Mark Center Drive and with Beauregard Street, plus a new cross street on Beauregard just north of Seminary. This is poor planning which is not respectful of the vital need for transit (buses driving on roads) to have better quality of traffic flow in which to operate at speeds which will attract riders to transit.

3. **the adverse impact of the new transit center in Mark Center on the very successful transit ridership of residents (especially in Southern Towers), and the failure to create a better transit center and environment at Southern Towers.** This SAP is focused not on transit for the current and future residents of the area, but rather on transit for employees who will commute to the area. It needs to focus on BOTH, and not toss the residents under the bus (so to speak). Of course, the plan apparently recognizes that the future affluent residents of the high-end homes proposed by JBG will have nowhere near the transit orientation of the current residents of the area who are much lower income and own far fewer autos per household. But those who ride the highly successful Metrobus and DASH bus service in the area are not well served by the BRT notion of the Corridor C proposal, nor are the residents of Southern Towers, who will not have, for the first time in their history, bus service at their door. BRT in general trades off much longer walk access times with the higher travel speeds that fewer stops provide. That plays to the

employees, but will reduce the transit ridership among the residents of the area. That is not smart planning.

4. **the inclusion of the BRT Corridor C, which is only partially thought out and whose costs will rise until, hopefully, no one will ever fund it.** The problem is not the BRT per se, but rather that by making the premature decision to go the BRRT route, when so little is known nor properly studied nor understood, the City will only have enough funding to pursue it, and will fail to pay proper attention to the continued development of transit which is well devised to serve the area -- Metrobus and DASH. The numerous shuttles which the private sector operates can take care of the employees until an HOV lane ramp is built at Seminary Road in order to get the necessary transit connection to that high-capacity facility. The City should have used this SAP to lay out the way to:

    a. expand/improve the local transit services which serve other City destinations and also the Pentagon Metrorail station via the HOV lanes

    b. plan for the transit services which will come to the Mark Center area when an HOV lane ramp is built, so that those services also continue on to NOVA's campus, Skyline, Park Center, and Ballston.

    c. Identify the locations where traffic adversely impacts bus movements in the area, and propose relief for the congestion which creates delay and lack of reliability.

    I believe that the correct solution for transit on Beauregard likely includes six lanes with the curb lanes in the peak direction being bus and right turns only, plus intersection improvements at Beauregard / North Morgan and Beauregard / Sanger, where the chief anti-transit bottlenecks occur.

5. **the inclusion of the ellipse, which is nothing more than an old fashioned traffic circle, with all of its inherent disadvantages (safety issues, anti-pedestrian concerns, low capacity/poor level of service, and adverse impacts on transit operations).** The idea for an ellipse was proposed by a transportation planner with background in traffic calming, a noble idea when applied to local streets, residential neighborhoods, or places where one wishes to drive traffic to seek alternate routes. While none of us in the West End would mind the employment center traffic seeking alternate routes, we understand the facts – to get to BRAC, to Mark Center, to Skyline, you pretty much have to pass through Seminary and Beauregard. This ellipse idea is welcomed by the development interests as an "entry or gateway feature" -- something cool and different, and which, just coincidentally, open the door to access to the Hekemian parcel and the proposed expansion of Southern Towers. But it is nothing new – it is a traffic circle, and not a very well thought-out one at that. Traffic circles have been opposed by the transportation engineering profession for years. They have poor safety records, they have low capacity, they do not provide well for pedestrians or transit. The District has numerous poor traffic circles. And while not a traffic circle, if you want to see something similar in intent to the ellipse, go to King/Quaker/Braddock, known to the residents as Malfunction Junction. It, too, makes key

movements go out of the way to get where they are going, and tries to create short pockets of turn bays interior to the multiple intersections. At least, that location only has three signals – this ellipse is proposed to have FIVE signals. The City today cannot make the closely spaced signals on Seminary (at Beauregard and at Mark Center) work fully in synch with each other, due to proximity. Why would one think that this puzzle of roadways will be better?

I would love to tell you that I have a solution for the level of traffic which will materialize here when development is complete (not the falsely understated volumes which the City has used to say "this will work."). But the answer at this intersection is not just what happens here, but rather what happens along Seminary as part of the complete systematic solution which is needed, starting with the interchange. Of course, at the core, the best thing for this location is to NOT approve the additional development proposed in the BSAP, and to take on the serious task of a multimodal plan for this area.

6. **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 in the PM, greatly degrade the quality of life of the residents of the west end, and threaten our emergency service response time. If the City is not willing to create the transportation infrastructure necessary to provide acceptable levels of service, it should not approve the levels of development which create the unacceptable levels of service.

7. **the failure of the plan to seriously understand the impacts of topography on the pedestrian proclivity of the current and future residents**. There is a great emphasis on pedestrianism in the plan, which is good and correct. But the plan needs to take a 3-D view of the area, which is, simply stated, very hilly. While the residents today walk up and down the hills for recreation, they do much less walking up and down the hills for short shopping trips or to get to/from transit. That is one reason why the bus stops on Beauregard are spaced the way they are. The future affluent residents of JBG's proposed homes will not walk as much as the folks who live in the area today, but rather will drive more for short distances. This plan is not realistic in anticipation of that.

8. **the lack of a Safe Routes to Schools section in the plan.** All the traffic congestion, the high volumes, and the poor pedestrian amenities (plus the need to cross a very busy freeway) are all warning signs for those concerned with the safety of children walking to school. The plan is essentially silent on this matter, though it emphasizes pedestrianism as a basic good. To get to the core, increasing the level of development in this plan will directly and adversely impact the safety of school children on their way to and from John Adams, William Ramsay, and Hammond Middle School. The plan should be rejected until this is fixed.

9. **the failure to address emergency vehicle response time during congested hours.** The plan is overly dependent on the provision of a new fire station at Sanger and Beauregard as addressing emergency response times. The core issue is less where they start from, and more how much

traffic congestion will they have to fight their way through. Unless and until the City comes up with a plan which balances the level of development with the capacity of the system to provide for the safe and efficient movement of residents, employees, and emergency vehicles, then both residents and employees will be faced with a threat to their well-being if not their lives due to inadequate response time due to traffic congestion.

Where do these points leave us? They leave us with a plan which is developer-driven, not community based. I have spent my career working with leaders, citizen activists, business people, environmental and other special interest advocates, and sometimes just overly worked-up citizens who fear anything from the government. When my public sector client and I approached these same planning issues with a truly community-based philosophy and work plan, and when we listened to all parties, and shared data and information freely, we came up with plans which received community support, and which served (and continue to serve) as the guidelines for communities preserving their best attributes, solving what ails them, and improving the quality of life for residents, employees, and employers. It is a great shame that with all the time and money which went into this plan, it did not succeed in creating a plan which serves this community well. You, the decision-makers, need to rethink your perceptions of what this City needs, and you should remand this plan back with some basic guidance to fix it so that it can and does serve the people, not just the business interests. Ultimately, with the gross imbalance between high development and low transportation capacity, even those business interests will see they are not well served by this plan.

When I teach planning classes, or when I speak to the public at meetings about plans for their community, I remind them of the basics of how something positive gets done:

- there needs to be a common understanding of what the community wants to be
- the ideas in the plan need to address how to get to that end state by solving current problems and not creating new or different ones
- the impacts (there are ALWAYS impacts on someone) need to be viewed as acceptable by the community at large, and the community needs to be committed to their minimization and mitigation
- the community needs to be willing to afford what it being proposed.

Unfortunately, after as objective a reading as possible of the draft BSAP, I find it fails in all of these four areas.

Please, let's take the time, and sit and work with the community, so that we can get a plan that materially improves upon the previous small area plan, . If that cannot be done, due to intransigence on someone's part, then we have a plan in place which is far more of a reflection of the community and the citizens of the area than this one is.

Owen P. Curtis, 5465 Fillmore Avenue, Alexandria, VA 22311

MPA# 2012-0003

Julie Fuerth

Subject: FW: Beauregard Plan docket item May 3, 2012

From: Laura and David Lantzy's [mailto:dllantzy@comcast.net]
Sent: Wednesday, April 25, 2012 2:56 PM
To: Donna Fossum; HS Dunn; Jesse Jennings; John Kormorowske; JL R; ER Wagner; mary lyman
Cc: Alicia Hughes; delpepper@aol.com; Frank Fannon; Kerry Donley; Paul Smedberg; Rob Krupicka; William Euille; Kendra Jacobs
Subject: Beauregard Plan docket item May 3, 2012

Dear Planning Commissioners,

I am a member of the Affordable Housing Advisory Committee, but I am writing to you as a private resident of Alexandria. While I supported the housing portion of the Beauregard Plan, I have severe reservations regarding the proposed donation of the properties offered by JPG.

"In order to create units that would be dedicated affordable housing units in perpetuity, JBG has agreed to donate 100 existing units to the City. The value of these units is estimated at least $14.3 million, with the mortgage value, including rehabilitation, projected at around $8 million. These would include two buildings (56 units) in Hlllwood and two buildings (44 units) in Lynbrook. The City would designate the future owner-operators of these affordable housing units."

It would be a mistake for the City to become involved in any way in the ownership, operations, and or maintenance of these aging properties. In this shaky housing market, the potential income from the properties is an unknown. Operations and maintenance costs will continue to increase with the inflating economy. Involvement in the acquisition of the properties directly or indirectly by the City would place an undue burden on Alexandria taxpayers in the form of grants and loans for building operations and maintenance, not to mention the $8 million mortgage.

The City is already upside-down to the tune of over $14 million for properties being managed by ADHC. I must remind you, ADHC has no plan for repaying the City and its taxpayers for this $14 million loan. Grants and other City funding that has been provided to ADHC is not recoverable. Do not these costs out weigh the benefits?

Continuing demands on the taxpayer with high tax rates and higher taxes directly impacts the affordability of housing. Our community is losing working families whose incomes fall just above income-based limits that allow for housing assistance. In the end, we will have an important segment of the population lost to the City based solely on their income level. And remember, renters pay property taxes in their rents. It does not make sense to run these people out of town with higher property taxes generated by the burdens of the City supplementing residential rental properties, even when they are "affordable".

I urge you to recommend rejecting the City's acquisition of the properties offered by JBG. Any acceptance of this portion of the plan should be amended by strict language forbidding the City from any direct involvement in the ownership, operations, and or maintenance of these properties, and expressly forbidding the transference of ownership to AHDC. I think the offerings of the plan adequately compensate the community without the burden of acquiring these buildings. Perhaps these buildings could be directly sold by JBG to "future owner-operators of affordable housing units."

Respectfully,
Laura Lantzy

MPA#2012-0003

April 26, 2012

TWU/BTA & City of Alexandria Planning and Zoning Presentation on Beauregard Small Area Plan

We, the residents of JBG properties and members of the Beauregard Tenants Association, oppose the Beauregard Small Area Plan because of the following:

1. *This plan is destroying 2,400 market affordable units in the existing area, where the majority of Alexandria's working class and people of color currently reside*

The Beauregard Small Area Plan is creating 6,000 new units, and only 800 of those new units will be earmarked as affordable housing for the community existing now. With this plan on the table, roughly 2400 families will be displaced.

What BTA has asked to be included in this plan: The creation of a least of 1,400 affordable units for the families that live there now. This number is 20% of the total new homes created, as opposed to the 12% of units currently offered in this plan.

2. *The AMI in the Beauregard Small Plan Area is 40% - 75%. These AMI numbers require that in order for a family of four to be eligible for a committed affordable unit, they will need to earn from $43,00-$80,625 per year.*

What BTA has asked to be included in this plan: The percentage of AMI to be from 35% - 55%

3. *The Beauregard Small Area Plan as it stands today, has earmarked only 800 units to be considered affordable and workforce units.*

What BTA has asked to be included in this plan: The breakdown of those units. How many units will be affordable and how many units will be for workforce?

4. *The Beauregard Small Area Plan has 800 units earmarked for affordable and workforce status, though the redevelopment will take 20-30 years. Nowhere in this plan does it state when those units will be available for the families currently residing in the Small Area Plan Community.*

What BTA wants in this plan: The specific time line in which these units will be available. We are asking for these units to be available during the first phase of the redevelopment, in order to secure that our families in the Plan Area will be the first priority.

5. *The Beauregard Small Plan has a long list of requirements for the families who are going to be relocating.*

What BTA has asked to be included in this plan: A clear and easy process where families who already live in the redeveloped community, are being transferred on a priority basis to new or existing affordable units.

6. *The Beauregard Small Area Plan has several components that it has requested with regards to the proposed survey.*

What the BTA has asked to be included in this survey:

A. **BTA wants data from this survey to be collected and implemented into the Beauregard Small Area Plan, before the Planning and Zoning Commission decides to pass this plan on to the Alexandria City Council for approval. This will give a clear picture to the Planning Commission and City Council of the immediate needs of those families in the redevelopment area, in which the census does not fully capture.**

1. **Sub –questions that this survey will answer:**
   A. **Is workforce housing a necessity for those individuals currently living in this area?**
   B. **How many families currently living in this area need affordable housing?**
   C. **How many families currently living in this area are in dire need of workforce housing?**
   D. **Is the minimum AMI of $43,000 for a family of four, the accurate threshold to set the minimum AMI?**

For these reasons, the BTA formally offers our emphatic ***NO*** vote on the draft Beauregard Small Area Plan. We ask that the Planning and Zoning Commission and the Alexandria City Council vote ***NO*** to this current draft of the Beauregard Small Area Plan, until all citizens in the area are equally represented in this plan.

Sincerely,

Veronica Calzada

MPA # 2012-0003

Julie Fuerth

From: Richard L. Forstall <mzwa85a@gmail.com>
Sent: Thursday, April 26, 2012 6:55 PM
To: PlanComm
Cc: Burnham McCaffree
Subject: Beauregard Small Area Plan

Alexandria Planning Commission

I am a resident of Goodwin House Alexandria, at 4800 Fillmore Avenue in the West End, just off of Beauregard Avenue.

Please note my support for the Beauregard Small Area Plan. I urge your approval and your affirmative recommendation to the City Council.

With thanks for your attention,

Richard L. Forstall

MPA # 2012-0003

Julie Fuerth

From: Florence Anrud <floanrud@gmail.com>
Sent: Thursday, April 26, 2012 2:46 PM
To: PlanComm
Cc: Burnham McCaffree
Subject: Beauregard Small Area Plaan

My name is Florence Anrud. I am a resident of the West End, Alexandria, at Goodwin House Alexandria, 4800 Fillmore Avenue.

Please note my support for the Beauregard Small Area Plan.

I urge your approval and affirmative recommendation to the City Council.

MPA#2012-0003

Julie Fuerth

From: pshks@aol.com
Sent: Thursday, April 26, 2012 1:59 PM
To: PlanComm
Subject: Beauregard Corridor Small Area Plan

Gentlemen,

I am a resident of Goodwin House Alexandria, located at 4800 Fillmore Ave. in Alexandria, and am writing to express my support for the Beauregard Corridor Small Area Plan. Having attended many of the meetings of the Beauregard Corridor Stakeholders Group, I am convinced that the SAP will improve the quality of life of residents of Alexandria's West End. I hope you will approve the plan and recommend its approval by the City Council.

Thank you for your consideration.

Pierre Shostal
703-461-3196

MPA #2012-0003

Julie Fuerth

From: Burnham McCaffree <mikemccaffree@gmail.com>
Sent: Thursday, April 26, 2012 7:34 PM
To: PlanComm
Cc: Burnham McCaffree
Subject: Beauregard Corridor Small Area Plan

Ladies and gentlemen of the Alexandria Planning Commission,

I am Mike McCaffree, a resident of Goodwin House Alexandria at 4800 Fillmore Ave. in Alexandria, and am writing to express my support for the Beauregard Small Area Plan. Having attended many of the Town Hall and other meetings sponsored by the Beauregard Corridor Stakeholders Group, I am convinced that the BSAP will improve the quality of life of Alexandria's West End residents. I urge you to approve the Small Area Plan and to recommend its approval by the City Council.

Thank you,

Mike McCaffree
703-931-2223

MPA # 2012-0003

Julie Fuerth

From: Henry Lowenstern <hlowenstern@gmail.com>
Sent: Friday, April 27, 2012 10:43 AM
To: PlanComm
Cc: Mike and Lynn Mcaffree
Subject: Beauregard Small Area Plan

To members of the Planning Commission:

We urge you to recommend to the City Council approval of the Beauregard Small Area Plan. We live within the plan area at Goodwin House Alexandria, at 4800 Fillmore Avenue and we have reviewed the plan and like it. Thank you for your consideration of our recommendation.

Henry and Martha Lowenstern

MPA# 2012-0003

Julie Fuerth

From: Barbara Bishop <barbara.bishop@hers.com>
Sent: Friday, April 27, 2012 3:25 PM
To: PlanComm
Cc: Mike McCaffree
Subject: Beauregard Small Area Plan

My name is Ms. Barbara Bishop, a resident of Goodwin House Alexandria, 4800 Fillmore Avenue in the West End of Alexandria.

Please note my support for the Beauregard Small Area Plan – I urge your approval and affirmative recommendation to the City Council.

As I'm 84, I know I won't see most of the plan implemented, but I look forward for the sake of others to a much more pedestrian friendly area, to safe street crossings, to local shops, and to easily accessible public transportation.

As I'm also a member of the Church of the Resurrection at the juncture of Beauregard and Fillmore, I hope there will be much better pedestrian access from Southern Towers to the church. It could be so easy!

I'm glad the need for another fire station has been recognized, for the sake of all of us and including our wonderful firefighters who deserve it so much!

MPA #2012-0003

April 27, 2012

Dave Cavanaugh

Re: *Transportation Commission Meeting, May 2, 2012 and Attachments 1-4*

Comments on the Beauregard Small Area Plan Draft Dated March 27, 2012

My name is Dave Cavanaugh and I appreciate the opportunity to comment on the Draft Plan. I will concentrate solely on the transportation and transit element of the Draft since this is the foundation for creating a vibrant transit oriented mixed use community. Unfortunately three minutes is not sufficient time to discuss the many transportation related issues in the 152 page Draft Plan.

The primary purpose of the plan is to outline goals, objectives, and provide specific parameters to guide redevelopment. *However, the Draft Plan as written forecloses other transportation options, endorses a laundry list of Proposed Transportation Improvements described as "needed by 2035..." and makes no substantive changes in the original proposal to address public comments.* The Draft Plan takes an "all of the above" approach making it difficult to provide public comments and tailor possible solutions relating to transportation and transit.

The Beauregard Small Area Plan Area comprises 395.25 acres, includes 6,782 dwelling units, with a population of 13,666 (2010 U.S. Census information provided by City Planning). During the 30 year period 2,475 residential units will be demolished. Currently 5,594,990 square feet has been developed within the plan area. With a DSUP/SUP, existing zoning would allow an additional 5,000,000 square feet bringing the total square footage that could be developed to approximately 10,000,000 square feet. The Draft Plan recommends an additional 2,400,000 square feet and would impose requirements for phasing, infrastructure, affordable and work force housing, open space, mixed-use retail buildings, transit and building design.

Proposed redevelopment would result in 4,835,205 square feet of office space and 7,517,613 square feet of residential development. *The proposed redevelopment will significantly increase the square footage allowed, amount of office and retail space, the residential population and contribute to an increase in traffic and transit needs. With the existing transportation network underperforming, more streets funneling more traffic (including buses) onto Beauregard and Seminary Road, the Draft Plan is woefully deficient and will make traffic during the AM/PM peak periods worse.*

I have three major comments:

1. *The Draft does not include a comprehensive transportation and transit plan to accommodate the projected growth in the plan area. Without a plan we are potentially wasting money jeopardizing the vitality and character of the community we are attempting to create, making traffic conditions even worse and adversely impacting*

future economic development. There has to be a singular focus on improving the transit infrastructure to accommodate existing and future demand for transit.

2. *The Beauregard Small Area Plan Draft (a land use plan) does not address the need to improve the transit facilities at Mark Center or Southern Towers for commuters going to the Pentagon Metro Station. Southern Towers is currently a major transfer station for WAMATA and DASH buses (,)If the HOV ramp is constructed, Mark Center Station will be a major* ***regional*** *transit hub*[1] *for riders working at the Alexandria Hospital and other nearby employment centers. The focus on transit both at Southern Towers and at Mark Center have not been factored into the planning.* ***A major transit hub to accommodate the increased transit ridership to and from Pentagon Metro will better define the area, generate quality economic growth and build on the attributes that makes living in this area attractive.***

3. *The Draft Plan includes an Ellipse (traffic circle) to replace the recently constructed triple left from Seminary Road to North Beauregard. The Ellipse has been described as an "elegant" solution and a gateway to the proposed new town center.* ***The Ellipse will cost nearly $35 million (Table 8, p. 151) and will slow traffic and transit service, confuse drivers, and create an unsafe situation for pedestrians attempting to cross the lanes or near other intersection (unprotected right turns).*** *The proposed Ellipse eliminates left turns by requiring drivers to enter a signalized maze with merging action and queuing slowing traffic movement. East and west bound traffic going through the Ellipse will encounter two traffic signals and the prospect of pedestrians on sidewalks in a heavily travelled intersection. Ten percent design drawing of the proposed Ellipse fails to show realistic connections to properties north of Seminary Road.* ***Why are we endorsing reconfiguration of an intersection in a land use plan with 10% design graphic?***

   Also, the triple left was designed before VDOT initiated the I-395 HOV ramp. With the ramp providing more direct access for buses and HOV vehicles to the Mark Center Transit Station, the need to redesign the intersection at Seminary Road and North Beauregard is removed. Instead of spending money on a traffic Ellipse, ***reallocating $35 million and spending the money on transit infrastructure would be a better investment. This would save residents from the disruption caused by construction, facilitate the schedule for redevelopment and allow further readjustment in the amount of developer contributions.***

   There are potential options for the Transportation Commission handling the Ellipse. One, recommend the Draft Plan include the Ellipse as one of various options being considered and that a comprehensive transit plan will be prepared before adopting the Ellipse or other changes to the street network. Second, recommend deleting the Ellipse

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[1] *I-95/395 Bus Rapid Transit Study, Final Report, May 2010, Virginia Department of Transportation and Virginia Department of Rail and Public Transportation.*

from the Draft Plan until the City completes a comprehensive transit plan for the Plan area. Three, drop reference to the Ellipse until the Virginia Department of Transportation or other reputable entity completes an independent evaluation on the design, capacity and functionality of the intersection in meeting both traffic and transit goals.

A singular focus on transit facilities and services is essential in making this area a transit oriented community. The proposed BRT to Van Dorn Station and the Ellipse do not accomplish this objective.

I recommend deferring approval of the Beauregard Small Area Plan Draft, March 27, 2012 until a comprehensive transportation and transit plan is completed for the plan area and funding (public/private) is available to construct a modern transit station to accommodate the needs of new residents and employees out to year 2035. I also recommend the Ellipse be independently reviewed by VDOT or by a reputable engineering firm both from a traffic and transit perspective. Endorsing the Proposed Transportation Improvements (page 125, p.6) should also be deferred until a more comprehensive assessment and a level of peer review has been completed.

In closing, with the exception of Transportation, City staff and developers have agreed to a number changes in response to citizen concerns. The questions and concerns expressed here I hope you will find helpful in your deliberations. I recommend the Transportation Commission, in voting to advise the Planning Commission and City Council, recommend the March 27, 2012 Beauregard Small Area Draft Plan not be approved and further recommend continued efforts be made to improve the Draft Plan

Attachment #1

Current transportation planning is inadequate

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. The additional streets will funnel a larger amount of traffic into the Beauregard/Seminary Road intersection. *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 accommodate passengers 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?
- 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 related to BRAC-133 already approved be incorporated into the transportation plan?
- ***What provisions are in the Draft Plan to ensure developers will dedicate right-of-way and contribute to the cost of building the necessary transit facilities?***

Attachment # 2

The Transportation Plan should be reevaluated for the following reasons:

The Transportation Plan is heavily focused on the traffic Ellipse, a novel and creative design producing doubtful benefits. It is inappropriate at this stage in the land use planning process to endorse one design, foreclosing consideration of other more promising approaches to managing traffic and transit in the plan area.

1. The VDOT Chapter 527 review has not been completed. The Traffic Study was submitted to VDOT in February 2012.
2. A final decision by VDOT has not been made regarding the HOV ramp on I-395 and Seminary Road. If approved, this will create a major regional transportation hub at Mark Center, a feature that has not been considered in the current transportation study or its impact on transit facilities and services at Southern Towers.
3. There is insufficient information available to the public to evaluate the safety, functionality, size and impacts of the proposed Ellipse on transportation, transit and pedestrian circulation. Including the Ellipse in the Draft Plan is premature until a traffic design study is independently completed and other transit options and systems for AM/PM peak periods are evaluated.
4. 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 as well as integrating with transit facilities and services being developed in adjacent jurisdictions.
5. 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 Metro Station. Van Dorn Metro is <u>not</u> currently a major destination for residents living in the plan corridor. The long range focus should be on improving transit ridership and accommodating residents in the plan area traveling to and from employment and retail centers during AM/PM peak periods.

Attachment # 3

Recommendations: The Beauregard Small Area Plan Working Draft should be revised to include the following:

1. A comprehensive multi-modal transportation plan that integrates auto, bus, bicycle and pedestrian movement within the plan area.

2. A pedestrian circulation plan within and adjacent to the plan area. The emphasis should be on moving people safely to major retail and transportation hubs within the plan area.

3. An evaluation of the proposed transportation station at Southern Towers and the routing of buses to accommodate local and regional transit to the Pentagon.

4. An evaluation of the proposed Ellipse in terms of design, operation, safety and potential impacts on local transit and pedestrian and bicycle circulation through the intersection. The proposed Ellipse will slow traffic, impair pedestrian circulation, slow transit movement and create unsafe signalized intersections within the reconfigured intersection. The Ellipse should also be reevaluated in terms of traffic volumes, speed, site distances for drivers and pedestrians, and efficient use by fire and emergency medical service vehicles.

5. An analysis of a new street paralleling North Beauregard from Mark Center Drive, through the town center to Sanger Avenue. Although considered a neighborhood street, the proposed street will become a major street going through the proposed town center area of the JBG Properties proposal.

6. An update of the transportation analysis to include other options for managing traffic, transit and pedestrian circulation at Beauregard and Seminary Road.

Attachment # 4

The Implementation Plan and Developer Contributions

The Beauregard Small Area Plan Draft, March 27, 2012 provides for a listing of Developer Contributions and a funding plan requiring the infusion of incremental real estate tax revenues to initiate the Draft Plan. The transportation items include the Ellipse and Transitway for BRT

Recommendation: The Transportation and Transit strategy for Corridor C should be reevaluated making Mark Center a major regional and local transit center. A singular focus on improving transit will create a economically sustainable development in the Plan Area and nearby. The proposed list of developer contributions should be realigned to enhance transit facilities and service for passengers traveling to the Pentagon Metro and to other nearby residential, retail and employment centers.

MPA# 2012-0003

April 27, 2012

The Honorable Mayor, City Council, City Manager:

The members and Board of the Seminary West Civic Association find the Beauregard Small Area Plan to be flawed as well as premature and request a 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 members of the Seminary West Civic Association. Members of this Civic Association are the *only* private landowners, other than developers and select Foster-Fairbanks citizens who have opted to sell their properties as a group for redevelopment, whose property abuts the land for which such major changes are proposed. The consequences of this plan will fall most heavily on our membership. For that reason, our Association joins the Seminary Hill Association in opposing this Beauregard Small Area Plan.

Some of our principal objections to the Beauregard Small Area Plan include:

1. Lack of a tenant survey within JBG property which should be completed *with results* before the Plan is voted on. With summer approaching and the possibility of people not being available for the survey, we understand from the Office of Housing that the survey won't be completed until the Fall of 2012. No vote should be taken before that time.
2. The proposed Dora Kelley Nature Park road and environs. Environmentalists, naturalists and concerned citizens have all recommended against building a road next to a nature park. We suggest that if the City and JBG feel there should be a road, it should be for bicycles and walkers only; no motorized vehicles to be permitted along the parkland. Dora Kelley Nature Park is a uniquely fragile 50-acre ecosystem that, once infringed upon, will be forever lost to future generations. There are strong parallels between the Winkler Preserve and Dora Kelley Nature Center. In addition, there is no clear need for expansion of Rayburn Avenue to Sanger. Both the proposed Dora Kelley Nature Park road and proposed expansion of Rayburn Avenue serve only to aid developers. Both proposed roads should be eliminated from this plan.
3. The proposed ellipse. The proposed ellipse is a threat to the already congested peak period conditions in our community. The ellipse is nothing more than an old-fashioned traffic circle, which the professional community of transportation engineers has shown for several decades to be hazardous and ineffective in managing heavy traffic. In addition, VDOT is proposing a ramp from I-395 onto Seminary Road to give HOV vehicles and buses better access into the Mark Center. The ellipse is counterproductive to the value of the ramp, and the cost is prohibitive for what it is proposed to do. Ellipse plans have changed more than once which has caused citizen mistrust.
4. Corridor C. If, as the City claims, traffic has not been impacted thus far with the BRAC-133 vehicles on Beauregard and Seminary, there is no reason for a BRT on Beauregard Street. The cost and execution of such a transit plan which doesn't address traffic outside the area, is flawed. WMATA and DASH service should be expanded to handle additional traffic when it occurs and plans for a BRT on Corridor C should be eliminated. The creation of a Circulator bus

should be included in the plan since the Circulator would serve all areas where the BRT could not.

5. Clarity on interspersed affordable housing. JBG will "gift" two apartment buildings to the city in the future. Indications are that they will be converted into affordable housing. From the outset of the Beauregard Small Area Plan, citizens have been assured that affordable housing would be interspersed *throughout* this plan's properties. To identify 2 buildings (Leverett Court buildings in JBG's Hillwood property) with more than 55 apartments as fully dedicated to affordable housing, coincidentally located next to existing townhomes and isolated from the remaining new development, is not interspersing affordable housing. No vote should be taken on this plan until the gifted buildings issue is solved, with considerable input from existing townhome owners.
6. Proposed purchase of a JBG paved parking lot to be converted to parkland. By purchasing a current parking lot with $1.5 million from DoD for lost open space at the BRAC-133 space, the City is losing an opportunity to purchase open space which would benefit a much larger population, perhaps at the Hekemian site. JBG should be requested to "gift" the parking lot adjacent to the proposed affordable housing units at Leverett Court if they are serious about open space
7. Last-minute expansion of the boundaries of the Beauregard Small Area Plan. The public just learned that Goodwin House and the Hermitage are to be included in the development plan. If, as the City claims, this plan is transparent, the addition of new properties doesn't support that claim. No plan should be voted on until all boundaries are clear.

Respectfully submitted,

Lynn W. Bostain, President Seminary West Civic Association

Lynn W. Bostain, Seminary West Civic Association President

Seminary West Civic Association Board of Directors and Members

MPA#2012-0003

Brookville-Seminary Valley Civic Association
P.O. Box 23348, Alexandria, VA 22304-9998

DATE: April 27, 2012

TO: The Mayor and members of the Alexandria City Council

RE: Comments of the Brookville-Seminary Hill Civic Association, regarding the **Beauregard Corridor Small Area Plan**

The Brookville Seminary Valley Civic Association, which represents almost 700 households in Alexandria, joins other West End civic associations in requesting that neither City commissions nor the City Council approve the Beauregard Small Area Plan (BSAP) until a number of critical issues are resolved, including some which surfaced only in the past few weeks. Our concerns relate to housing, open space, transportation, and the inclusion of the Hermitage and Goodwin House in the BSAP.

BSVCA is not opposed to growth and development. Rather, we are focused on matters which our members value, including protection of the tree canopy, access to local parks, functioning roads, population diversity, and affordable housing. The association believes that more input, from all sources, is needed to achieve thoughtful solutions with the BSAP, at a cost taxpayers can afford.

Our detailed comments are below.

John Broughton, President
Brookville-Seminary Valley Civic Association
5367 Holmes Run Pkwy
Alexandria, VA 22304
johnbroughton@comcast.net
Ph: 571-257-5611

CC: Chairman and members of the Planning Commission; Chairman and members of the Transportation Commission

A. Open Space

1. We **do not agree** that the $1.5 million in DOD funding for Open Space should be used for the purchase of an asphalt parking lot in the JBG properties, without any public discussion of alternatives recommendations by local residents. BSVCA believes that this funding would be far better spent purchasing the 5325 Polk Street property, now proposed for development, for open space. (Because of the timing restrictions we have just learned about, there is a risk of these funds being returned to DOD. To facilitate deliberations, we request that a copy of the DOD agreement with the City relating to Open Space be made publicly available and be included in public discussions.)

2. We support the 40% tree canopy recommended in the Plan but suggest this be changed to a **requirement** for a 40% tree canopy. This canopy calculation shall not include the Winkler Preserve or the Dora Kelly Park acreage. In addition, to the maximum degree possible, large, mature and healthy trees be retained in **each** of the developments. And where mature trees must be removed for construction, logistical or transportation infrastructure reasons, they should be replaced with healthy and large specimens.

3. Because of problems inherent to the Ramsay School site relating to the impact of lights on those in residential units in the evenings, and the impact of drainage on the Dora Kelly Park, we recommend that the City take a more flexible approach to the size, surface and location of the recreation field and its proposed use during nighttime hours.

4. The buildings proposed in the BSAP which are next to Dora Kelly Park have been set back in order to put a road next to the park. Because of environmental concerns and the fragile ecosystem of the park, we recommend the road be replaced with a permeable surface for a bike/walking path, and that any remaining land of the 7.2 acres be returned into the plan area as open space.

5. There are significant sewer capacity constraints on the Holmes Run Trunk Sewer, which services all of the BSAP area except the BRAC building --- which runs into the Arlington system. Sewer services should be evaluated and funded prior to any significant new construction related to the BSAP, to ensure that the trunk line can accommodate them. The funding of the sewer system should precede any new residential and commercial construction within the BSAP area.

B. Housing

There has been significant progress on this issue but critical concerns remain. We recommend that:

1. The survey suggested by Tenants and Workers United, and agreed to by City staff, commence immediately. The results of this survey are critical to both the BSAP and to the goals and policies of the City's Housing Master Plan, which is due to come before Council. We recommend a delay in the vote until this essential information is available.

2. The City ensure that more rental properties accept subsidized housing vouchers so that we are not leaving unused any federal funds for housing vouchers for which City residents are eligible.
3. The City of Alexandria formally commits to work with Arlington and Fairfax on legislative and policy initiatives to enhance affordable housing resources.

C. Transportation

Because of increasing costs, the proposed Arlington Columbia Pike rail/trolley may not be built. Similarly, severe cutbacks in federal and state transportation funds are likely for the foreseeable future. The Ellipse is estimated to cost over $29 million. The costs related to Corridor C within the Beauregard Plan are more than $42 million, but the costs for the balance of Corridor C on Van Dorn, from Sanger to the Van Dorn Metro, are higher but unknown. (These include the purchase and maintenance of BRT buses; securing either proffers or the purchase of rights of way for the entire corridor, widening Van Dorn Street at Duke Street; a new multimodal bridge into Van Dorn Station; the widening of Sanger Road under I-395; and the construction of traffic lanes, bike lanes, medians, sidewalks, bus shelters, and landscaping and the planting of trees along the entire corridor.) With the reduction of federal and state transit funds, it appears that local taxpayers may be asked to pay a higher portion of the funding for Corridor C.

1. There are still significant questions relating to bike and pedestrian safety, and to the efficacy and cost of the Ellipse. More time is necessary to address these concerns.

2. We recommend that the costs for the rights of way, transit-related reconfiguration, and related landscaping of Beauregard Street within the BSAP area, as provided by developers, be escrowed until more of the actual costs and proffers are known on the balance of Corridor C. It would be a disaster if less than half of Corridor C (bus-only lanes) were implemented, within the BSAP, only to have the buses in Corridor C traveling in congested vehicular lanes for the majority of the trip, in the rest of Corridor C.

3. Until Corridor C issues are resolved, the City should pursue the use of circulator buses and extended hours on weekends and non-rush hours for DASH and Metro buses, and should work more closely with Arlington and Fairfax to integrate their bus routes with ours.

4. The BSAP area will include 9,200 residential units, four new hotels, and four additional office buildings; if the area is not to be overwhelmed by vehicular traffic, accommodations for public transit passengers are critical. We recommend that the City plan to expand the Transit Center at Southern Towers to accommodate additional demand, which will result if the proposed HOV Ramp is approved, and as the additional growth envisioned in the plan occurs.

D. The Hermitage and Goodwin House

The most recent draft of the Plan, which we received Easter week, included an entirely new section relating to senior housing centers. While we support the concept of additional housing for seniors, the BSAP lacks important information about what is planned or proposed. We do not know if plans for these centers includes new buildings or additions to current facilities, or to offer new services or to provide affordable units. City staff has stated they are at the very beginning of their planning process on this aspect. We recommend that these projects be severed from the Beauregard Plan. After they the centers have completed their plans, they can seek the appropriate zoning changes.

MPA # 2012-0003

Julie Fuerth

Subject: RE: Yes to the Beauregard Corridor Plan!

-----Original Message-----
From: Patricia Soriano [mailto:patemail@comcast.net]
Sent: Friday, April 27, 2012 10:37 PM
To: Faroll Hamer
Subject: Yes to the Beauregard Corridor Plan!

Director Hamer

As a resident of Alexandria, I have been thrilled to see the progress made on the Beauregard Corridor Plan. I especially appreciate the open process for designing the plan, which included residents of the community.

Now, as the plan approaches its final stage, I want to reiterate my support and urge you to vote YES and support the plan.

The affordable housing, transportation, and design components are exactly what we need in the Beauregard area to grow a vibrant, walkable, and safe community. The plan ensures a range of community benefits including the transit-way, expanded parks, a grocery store and new retail, and a solution for the Seminary-Beauregard intersection. At the same time, I urge continued attention to preserving and expanding affordable housing in Beauregard and in other redeveloping areas of Alexandria.

Thank you and I hope you will support the plan which will enable the Beauregard area grow in a sustainable and vibrant way.
Your Action Content.

Patricia Soriano
5405 Barrister Place
Alexandria, VA 22304

MPA# 2012-0003

Julie Fuerth

From: Charlotte Alexander <charlotte1156@yahoo.com>
Sent: Saturday, April 28, 2012 12:35 PM
To: PlanComm
Cc: mikemccaffree@gmail.com
Subject: Beauregard Small Area Plan

My name is Charlotte Alexander, I am a resident of the West End of Alexandria and reside at Goodwin House Alexandria, 4800 Fillmore Avenue. Please note my support for the Beauregard Small Area Plan. I urge your approval and affirmative recommendation to the City Council. Charlotte Alexanxder

BSAP Comments

For Draft #1 of the BSAP, there were several meetings with citizens which focused on housing and open space as well as some other aspects of the plan. After Draft #2 of the BSAP was available, there was only one meeting where citizens could collectively comment on the plan. At that April 9, 2012 meeting, it was obvious that there were still numerous concerns with the first version and additional concerns with the changes in the second version. Transportation is an integral factor of all aspects of the plan. Listed below are some, but not all, of my concerns about the proposed plan. (Any page numbers noted refer to Draft #2.)

Transportation:

The Ellipse - On October 20, 2012, the Mayor, Council, City Manager, Emergency Communications and Management Officials, Chief Thiel, Office of Communication and Public Information member, Chief Corel, and a member of T&ES met with the public to explain response capabilities for several possible emergency situations related to BRAC-133. While the presentation was well done and addressed the concerns of those present regarding the potential problems, it did not address the impact of the proposed ellipse and the ramp to Seminary Rd. on the management of the emergency situations. The ellipse had not been proposed and the HOV ramp was just being developed. For the approximately 75 people attending, we had handouts reminding us to "get a kit/make a plan/stay informed". Even though the information is useful, the West End residents and other citizens have little information about management of disaster situations associated with BRAC. Now we are faced with a large increase in density, BRT, the mega-lane ellipse with five signals, and no left turns going westbound on Seminary Rd. to Beauregard St., and a ramp which changes direction with the time of day. And, of course, the new transit center at Southern Towers will add additional traffic. We have not seen any transportation models supporting the choice of an ellipse nor the advantage of using an ellipse over the current road system, with perhaps additional lanes. Ellipses are modified circles and traffic circles are notoriously difficult for pedestrians and traffic. It is interesting to note that the BRT on Corridor C avoids the ellipse and moves traffic through Mark Center and Southern Towers. There are unaddressed safety/emergency concerns with the ellipse and Mark Center. The ellipse is not an appropriate transportation choice and the BSAP needs further review.

High Capacity Corridor C - Corridor C has not been fully developed with plans and funding and with new transportation choices at Landmark Mall. While a transit center was proposed in the 2008 Landmark plan, new developers and the City have to examine a new pattern. In the past Landmark discussions, the traffic considerations were from S. Van Dorn St. and stopped at the end of the Mall next to the Wyndham Suites. No connection beyond that point. Amazing.

John Adams Elementary School - A seriously overlooked transportation plan is the new street from N.. Beauregard St. into J. Adams School and onto the road directly in front of the school. There is also another street behind the proposed office buildings near Adams. Thus, the original street into Adams and two new streets dump more traffic and congestion in front of the school. For young children who have short attention spans this traffic plan is a poor choice, poor planning, and dangerous.(p. 63)

The Proposed Fire Station at the (old) Sanger Ave. and Beauregard - This is a very poor location for a fire station so close to Beauregard, Wm. Ramsay Elementary School, and the proposed, expanded

athletic field. In Draft #2, the plan is to house senior citizens above the Fire Station. Many senior citizens require extra services, which include cars from visitors and service providers, cars/vans for transport; these add to the increase in transportation at an already busy intersection. Some citizens wondered if the choice for housing senior citizens over a fire station was based on the fact some seniors do not hear well. What an ignoble way to spend your senior years listening to fire sirens throughout the day and night. Would there be additional taxpayer costs for these accommodations for an additional floor(s) and an elevator(s)? This location is also dangerous to pedestrians (children, seniors, and players) due to its location on Beauregard. There is insufficient on street parking for those who intend to use the field. In my response to Draft #1, I questioned where the City had planned to locate the fire station if they had not been proffered the location by the developers. I did not receive a response.

Open Space

Eliot Court - The City has received a sum of $1.5 million from DoD as payment for lost open space. The plan proposes to spend it on the .85 acres for the asphalt parking lot of Eliot Ct., which belongs to JBG. A poor decision. Residents are concerned that there is a time limit on the funding, and, if action is not taken soon, the payment may revert to DoD. We need to resolve this issue and have time to make a open space selection that supports the choice of a majority of the citizens. (p. 62)

The Ellipse - Because of the configuration of the ellipse, 1.75 acres of the ellipse interior are designated open space and added to the total open space amount. This is a dubious gain. How will mothers with children, the elderly, dog walkers, joggers, etc., manage to cross 8+ lanes of traffic to enjoy the "open space"? It's doubtful that the City will be able to access the area in order to mow. This is a waste of space and should not be included in the open space count as a gain for the public. Residents have not had sufficient time to discuss this questionable addition to open space.

Area behind JBG near Dora Kelly Park - The addition of a road behind JBG property near Dora Kelly Park and the infamous Eliot Ct. is too close to the park and could compromise the area by excessive traffic, pollution, noise, and trash. At most, there could be a bike path and walkway. This area has been of prime concern to residents but not addressed as such in the plan. (p. 62)

Other Issues

Density - There is significant increase in density in housing and the numerous hotels planned for the area. What consideration has been given to the number of cars, shuttles, DASH and Metrobus vehicles as a mode of travel for hotel guests? There will be a great deal of additional traffic, yet there has been no projection nor discussion of this as opposed to some discussion of residential traffic.

Goodwin House and The Hermitage - These two senior citizen retirement facilities were an addition to Draft #2, to "Provide existing senior housing (Goodwin House and The Hermitage) with flexibility to expand facilities and programs to comply with the City's Strategic Plan on Aging." These are privately owned facilities and have some room on their grounds for expansion. It is unclear why the City is adding these two facilities to the BSAP. This topic requires additional discussion with citizens to determine what is proposed by the City. More facilities would require more traffic. This City expansion should be discussed prior to plan approval. The City failed to provide an area for a senior citizen facility in Cameron Station when they had the opportunity. Now it's tacked on to the BSAP.

Sewers - Approximately 77% of the BSAP is located in the Holmes Run Trunk Sewer Shed and residents recently received notice of the newly formed Alexandria Renew Enterprises (formerly the Alexandria Sanitation Authority (ASA)) who will provide wastewater treatment services (a separate bill) beginning in October 2012. The City and Fairfax Co. have been repairing faulty infrastructure along Holmes Run this past winter and spring. I'm sure my separate bill for wastewater services, where sanitary collector sewer are already of insufficient capacity, will be much higher than the one now included in my ASA bill. How much of an extra financial burden will the taxpayer have to bear before any financial responsibility is placed on the developer? The BSAP needs additional time for review and comment by the community.

We still have questions to be answered and reasonable solutions to be developed for Draft #1 and Draft #2. There is a huge financial commitment on the part of the City with a great burden placed on the taxpayers for this plan. Many of us do not view the BSAP as a roadmap (pardon the pun), a guide, or a set of directions for the future for we know that if this plan is approved, the City will go full force to implement the plan. See Transportation Phasing (p. 140) with Table 6 (p. 125). Not mentioned thus far is the quality of life for those of us who live here. As a native Alexandrian, I see a plan that proposes excessive density, inappropriate transportation planning, loss of open space, and decades of inadequate planning for growth ahead of us. As my grandmother used to say, "If it's worth doing, it's worth doing well." We need time to do this.

Postpone Approval of BSAP.

Judy Cooper
1007 N. Van Dorn St.
Alexandria, VA.

MPA #2012-0003

Julie Fuerth

Subject: RE: COA Contact Us: Beauregard Small Area Plan

From: James Brennan <brennanj2@gmail.com>
Date: April 29, 2012 9:39:16 PM EDT
To: <william.euille@alexandriava.gov>, <frank.fannon@alexandriava.gov>, <kerry.donley@alexandriava.gov>, <alicia.hughes@alexandriava.gov>, <del.pepper@alexandriava.gov>, <paul.smedberg@alexandriava.gov>, <rose.boyd@alexandriava.gov>, <jackie.henderson@alexandriava.gov>, <rob.krupicka@alexandriava.gov>, <linda.owens@alexandriava.gov>, <elizabeth.jones@alexandriava.gov>
Subject: COA Contact Us: Beauregard Small Area Plan
Reply-To: James Brennan <brennanj2@gmail.com>

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Sun Apr 29, 2012 21:39:16] Message ID: [38931]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: James
Last Name: Brennan
Street Address: 1229 N Van Dorn St
City: Alexandria
State: VA
Zip: 22304
Phone: 7038014178
Email Address: brennanj2@gmail.com
Subject: Beauregard Small Area Plan
Comments:

Dear Mayor & City Council:

I am writing in support of the Beauregard

Small Area Plan.

As proposed the plan will develop the highest and best

use of the property adjacent to 395 in Western Alexandria. The proposed

"green space" will preserve the trees and fields of Alexandria

that we value, but as proposed the developed property will also maximize a

currently disjointed section of the City.

This area will have a

tremendous amount of stress put on it through increased jobs via new site

locations. The proposed ellipse will help alleviate traffic congestion,

and the street connections close to Dora Kelly Park will provide ancillary

traffic flow behind the arterial road. The proposed bus transit lanes going

both ways will help shuttle citizens going both ways on

Beauregard.

There is a trend in commercial real estate towards sites

that offer: live, work, play options, and this plan does just that. It

will provide an area with amenities that residents would find appealing.

I hope you will consider my comments in your consideration of the plan.

This 25 year plan for the redevelopment of a section of West Alexandria

will help foster economic growth in our City.

Sincerely,
James

Brennan

MPA #2012-0003

Julie Fuerth

From: Priscilla Rasmussen <pras312@gmail.com>
Sent: Monday, April 30, 2012 3:28 PM
To: PlanComm
Subject: Beauregard SAP

Staff of the Planning Commission,

I am a member of the Beauregard Corridor Stakeholders Group and I want you to know I am in total support of the Small Area Plan.
It is time for the City to move forward with improving the West End and to take advantage of the generous proffers from the developers.

Penny Rasmussen
Property owner on Fairbanks Avenue

MPA #2012-0003

Julie Fuerth

From: Patricia Hanna <phanna756@yahoo.com>
Sent: Monday, April 30, 2012 12:51 PM
To: PlanComm
Cc: mikemccaffree@gmail.com
Subject: beauregard small area plan

My name is Patricia Hanna. I am a resident of the West End of Alexandria and reside at Goodwin Hose, Alexandria,4800 Fillmore Avenue. Please note my support for the Beauregard Small Area Plan. I urge your approval and affirmative recommendation to the City Council.

From: glenn and chris
To: PlanComm
Subject: Beauregard Small Area Plan
Date: Tuesday, May 01, 2012 8:20:07 PM

Staff of Planning Commission,
I am a member of the Beauregard Corridor Stake Holders Group and have attended most all meetings of the stake holders group. I am in total support of the small Area Plan as put forward by city staff.

Those who now oppose the plan as not ready or with objections that they believe need additional study do not want to look forward to the future but really only to look at the past. Without the Small Area Plan there will be no way to improve the intersection at Seminary and Beauregard, build a new fire station to replace the one that is 55 years old, provide added park land and provide set aside affordable housing.

Christine Shanks Brown
Property owner on Fairbanks Avenue

MPA 2012-0003

01 May 2012

M E M O R A N D U M

From: Peter Benavage
To: The Chairman and Members of the Alexandria Planning Commission

Subj: The Beauregard Corridor Small Area Plan (BCSAP)

Encl: (1) Letter to the Planning Commission dated 30 April 2012

Sir:

Enclosure (1) is a letter from me in strong opposition to the letter of Ms. Lynn Bostain dated 27 April 2012, in which she attacks aspects of the Beauregard Corridor Small Area Plan (BCSAP). I respectfully request that my letter be considered by the Planning Commission, in its deliberations over the BCSAP on 3 May 2012.

An identical letter is being sent to the Mayor and City Council.

Very respectfully submitted,

Peter Benavage

Peter Benavage

5066 Fairbanks Avenue
Alexandria, Virginia 22311
(730) 820-9312

E-mail: raglan1854@verizon.net

TO THE CHAIRMAN AND MEMBERS OF THE ALEXANDRIA PLANNING COMMISSION

30 April 2012

I am writing as a member of the Shirley Gardens group, and as a private member of the Seminary West Civic Association (SWCA), in response to the letter of Ms. Lynn Bostain dated 27 April 2012.

I have **major** objections to that letter.

First, the letter implies that the majority of the membership of the SWCA objects to the Beauregard Corridor Small Area Plan (SAP), as drafted and revised by the City Staff. To the best of my knowledge, this has never been put to a formal vote by the entire general membership of the SWCA. Relatively few members of that organization have attended the public meetings relative to the SAP, and consequently rely upon the highly filtered information being supplied by Ms. Bostain and a few of her supporters. (Incidentally, I have attended *all but one* of those SAP meetings over the past three years.)

Second, a careful review of the SAP map reveals that there are several civic associations directly adjacent to the SAP boundary, and that actually only a tiny fraction of the SWCA landowners touch the SAP edge. The Dora Kelly Nature Park and Chambliss Park provide buffers between nearly all of Dowden Terrace and the SAP area, as does Seminary Heights. While she and a very few other members do in fact own town homes within the SAP (with at least one of those other members also being on the Board of Directors of the SWCA along with Ms. Bostain), the overwhelming majority of the landowning membership of the SWCA does not live within the SAP. The lack of through streets into Dowden Terrace from the SAP zone, as well as the height restrictions of proposed new structures within that zone, will severely mitigate the impact of the SAP on Dowden Terrace and the majority of SWCA members. Ms. Bostain's assertion here is specious at best.

Third, as a property owner on Fairbanks Avenue and resident of Shirley Gardens who does live within the SAP, I can say with absolute authority that none of the Shirley Gardens Group landowners are under contract with any developer, nor are negotiations currently underway. We *have* formed an entity to protect our property values and to stand together should negotiations occur, but *we are under no agreement to sell to any developer as of this writing*. No formal decision to sell has been made by this group, though other individuals in this subdivision, before this group was formed, have sold or are under contract to one developer. We are under no obligation to follow suit, and resent the implication that our future actions are pre-ordained by a third party. In so far as the assertion to the contrary in Ms. Bostain's letter, that assertion is false. As to Ms. Bostain's six points, permit me to enumerate the following:

1. **Lack of Tenant Survey within the JBG property**. The turnover rate for tenants in the JBG properties currently stands at approximately 40% per annum. (The rent is low enough to ensure a low vacancy rate, but long term

tenancy is not the norm.) Ergo, since the SAP is a *high level, conceptual* plan, and *not* an *implementation* plan, to survey tenants now would be to survey practically no one who will be living in those properties when they are re-developed in ***five to six years.*** To do so would be a waste of time and money, though to be fair, the City Staff did not present this fact very clearly in the public meeting that addressed this concern. Nevertheless, the mathematics do not lie. In five years, of the approximately 8,000 tenants currently living in the affected area, fewer than 1,000 will still be tenants. So who would we be surveying today, and how valid would the conclusions be?

2. **The proposed Dora Kelley Nature Park road and environs**. The proposed road, which the City Staff envisions as being paved in an eco-friendly manner, will be constructed on what is currently the developer's land. The developer is ceding additional acreage to expand the Dora Kelley Park, so that the road would have no actual impact on the *existing* park. In addition, such a roadway would facilitate access by emergency equipment, including the heavy fire-fighting equipment required to protect not only the residences near the park, but also the park itself in the event of a forest fire. Ms. Bostain conveniently omits that such roads already exist, with conventional paving to be sure, adjacent to the park (as well as Chambliss Park and Holmes Run), *on the Dowden Terrace side* of the park, and serve to separate the residences from the green spaces. Indeed, the Dowden Terrace swimming pool is located *in* the green space adjacent to Holmes Run, and in its flood plain. Why is there no environmentalist hue and cry to have *that* concrete and asphalt complex removed?

3. **The proposed ellipse**. Ms. Bostain fails to mention that at least *sixteen (16)* traffic studies have been commissioned in the past few years, at great cost, to identify a solution to the Seminary/Beauregard interchange (which frankly has been a problem almost from its inception in the late 1950s). Highly complex traffic modeling has been employed in the latest of these studies, the most sophisticated of which point to some form of ellipse as the *optimum* solution. (The *best* solution would be a below grade reconstruction of Beauregard beneath Seminary, and the topography would seem to suggest this; but costs, budgets, and traffic disruptions during construction would *not*.) Ms. Bostain led the charge in demanding that the City Staff fix the traffic situation *first*, and now unjustly criticizes the result. She also helped lead the charge to prevent *any* traffic solution that would *even remotely* affect the Winkler preserve, despite major cost savings and safety benefits to at least one of those alternatives. The HOV improvements from the I-395/Seminary interchange will not be implemented for many years; the ellipse, upon which most experts agree, could be implemented almost immediately. Its elongated shape – quite different from a circle – will accommodate more vehicles than the current "straight line" of turn lanes; that is simple high school geometry. With proper timing of lights, traffic flow will certainly be enhanced. Moreover, the BRAC

twenty years from now – and that is this SAP's vision, not just tomorrow – will *not be the only traffic generator* in this zone. That the timing of lights can be synchronized is evident by the light timing at the I-395/Seminary exit, which is brilliant, and which, by the way, is really a traffic circle. Evolutionary changes to plans for the ellipse shows two positive points, moreover: (a) the Staff's flexibility as more data was garnered, and (b) the Staff's accommodation of citizens' inputs, derived from public meetings. Again, this is a *high level plan*, not an *engineering implementation*. But the main issue here is: if we are not going to be guided by the very expensive experts commissioned to develop a solution, why were those experts hired in the first place?

4. **Corridor C**. The City has, to the best of my knowledge, ***never*** claimed that traffic has *not* been impacted by the BRAC-133. It has merely been pointed out that, after the crash roadwork on Seminary Road between I-395 to and including the Beauregard intersection, the traffic issue is *not as bad as it could* have been. But with anticipated new development in the SAP area, fifty-four (54%) percent of which can be undertaken today *under existing zoning*, and without any significant proffers, a plan to provide multi-modal transportation in the *future* – over the next 20-30 years – is *vital*. Statistics show that a high percentage of those who occupy affordable housing in this area utilize mass transit. Expanding it, via a system over which the City has more control than it has over WMATA, simply makes common sense. In addition, the Traffic Corridor C, which has already been unanimously passed by City Council conceptually, will, when properly implemented, take traffic pressure off adjacent areas, by facilitating travel parallel to I-395, thus reducing (a) reliance on cars, and (b) the perceived need for motorists to cut-through adjacent residential neighborhoods. It also most certainly addresses "traffic outside the area," especially that flowing from/to the Pentagon, Shirlington, Landmark, and the Van Dorn Metro. Again, why are statistical facts and the advice of experts who have closely studied these issues being utterly dismissed out of hand by Ms. Bostain?

5. **Clarity on interspersed affordable housing**. The question presented here is the definition of "interspersing." The 55 units in question, which represent *only 6.9% of the total dedicated affordable housing proposed by the SAP*, in fact are part of a rational dispersal of affordable housing throughout the area, unless, of course, the idea would be to have every other town home in the zone established as affordable housing as well. I suspect that *that* is not what Ms. Bostain's solution would be, but rather that the affordable housing would be better if "interspersed" in a neighborhood other than hers. In fact, we must remember that there is nothing *compelling* the current owner of the two subject buildings – many units of which, incidentally, qualify as market affordable housing already – to gift them to the City *at all*. In return for higher density, which will generate the profits required to afford significant proffers to the City, and reduce the potential tax burden on its citizens, the

developer is giving the City a bargain opportunity to ease the dedicated affordable housing situation. The proposed interspersing is not unusual. As will be noted below, is there something more in play motivating Ms. Bostain's objection to this proposal?

6. **Proposed purchase of a JBG paved parking lot to be converted to parkland**. Allow me to put several issues to rest here very quickly. The price of the acquisition is in consonance with the land value under current zoning, and equates to $40.57 per square foot. (The math is: 37,026 square feet divided into the sales price of $1.5 million dollars.) Ms. Bostain's proposal to "gift the parking lot adjacent to ... the affordable housing units at Leverett Court" *appears* to be a thinly designed attempt to keep residents of those units from spilling over into the existing town home development, of which Ms. Bostain is herself a resident. With respect to the "Hekemian" site, the implication is that the City should acquire a large part of Shirley Gardens. Let me give Ms. Bostain a quick lesson in the economics of development: if the 206,306 square feet of available land were to sell for $1,500,000 as she and others have suggested, that price would equate to $7.17 per square foot, *which is less than 1/3 of the City assessment of our land under* ***current*** *zoning*; and assessments by their very nature tend to lag behind market value. To purchase property, one must not only produce "a ready, willing, and able buyer": there must also be a *willing seller*. Since none of us remaining in Shirley Gardens are distressed sellers, why, excuse me, would we sell at such a ridiculous price? And, more importantly, by what theory of law does she, *or any other private citizen or association*, for that matter, have the right to market our properties or dictate the respective prices of them *without our prior approval or consent*?

7. **Last minute expansion of the boundaries of the Beauregard Small Area Plan**. This is *demonstrably false*. From its inception, the Hermitage and the Goodwin House, as well as apartments such as Hermitage Hill, have been included within the SAP boundary. I know for a fact that the Hermitage was aware of this, for when the first City notices were published, I physically walked over and talked one-on-one with its Director himself, showing him the map of the SAP zone, and the Hermitage's place in it. An SAP is **not** a DSUP; inclusion in the SAP zone of course allows for entities to make their own contingency/concept plans for the future. Indeed, one would be foolish *not* to do so. Where in the laws of the Commonwealth does it state that the SWCA board of directors must give its prior approval before any private entity or facility can plan ahead?

To conclude, Ms. Bostain's letter is so rife with disinformation, misunderstandings, and distortions that it should be discounted out of hand. I *in good faith doubt* that it reflects, or would reflect, the *informed* opinions of the overwhelming majority of the SWCA general membership, and it most certainly does not reflect mine. The intent of such a letter can only be ascribed to the publicly announced intention of Ms. Bostain to de-rail

the vote on the SAP until fall at the earliest, an announcement that coincidentally occurred only when she realized the proximity of the proposed Hillwood dedicated affordable housing units to her domicile. Protest to the contrary notwithstanding, the juxtaposition of Ms. Bostain's frenetic opposition to the SAP, and the public announcement of the proposed dedicated affordable units to be located on Leverett Court, is *intriguing* to say the least.

Very respectfully submitted,

Pete Benavage,
Member, Shirley Gardens Group
Member, Seminary West Civic Association

5066 Fairbanks Ave.
Alexandria, Virginia 22311
(703) 820-9312

May 1, 2012

Via E-Mail Only

John Komoroske, Chair
and Members of the Planning Commission
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22305

Re: Docket Item # 1
Master Plan Amendment #2012-0003 (the "Application")

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of Home Properties, Southern Towers, Hekemian Development Company, Duke Realty, and The JBG Companies (the "Developer Stakeholders"), we are writing to request your recommendation of approval for the Beauregard Corridor Small Area Plan (the "Plan").

The Developer Stakeholders have been engaged and involved in the Plan since the beginning of the process in 2009. From tenant meetings in 2009 to make them aware of the upcoming process, to JBG's three day charrette in May 2010, through numerous Developer Stakeholder led meetings (including a July 2011 bus tour to visit other mixed-use developments in Alexandria and Arlington and a February 2012 Community Open House attended by over 200 people), Beauregard Corridor Stakeholders Group meetings, meetings with staff, meetings with Tenants and Workers United, and meetings with other civic groups and City Commissions, the Developer Stakeholders have invested a significant amount of time, money, and effort to work with the community and staff and have made numerous revisions in response to concerns raised throughout the process. We appreciate all the time, effort and hard work that have been put into developing the Plan by staff and the citizens as well.

While we request that the Plan be approved without delay, during your deliberations, the Developer Stakeholders ask that you consider making the following revisions to the Plan:

- Revise recommendation 3.23 to state that buildings with frontages on both Seminary Road and new streets internal to the development should have their primary entrances on the street internal to the development.

- Delete recommendation 4.14 requiring a minimum of one full level of underground parking below the building. So long as the parking is screened by architectural treatment or active uses, additional costs to bury one level of below grade parking are not necessary and unduly burdensome. Instead, attention should be paid to high quality architecture and site design.

- Revise recommendation 4.15, to permit above grade structured parking that replaces existing required parking for existing buildings to remain and facades of above grade parking structures located along alleys to be screened by architectural treatment as opposed to active uses. The appropriate architectural treatment for above grade parking structures should be defined in the Urban Design Standards and Guidelines to be developed as part of the rezoning and CDD Concept Plan.

- Revise recommendation 4.27 to acknowledge that the .85 acre open space adjacent to the Dora Kelley Nature Park is one option to be considered for purchase with the $1.5 million BRAC funds and that, if this site is not selected, the Plan will revert back to the townhouse layout depicted in Figure 5 of the staff report and 19,200 square feet of density that is proposed to be removed under the Small Area Plan and under the existing zoning will be added back into the Upper Town as originally contemplated.

- Delete recommendation 6.1 requiring the submission of a sustainability Plan for the overall Plan area. Each development will be required to meet the City's Green Building Policy in effect at the time of such development. Therefore, an overall sustainability plan is not necessary and would cause unnecessary additional expense.

- Revise recommendation 8.32 to clarify that real time parking occupancy technologies should be evaluated only in the context of shared parking facilities and that such evaluation, including feasibility and cost effectiveness, should be determined on a case by case basis through the Development Special Use Permit process.

- Delete recommendation 8.33 requiring the unbundling of parking. The Plan should not dictate market rate and/or unbundling of parking. Each development should be evaluated on a case by case basis through the Development Special Use Permit process.

While the community, staff and Developer Stakeholders may not agree on every issue, the Developer Stakeholders believe that the Plan reflects a thoughtful and thorough analysis of all interests represented in the process, creates a solid, sustainable vision for development of the area over the next 30 years, and should be approved without delay.

Very truly yours,

M. Catharine Puskar
Walsh, Colucci, Lubeley,
Emrich & Walsh, PC

Kenneth W. Wire
McGuire Woods

J. Howard Middleton
ReedSmith

MPA #2012-0003
May 3, 2012 PC Hearing

May 1, 2012

Via E-Mail Only

John Komoroske, Chair
and Members of the Planning Commission
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22305

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Master Plan Amendment #2012-0003 (the "Application")

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of Home Properties, Southern Towers, Hekemian Development Company, Duke Realty, and The JBG Companies (the "Developer Stakeholders"), we are writing to request your recommendation of approval for the Beauregard Corridor Small Area Plan (the "Plan").

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While we request that the Plan be approved without delay, during your deliberations, the Developer Stakeholders ask that you consider making the following revisions to the Plan:

staff OK

- Revise recommendation 3.23 to state that buildings with frontages on both Seminary Road and new streets internal to the development should have their primary entrances on the street internal to the development.

Staff does not agree →

- Delete recommendation 4.14 requiring a minimum of one full level of underground parking below the building. So long as the parking is screened by architectural treatment or active uses, additional costs to bury one level of below grade parking are not necessary and unduly burdensome. Instead, attention should be paid to high quality architecture and site design.

staff OK

- Revise recommendation 4.15, to permit above grade structured parking that replaces existing required parking for existing buildings to remain and facades of above grade parking structures located along alleys to be screened by architectural treatment as opposed to active uses. The appropriate architectural treatment for above grade parking structures should be defined in the Urban Design Standards and Guidelines to be developed as part of the rezoning and CDD Concept Plan.

staff OK

- Revise recommendation 4.27 to acknowledge that the .85 acre open space adjacent to the Dora Kelley Nature Park is one option to be considered for purchase with the $1.5 million BRAC funds and that, if this site is not selected, the Plan will revert back to the townhouse layout depicted in Figure 5 of the staff report and 19,200 square feet of density that is proposed to be removed under the Small Area Plan and under the existing zoning will be added back into the Upper Town as originally contemplated.

staff OK w/revision

- Revise ~~Delete~~ recommendation 6.1 requiring the submission of a sustainability Plan for each neighborhood ~~the overall Plan area~~. Each development will be required to meet the City's Green Building Policy in effect at the time of such development. Therefore, an overall sustainability plan is not necessary and would cause unnecessary additional expense.

staff OK

- Revise recommendation 8.32 to clarify that real time parking occupancy technologies should be evaluated only in the context of shared parking facilities and that such evaluation, including feasibility and cost effectiveness, should be determined on a case by case basis through the Development Special Use Permit process.

staff OK w/ revision

- Revise ~~Delete~~ recommendation 8.33 ~~requiring~~ to encourage the unbundling of parking. The Plan should not dictate market rate and/or unbundling of parking. Each development should be evaluated on a case by case basis through the Development Special Use Permit process.

While the community, staff and Developer Stakeholders may not agree on every issue, the Developer Stakeholders believe that the Plan reflects a thoughtful and thorough analysis of all interests represented in the process, creates a solid, sustainable vision for development of the area over the next 30 years, and should be approved without delay.

Very truly yours,

M. Catharine Puskar
Walsh, Colucci, Lubeley, Emrich & Walsh, PC

Kenneth W. Wire
McGuire Woods

J. Howard Middleton
ReedSmith

MPA#2012-0003

Julie Fuerth

Subject: FW: Input from Parkside at Alexandria on the Beauregard Corridor SAP

From: Benedict, Mark - FSIS
Sent: Tuesday, May 01, 2012 11:48 AM
To: 'John Komoroske
Subject: Input from Parkside at Alexandria on the Beauregard Corridor SAP

Good morning - thank you for speaking with me briefly this morning - hope your meeting went well!

Several members of the Parkside Board have previously submitted formal comments on the proposed SAP including transportation issues. Parkside has been an active participant in the Beauregard Corridor Stakeholders working group (Donna Fossum - Chairperson) and has attended numerous meetings with the 5 commercial developers involved in that SAP. Parkside is located just outside of, but immediately adjacent to, the SAP boundary on our northern property line - abutting HOME Properties developments. Parkside is aware of and rather dismayed by the tone of recent E-discussions on the SAP soon to be coming before the City for formal hearings.

Parkside respectfully offers the following for your consideration and for consideration by the City Council as well as the salient Planning and Zoning bodies:

Parkside supports rational growth and development and applauds the efforts of the 5 SAP developers in working proactively with citizens.
Parkside (378 condominium units) has since the summer of 2007 been very concerned about proposals to develop the 5325 Polk tract.
Parkside is very concerned about preservation of and restoration of the remaining urban canopy and the already lost urban canopy within the SAP boundaries.
Parkside continues to be concerned about the Beauregard corridor mass transit proposals - especially as regards the intersection of Sanger and Van Dorn (under I-395) if some form of BRT or trolley is attempted there.
Parkside strongly supports reasonable development in the Beauregard corridor and the Alexandria west end - especially redevelopment of Landmark Mall and increased higher end commercial and retail - especially more and higher end restaurants & shopping opportunities.
Parkside is concerned about potential light trespass from the proposed installation of lights for night-time use of the Ramsay School athletic field.
Parkside strongly opposes use of any DoD monies for funding of open space to be used to purchase an asphalt parking lot in the JBG properties.
Parkside does not believe use of DoD Open Space monies makes sense in the context of the 5325 Polk tract either - the most recent proposal for development of that tract would do much more to preserve that largest remaining stand of urban canopy in the Alex West End by transferring it in perpetuity to the state in as nature conservancy trust **at no expense to the City**.
Parkside remains concerned about the viability of the I-395N HOV ramp to serve the BRAC-133 site - especially because it invests $100 million dollars in an already antiquated Seminary Road interchange and would really only benefit BRAC-133 employees.
Parkside offers no opinion on recently proposed senior housing centers, but does have concerns regarding the percentage and availability of affordable housing
Parkside has serious concerns regarding the proposed surface parking ratios that would be required of new housing developments within the SOP.
Parkside feels strongly that Kenmore Avenue between Seminary and Van Dorn should be restored to the City and should no longer be a privately-owned road.

Thank you for your consideration - please feel free to contact me if you have questions or require clarifications.

Mark J Benedict, J.D. Vice President
Parkside at Alexandria Board of Directors
FON: (202) 205-7913 (Direct dial)
E-mail: mark.benedict@fsis.usda.gov

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MPA 2012-0003

01 May 2012

M E M O R A N D U M

From: The Shirley Gardens Group
To: The Chairman and Members of the Alexandria Planning Commission

Subj: The Beauregard Corridor Small Area Plan (BCSAP)

Encl: (1) Letter to the Planning Commission dated 30 April 2012

Sir:

Enclosure (1) is our letter of support for the Beauregard Corridor Small Area Plan (BCSAP). We respectfully request that our letter be considered by the Planning Commission, in its deliberations over the BCSAP on 3 May 2012.

An identical letter is being sent to the Mayor and City Council.

Very respectfully submitted,

The Shirley Gardens Group

For the Group:

Pete Benavage,
(Member and Point of Contact)

5066 Fairbanks Avenue
Alexandria, Virginia 22311
(730) 820-9312

E-mail: raglan1854@verizon.net

TO THE CHARMAN AND MEMBERS OF THE ALEXANDRIA PLANNING COMMISSION

We, the private residents and property owners of **Shirley Gardens**, are writing to you in strong support of the Beauregard Corridor Small Area Plan (SAP), as drafted and revised by the City Staff, and which will shortly be on your docket for consideration. We believe in the positive progress of this section of the City, where we grew up, went to school, and inherited our childhood homes. Having roots that stretch back over sixty years here, it is with a touch of nostalgia that we have seen so many changes to the real West End, even as more change is contemplated. Yet change is a part of life, and progress is greatly preferred to apathy and decay. We strongly believe that the draft SAP provides a vision for *realistic*, *rational*, and *positive* progress for this area, and that such a vision is long overdue.

Consider, for the moment, the current situation here. In accordance with the last SAP (1992), an increase of some **4.49 million** square feet of development within the SAP area is allowed under *existing zoning*. While Developmental Special Use Permits (DSUPs) would still be required for such development, the DSUP process cannot be used to leverage significant proffers from the developers, according to *official* legal opinion. Without such proffers, the City would have to fund the needed improvements for traffic and public safety, at the very least. This would prove a major drain on City resources during a time of economic and fiscal uncertainty. Allowing an additional 2.38 million square feet over and above what is allowed under existing zoning makes the negotiated proffers economically viable, as well as providing new assessments, as improvements occur, to generate greater future property tax revenues. Further still, the latest census data points to continued growth in the population of the West End and its immediate environs, with no abatement in sight. The U. S. Army Headquarters Service Facility (formerly the BRAC-133 Project) has compelled some road improvements, but as the strain on the traffic grid continues, in large part due to regional growth, and more work will be needed. Proffered rights-of-way will reduce the City's acquisition costs for such improvements.

The SAP, as revised by the City Staff -- after *three (3) years* of citizen inputs through public meetings – if adopted, will move to rectify the most urgent issues. In our opinion it will:

- Provide for a new **Fire Station and EMS facility**, which is urgently needed, with *private*, not public, funding for acquisition and construction;

- Provide for a reasonable amount of **dedicated** affordable housing, where *none* currently exists (*market* affordable housing can disappear with the simple raising of rents, as happened in the Encore apartment complex);

- Provide, in conjunction with the previously adopted Transportation Corridor C, a greatly **improved transportation flow** – not just for cars – and not for merely an immediate crisis, but for *20 -30 years of expanded service and capacity* via multi-modal forms;

- Provide for a safer, multi-village type series of **interconnected neighborhoods**, with a focus of *reducing the reliance on automobile trips*;

- Provide for enhanced **environmental protection and landscaping**, in accordance with modern *best practices* of urban design; and

- Provide for a **phased increase of revenues** for the City through enhancement of properties as each phase is developed, with consequent *increases in assessment and property taxes*, thus allowing for funding *without touching the General Funds* that now exist.

In short, we firmly believe that this plan, if adopted, will serve as a model for far sighted, modern urban planning, serving as an excellent guide for the next two decades, and, if adopted, eliminating impediments to progress and detriments to the quality of life in the West End.

Now we have heard with our own ears, and read with our own eyes, the arguments being raised by opponents to this plan at every possible opportunity, from the very moment that discussion was first suggested. Indeed, *most* of the SAP opponents present their *opinions* as *facts*, and in large part ignore the realities that are staring us directly in the face. We find it particularly odd that the most vocal opposition emanates from a small coterie of individuals who neither reside in, nor own property within, the SAP boundaries, and yet assert claims that they know best all the conditions within this area, and seem to contend that they have the right to determine how we dispose of our houses and lands.*

We *do* support this plan for the reasons previously presented, but collectively, should our properties sell -- our *inheritances* and *childhood homes* -- we certainly expect them to be put to the *highest and best use*, and we most certainly *will not* sell for a loss. Who would, under normal conditions? But our over-arching concern is this: if we *must* leave our homes, then something *positive* and *progressive* must take their place, something that enhances the future of the City and the West End, *economically* and *visually*; something in which we ourselves could proudly reside. That is why we support this plan. None of these goals are mutually exclusive.

The issue, in our minds, is very simple. We, as a City, face a choice: either be proactive, or stagnate. Change is upon us, and rapidly occurring. If that change is not managed, over the next 20 years it will choke us. Those who have opposed this SAP have *not once* offered for public debate a single, comprehensive, rational alternative to it. ***Not once.*** Those who would delay the plan talk about a "rush to judgment" and urge ever more "study." Their tactic seems to be, in our humble opinion, to delay and defer a decision

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- **As an example, several have demanded orally and in writing that our homes be purchased at a very low rate by the City for conversion into a park, and have announced this *plan without consulting us or securing our prior consent.* A willing seller would be required for such an acquisition, and none exists. Nor, for that matter, would there appear to be budgetary capacity for such an acquisition. The pursuit of that idea is therefore a waste of time and energy.**

until it becomes politically impossible to make one. And yet the deterioration of Fire Station #206 alone mandates a new station being in operation by the year 2015 or 2016 at the latest. Without the developers' proffers, the City will have to fund that new station.

Postponing a decision on the traffic ellipse at Beauregard and Seminary for further study is another example of the bankruptcy of the opposition's logic. There have been a minimum of *16 traffic studies of that intersection within the past ten years*, costing local, State, and Federal taxpayers' millions of dollars, and with the latest, most sophisticated of them pointing to an ellipse as being the *optimal* solution. If we do not trust the experts we hire, why exactly do we hire them in the first place? Of course, experts may not always be right, but after over *three years* of public comments on this issue (including the BRAC meetings as well), *not one* viable, cost effective alternative is offered by the opposition. One thing is certain, though: left to its own, the traffic will not improve. Doing nothing *now*, just makes the problem worse in the *future*. We have 60 years worth of examples in the West End to prove that point.

We wish to make two final observations, based upon our personal participation in this process – a process that the City Staff and certain citizen volunteers have made into a model of public openness and fairness. The first observation is that while there are always points upon which rational persons of good will can disagree, and *opinions* may be argued, reality-based *facts* cannot. We grow weary of those who argue by *dis*information and *factual distortions*. The second observation is that we view with genuine skepticism the frantic objections being raised by those who never availed themselves of the opportunities to attend public meetings to gather facts, never researched or asked questions outside of such meetings to properly prepare and inform themselves of the facts and issues, but now argue that the entire process should begin anew for their sole edification. The meetings for the SAP have been widely publicized and open to an exceptionally wide audience, and broad citizen participation in them *is*, *has been*, and *should be* lauded. But *we cannot keep the process going in perpetuity*.

Is the draft SAP perfect? Of course not; no plan ever is. For example, we would like to see provisions for a police sub-station and a satellite City Hall included, specifically to help integrate our portion of the West End into the City, and as further evidence that the City Government truly cares about us. But, the plan, *as it exists*, is a *start*, and a powerful one in our view.

To conclude, the Shirley Gardens Group *strongly supports* this SAP as a progressive, comprehensive, and rational plan for the future of Alexandria's West End; one which will more closely integrate the West End with the City. It is a fitting replacement to the old 1992 SAP, which has served its usefulness, and needs to retire gracefully. The new plan is, in our considered opinion, visionary and well thought out. *It includes every significant comment and observation made during the past year by the participating public.* We have a golden opportunity to significantly improve our area in a way that is positive for the future – and to do so without burdening the taxpayers, or breaking the budget. Perhaps only once in a century will a city have multiple developers, private landowners, and local governmental staffs working in unison and cooperating as well as all have in producing this SAP. Timing here is essential, and the collaborative effort is still a fragile

experiment. It must not be allowed to fail. We trust the experts of the City Staff, and feel that the time for studying this high level plan is over. A decision should be made without delay. We respectfully urge immediate adoption of the Beauregard Corridor Small Area Plan.

Very respectfully submitted,

The Shirley Gardens Group

April 30th, 2012

Point of Contact:

Pete Benavage
5066 Fairbanks Ave.
Alexandria, Virginia 22311

GOODWIN HOUSE
Alexandria

May 1, 2012

Department of Planning and Zoning
301 King Street, City Hall
Alexandria, Virginia 22314

Re: Beauregard Small Area Plan (BSAP

As the Executive Director of Goodwin House Alexandria, I am pleased that Goodwin House is included in the Small Area Plan boundaries. Goodwin House will benefit from many aspects of the proposed Small Area Plan.

The Beauregard Rapid Transit Plan will benefit our residents with greater public transportation and the walking areas/green spaces will be a welcome addition. Many of our residents no longer have automobiles and rely upon public transportation. The convenient access to retail shops and restaurants will be a tremendous positive for the residents and the West End area in general.

There are many pluses to this Small Area Plan. The direction to have allocated affordable housing is a good and proper use for the city.

I strongly urge your support of the Beauregard Small Area Plan.

Sincerely,

Harry W. Baldwin
Executive Director

A Not-for-Profit Continuing Care Retirement Community

4800 Fillmore Avenue • Alexandria, VA 22311
Phone: 703-578-1000 • *Fax:* 703-824-1075
www.goodwinhouse.org

EQUAL HOUSING OPPORTUNITY

ACCREDITATION CONTINUING CARE COMMISSION

MPA #2012-0003
May 3, 2012 PC Hearing

From: Nancy Shanks
To: PlanComm
Subject: West end small area plan
Date: Tuesday, May 01, 2012 6:30:08 PM

My name is Nancy Shanks and myself and my family have been residents of the city of Alexandria on Fairbanks Ave since 1955.
I am in full favor of the proposed Sap plan for the Beauregard West End. I see the city finally coming into the 21st century and wanting to make some long awaited changes to provide convenience, income, affordable housing to its residence, future residence and guests to our city. As a home owner, tax payer, and voter, it pains me to see surrounding counties and cities, trending forward while the west end is rapidly declining. We have derelict empty buildings, decaying neighborhoods and a poor school system. It is LONG over due. A great majority of its residents work, shop, and eat-therefore contributing income and prosperity, to surrounding areas, while the city of Alexandria makes due with with old fire houses, traffic congestion, sky rocketing taxes, etc etc. what would Old Town be like now if no improvements had been made? Old warehouses, vacant stores, and prostitutes roaming King Street. I have seen old worn out neighborhoods become vibrant due to the visions, open mindedness and enlightenments of it's residents. Right now, the West End is the land that time forgot. It is only a matter of time before it becomes known as "the bad side of the tracks". Crime is up but can you really afford additional police force and training?
Let's start making a new and BETTER future for our town. Maybe others will open their eyes and see change CAN be good.
Sincerely,
Nancy Shanks
Resident of Fairbanks Ave
and member of the Beauregard Stakeholder Group

From: Stephanie Clayton
To: PlanComm
Subject: I support the Beauregard Small Area Plan
Date: Tuesday, May 01, 2012 7:36:54 PM

Dear Members of the Planning Commission.

I am writing to share my full support of the Beauregard Small Area Plan. I am a native Alexandrian and an 11-year resident of Seminary Valley and I am eager and excited to see a more vibrant, citizen-friendly West End. And I believe this Plan will help us achieve this.

I am encouraged by the thoughtful plan being put forth, in that it incorporates an impressive amount of added and improved green space, a much needed new turf playing field with lights, improved transit along the Beauregard corridor, a modern, walkable town center with an improved grocery store and other desirable retail, and a much needed new fire station servicing the West End. I also like the improved interconnected system of biking and walking trails that the plan envisions and better neighborhood to neighborhood connectivity through an improved street grid and transit.

It is also important to note that the Plan includes 800 committed affordable housing units. Without this Plan, and with the rental market continually rising, there is no guarantee that when developers decide to renovate and re-develop their west end properties that there will be ANY affordable housing left. The Plan assures us there will be.

I also believe that the more vibrant and livable the Beauregard corridor becomes, the more it will attract employees who work at BRAC, and many will consider moving to the neighborhood. This will no doubt improve traffic congestion with fewer cars heading to BRAC. And for the rest of BRAC, the addition of new desirable retail and restaurants to the area will generate needed business tax dollars to the city, as workers will be able to walk to the town center area during their lunch hour and utilize the retail businesses, benefiting all of us with increased commercial tax revenue.

Alexandria needs to follow the example of some of our neighbors and smartly re-develop our neighborhoods so that we can live, work, play in them, without always getting in our cars.

I hope you will enthusiastically support the Beauregard Small Area Plan.

Sincerely,
Stephanie Clayton
5333 Thayer Avenue
Alexandria, VA 22304

4800 Fillmore Avenue
Alexandria, Virginia 22311

May 1, 2012

Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Ladies and Gentlemen:

Re: Master Plan Amendment 2012-0003
Beauregard Small Area Plan (BSAP), (Docket #1)

I am a resident of Goodwin House Alexandria, which is included in the Small Area Plan boundaries. I have become familiar with and informed about the Beauregard Small Area Plan through numerous meetings and conversations. I believe that the BSAP should be approved because of the benefits it will offer to residents of the West End and to residents of the City of Alexandria in improved transit, expanded retail space, and coordinated development.

I am proud of Goodwin House for its 45 years of providing housing and services to seniors in Alexandria, and appreciate that the Small Area Plan recognizes the importance of senior housing. Goodwin House plays an important role in providing housing and health care to older adults in Alexandria, and has apartments that serve a broad economic demographic. The BSAP provides an opportunity for the future expansion of this role to seniors. In addition, I think it is important for the Planning Commission to know that Goodwin House has a Foundation that helps to support individuals who cannot cover their costs without financial assistance.

I am in support of the Small Area Plan.

Sincerely,

Jean Williams Storch
905

4800 Fillmore Avenue
Alexandria, Virginia 22311

RECEIVED
MAY - 7 2012
PLANNING & ZONING

May 1, 2012

Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

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I am in support of the Small Area Plan.

Sincerely,

PS – One concern is insuring the BSAP provides sufficient affordable housing. The BSAP "market-based" affordable housing can see market forces drive the prices out of truly affordable housing.

GEORGE & JUDY SIBERT
4800 FILLMORE AVE APT 530
ALEXANDRIA VA 22311-5014

4800 Fillmore Avenue
Alexandria, Virginia 22311

RECEIVED
MAY - 7 2012
PLANNING & ZONING

May 1, 2012

Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

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I am in support of the Small Area Plan.

Sincerely,

Carolyn Q D Shire

4800 Fillmore Avenue
Alexandria, Virginia 22311

RECEIVED
MAY 7 2012
PLANNING & ZONING

May 1, 2012

Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Ladies and Gentlemen:

Re: Master Plan Amendment 2012-0003
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I am in support of the Small Area Plan.

Sincerely,

Julie Fuerth

From: Katharine Dixon <kd@rebuildingtogetheralex.org>
Sent: Wednesday, May 02, 2012 3:38 PM
To: PlanComm
Cc: William Euille; Kerry Donley; Rob Krupicka; Paul Smedberg; delpepper@aol.com; Frank Fannon; Alicia Hughes
Subject: Beauregard Small Area Plan

Dear Planning Commission,

Though I am unable to attend tomorrow night's meeting, I wanted to provide my support of the most recently revised Beauregard Corridor Small Area Plan which includes 800 committed affordable units, of which 100 units will be dedicated to the City. The Affordable Housing Advisory Committee, on which I sit, also approved the plan at its April meeting.

I understand that if we do nothing, i.e., not pass this revised Plan, we get nothing, in terms of dedicated affordable housing units, since the developers are not obligated to provide any. Without the Plan, there is no guarantee that any units in the Beauregard Corridor area will remain affordable as rents could continue to rise to reflect what the market will bear.

I trust the right decision for the City will be made and this Plan will be passed.
Thank you,
Katharine

Katharine Dixon, CAPS
Executive Director
Rebuilding Together Alexandria
700 Princess Street, Mezzanine Suite 2
Alexandria, VA 22314
703.836.1021
NEW: kd@rebuildingtogetheralex.org
www.rebuildingtogetheralex.org

Find us on Facebook

To: The Planning Commissioners:

From: Shirley Downs
1007 North Vail Street
Alexandria, Virginia 22304
703-845-7958
shirleydowns@verizon.net

I am a citizen activist, and Chair of the Brookville-Seminary Valley Civic Association Committee on Growth and Development for Beauregard/Van Dorn and Corridor C. I have been working on BRAC, the HOV Ramp, Hot Lanes, Corridor C and the Beauregard Small Area Plan (BSAP) for the last three years. First thank you for allowing public comment at these hearings. There are different and new issues within the plan since you last reviewed it that local residents wish to address.

DOD Open Space Funds

First the issue of the DOD open space payment to the City of $1.5 million is now in play and there is time constraints attached to it that could result in the funds being returned to DOD. The residents do not agree with the proposal to purchase land near Elliot Court to be added to Dora Kelly Park that is a new element in the most recent draft. Rather we believe this should be an opportunity for nominations and suggestions for open space to be solicited from local residents. Our community has less open space than the rest of Alexandria and we are the ones that suffered the loss of the original 6.5 acres of open space within the BRAC site. Our Brookville Seminary Valley Civic Association has requested consideration of the property at 5325 Polk. I am also aware that residents of the Echols Avenue /Seminary Park area are circulating a petition to secure a park in the Foster Fairbanks Area. If this suggestion is pursued it will have an impact on the Hekemian development proposed for the Foster Fairbanks area at Beauregard and Seminary. Another suggestion is to use the funds for a work of art, a fountain, a performance space, or some other enhancement somewhere in the Town Center Area. But we do not know the text of the DOD proposal, what the funds can be used for, and the time constraints we are faced with. We would like copies of the text of the DOD proposal and time for nominations for the use of the funds to be considered before a vote.

Affordable Housing

Second while there are many important improvements in the affordable housing section of the plan there are still problems. The current units of the BSAP are 44% market rate affordable and the plan area contains 25% of the City's total market rate affordable units. Tenants and Workers United has requested a survey of current residents and the City has indicated that they will undertake it. We need to determine, the size and composition of the families, their income, the number of school children, where they work, how they get to their jobs, and the number and kind of vehicles per household. This information will be critical not only for the Beauregard Plan but for the Affordable Housing Master Plan

that will soon come before the City Council. This needs to be done as soon as possible and the results made available before a final vote on the plan.

It is also recommended that the City ensure that more rental properties accept subsidized housing vouchers so that we are not leaving unused federal funds for housing vouchers for which City residents are eligible.

Alexandria, Arlington and Fairfax all face the same problems with regard to the lack of affordable housing and problems relating to our high median incomes. All of these jurisdictions need to work together closely on policy, planning and legislative proposals to improve the ability of Northern Virginia to provide affordable housing to our residents.

Hermitage and Goodwin House Senior Centers

The recent draft of the plan now contains an entirely new section on Senior Housing at the Hermitage and Goodwin House. While we are very interested in making more senior housing available there is absolutely no information what-so-ever in the plan about what these senior centers have planned. Are they proposing additional buildings, new services for seniors, affordable housing for seniors or what? How would these proposals work with other parts of the BSAP? City Staff have stated that they are at the very beginning of their planning process. We recommend that these new elements be severed from the BSAP and that they proceed to work out what they want and then apply for the appropriate zoning amendments at that time.

Recreation Field Area At the Ramsay School

Local residents noted during the planning stages that the West End has few recreational fields and facilities. We wish to preserve the parks and open spaces that we have including: Dora Kelly, Winkler, Chambliss and Holmes Run and work to insure that they are refurbished, and protected from erosion, and other ecological damage. We also wish to ensure that recreational facilities at our schools are safe and available for use.

Currently the playing field at the Ramsay Recreation Center is so sodden when it rains that it is unusable. The City has proposed that the recreation field be greatly enlarged and that the land between the current field and the tennis courts be filled in and a plastic field installed to allow for longer use of the field into the night.

Local residents have raised a number of concerns about drainage problems, lights, noise and the lack of parking at the site. There are going to be many residents very near the proposed field and lights and noise could negatively impact both residents and wild life in Dora Kelly and Holmes Run. We recommend that the City be more flexible about the size, location, lighting and hours that the facility will be open and that they consider not installing a plastic field. This would allow the current field to be refurbished and drainage improved so that it could be used at an earlier time and a lower cost.

Tree Canopy

One of the things all residents love about the Beauregard area is the large, number of tall old trees. This is something that the new development needs to honor and treasure. We are very pleased with the BSAP recommendation that there be a 40% tree canopy but we would prefer that the language of the plan be changed to **require** that there be a 40% tree canopy. This calculation should not include the Winkler Preserve, Dora Kelly Park and other existing parks rather it should apply to the individual new developments.

We also recommend that, to the maximum degree possible, that large, mature, healthy trees be retained in **each** of the development projects. And where mature trees must be removed for construction, logistical or transportation infrastructure purposes they be replaced with large healthy specimens.

Holmes Run Trunk Sewer Line

There are significant sewer capacity constraints on the Holmes Run Trunk Sewer Line, which services all of the BSAP area except the BRAC buildings-- which run onto the Arlington Sewer System. While we have sewer treatment capacity at our sewer treatment plant the Trunk Line is too small to accommodate the additional capacity that will be required by such a significant increase in population. We have already experienced this over in the Brookville Seminary Valley area where just a few homes are being constructed. Sewer services should be evaluated, and funded prior to any significant new construction related to the BSAP, to insure that the trunk line can accommodate this new additional growth. The funding of the sewer system should proceed before any new residential and commercial construction within the BSAP area.

Transportation

1. Road Next to Dora Kelly Park

Within the BSAP the City has proposed that the residences be pulled back from Dora Kelly Park and that a new road be put in back of the buildings. Naturalists and ecologists have commented about the fragile nature of the park which is full of steep gullies and ravines. They and local residents are concerned about the damage to the park that is a beloved natural asset in the community. We have been told that this road is not necessary for EMT or fire trucks. It is feared that the principle reason for the road is to provide additional parking and or thru traffic. Residents propose that only a permeable bike/walking path be added at the back of the buildings instead of a road and that the balance of the 7.4 acres be put back into open space in the plan area.

2. The Ellipse and Transit Center

Residents are also concerned about bike and pedestrian safety, cost and the efficacy of the Ellipse and the need to enlarge the Transit Center at Southern Towers but I am leaving discussion of these issues to others.

3. Density

As you are aware ever since BRAC was approved residents have been concerned about density and the number of additional cars that are coming into our community. According to the Department of Planning and Zoning the BSAP area has a population of 13,674 (2010 figures) with a total of 6,487 households. According to City data in 2009 the average daily traffic volumes on our streets were:

Beauregard (West City Line to Braddock)	18,000 ADT
Van Dorn (Duke to Seminary)	23,000 ADT
Seminary Road (Fairfax County Line to Beauregard)	40,000 ADT
Seminary Road (Beauregard to 1-395)	53,000 ADT
Sanger Avenue (Beauregard to Van Dorn)	13,000 ADT
I-395 (Seminary to Route 7)	158,000 ADT

Please note that although the BSAP has focused primarily on Beauregard, Seminary is the street with the highest traffic density, followed by Van Dorn.

What is clear is that with the advent of BRAC with 6,400 employees, together with the additional traffic generated by the HOT Lanes, the HOV Ramp, the proposed Auxiliary Lane, and the proposed increase in density envisioned under the Beauregard Plan these traffic density figures are going to dramatically increase. Currently there are 5,500 existing units in the BSAP a portion, 2,475, would be demolished and new rental properties and a small number of town houses would be built for a total of 9,200 housing units. The plan also calls for 4 new hotels, and 4 new office buildings.

4. Hot Lanes

Please note that the City did not support the Hot Lanes but now instead of stopping at 495 they are creeping down 395 just below the Duke Street exit. This will allow more single occupancy cars to flood Beauregard and Van Dorn and provides an end run around the purpose and provision of the HOV Ramp that is supposed to encourage multi-occupancy vehicles.

5. HOV Ramp And Auxiliary Lane

I, and other residents who live along Van Dorn, am upset about both the HOV Ramp and the proposed Auxiliary Lane because the only barrier between 395 and us is a hillock and

median of trees. The HOV Ramp and the Auxiliary Lane will take away land from the median. While the state has indicated we are eligible for a sound wall it will be 15 to 30 feet high because the HOV Ramp connects to the top tier of Seminary and is 30 feet above 395. Most residents do not like the prospect of a prison wall right next to their homes and are concerned about the loss of the trees screening our view of 395. The Auxiliary Lane will take between 12 and 14 additional feet of land from the median between Van Dorn and 395. The VDOT public hearing on the Auxiliary Lane is scheduled for sometime in the first week of June.

We also note that the HOV Ramp, the proposed Auxiliary Lane, and the Hot Lanes will greatly increase the traffic on Seminary, which already has the densest traffic of any street in the community. We also greatly fear that these exits will facilitate a flood of traffic going west on Seminary over to Baileys Crossroads as this area is also undergoing dramatic redevelopment.

6. Corridor C

I am a big fan of mass transit and hope that someday, probably long after I am gone, there will be a light rail system in my neighborhood. For that reason I supported the concept of dedicated lanes for transit. However at the last Commission hearings I expressed concerns about the roadbed for Corridor C and whether there would be sufficient space along Van Dorn between Sanger and Landmark Center for the 6 lanes of traffic, medians with trees, bike lanes, and sidewalks. We are also worried that this will take away a considerable amount of the parking now provided for the residents of Willow Run. There have been long standing problems over parking spaces between the residents of the KMS Townhouses, the single family homes and Willow Run and this could seriously aggravated these problems.

There have still been no opportunities for discussions with City Staff about the rights of way and space needs of Corridor C in this area.

Finally the situation we face with regard to funding for Corridor C has become more serious. Congressman Moran and others have pointed out that state and federal funds for mass transit have been severely decreased and therefore the competition for such funding is worse. Further while the developers have provided considerable amounts in proffers for transit in the BSAP no proffers were provided for rights of way or transitway costs in the initial plan for Landmark. We will need to negotiate additional proffers from the developers for transit, affordable housing and perhaps amenities such as a new school when the negotiations commence between the new developer for Landmark and the City.

Similarly negotiations with developers all along Corridor C will need to take place for rights of way proffers and funds to help pay for the proposed BRT buses, a widening of Van Dorn over Duke, a multimodal bridge into Van Dorn Station, the widening of Sanger under 395, and costs related to building the travel lanes, medians, trees & landscaping,

bike paths, sidewalks, and bus shelters. If this cannot be done it is possible that local residents will be called upon to provide additional tax revenues to build and operate the Transitway. When you want something you have to save up for it whether it is a car, a home or a college education. This would appear to also be necessary for the proposed Transitway.

a. It is therefore recommended that the proffered rights of way and landscaping for Beauregard be escrowed until we have a better idea of the costs and potential proffers on the balance of Corridor C.

This would not preclude the building of the residences and commercial space envisioned in the Beauregard area. Rather this is an effort to save and compile resources. It will be a serious waste of resources if we only build Corridor C up in Beauregard and then have buses traveling in congested vehicular lanes for the majority of the route.

b. It is suggested that in the interim the City consider the use of circulator buses, which have been very successful and popular in DC, and extended hours during the weekend and non-rush hours on DASH and Metrobuses.

c. It is also recommended that the City Staff, Council Members, and residents work much more closely with Arlington and Fairfax on transit issues and policies and strive to link and improve the bus routes of all of our systems to better serve the residents of Northern Virginia.

d. Finally, in addition to providing more transit over more hours the City needs to make it possible for residents to forgo a vehicle. Facilitating the use of bikes and temporary rental cars such as Zip cars are excellent concepts and need to be promoted throughout the City not just in areas of new development but also other older neighborhoods especially those with a high concentration of residents.

Julie Fuerth

Subject: FW: DRAFT Beauregard Small Area Plan

From: Chris Henderson [mailto:chenderson@vumh.org]
Sent: Wednesday, May 02, 2012 4:59 PM
To: Kendra Jacobs
Cc: Wales, Ben; Thomas Cooper; Lynn Watkins; Dan Oetzel; Rich Bottone; Frances Nichols
Subject: DRAFT Beauregard Small Area Plan

Dear Planning Commissioner,

I am writing on behalf of Virginia United Methodist Homes, Inc. ("VUMH"). VUMH is a faith based not for profit retirement services provider which owns and operates the Hermitage on Fairbanks Avenue.

VUMH is in support of the Draft Beauregard Small Area Plan. Specifically, we appreciate the language included in the Draft Plan that allows for additional flexibility for the provision of senior housing units on the Hermitage property, beyond what could be developed under its existing zoning. The Hermitage currently provides residential independent living, assisted living and nursing services. We intend to continue to provide an important service to the local community by continuing to improve and/or expand facilities on the Hermitage site.

The Draft Small Area Plan would allow VUMH, as part of a future rezoning proposal, to work with the City and local community to propose senior housing units in a location that permits integration of senior residences with the greater community. A spectrum of unit types could be provided which would permit seniors to age in place with direct access to public transportation, retail and other service. The goals of integration, aging in place and access to services and facilities are in line with the City's DRAFT Strategic Plan on Aging.

While we appreciate the flexibility included in the draft Small Area Plan for additional senior housing as part of a rezoning application, we wish to ensure that the Plan's recommendations would not prevent VUMH from continuing the development of the Hermitage under its existing zoning provisions. As a not for profit senior service provider, it is essential that we maintain the flexibility provided by the existing zoning provisions as we explore the future needs of the evolving senior services sector and available funding streams. I will be providing testimony at Thursday's public hearing and would be grateful if Staff could confirm for the record that there is no intent for the language included in the Small Area Plan, with respect to the Hermitage, to narrow the current flexibility provided by the property's existing zoning provisions.

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

Thank you,

Chris

Christopher Henderson
Christopher Henderson
President and CEO
Virginia United MEthodist Homes, Inc.
(804) 474-8700

DISCLAIMER
This message, along with any attachments, is intended for use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that the dissemination, distribution or copying of this communication is strictly prohibited. If you receive this message in error, please notify us immediately by telephone and delete the message from your system.

Julie Fuerth

From: volalawson@comcast.net
Sent: Wednesday, May 02, 2012 11:41 AM
To: PlanComm
Subject: Affordable Housing Component of the Proposed Beauregard Small Area Plan

To the Members of the Alexandria Planning Commission:

I am in support of the following revisions to the Proposed Beauregrd Small Area Plan as they relate to affordable/workforce housing:

>Increasing the number of affordable rental units from 703 to 800 and providing affordable housing through a combination of existing and new units. This represents 32% of the units to be lost

>Extending the affordibility period beyond 30 years by adding an option to extend for any additional 10 years

>Retaining two existing multi-family buildings adjacent to 1-395

>Retaining two existing multi-family buildings adjacent to Dora Kelley Nature Park

>Providing the existing senior housing at Goodwin House and The Hermitage with the flexibility to expand their facilities and programs to comply with the City's Strategic Plan on Aging

The developers contributions to afordable/workforce housing for the Beauregard Plan will be $120,443,640 and according to the Proposed Beauregard Plan, the City plans to dedicate $52.4 million of the future real estate tax revenue that is realized due to an increase in the assessed values of properties as a result of redevelopment in the Plan area. The Plan also envisions an active role for the City by leveraging available third party funding thru state, federal and other public and private sources.

With $4 million from the City's Housing Trust Fund, and other City housing monies, the City will be able to acquire 101 committed affordable units within existing apartment developments so that some dedicated units will be available by the time that the first phase of demolition occurs, according to the Proposed Plan.
.

The role of the proposed Interim Tenant Relocation and Assistance Program, and most particularly the role of the Relocation Coordinator, is vital. Although Alexandria has more Public Housing, Housing Choice Vouchers (formerly known as Section 8),and other assisted housing as a greater percentage of its housing stock than any of the other Northern Virginian jurisdictions, the waiting lists are very long and the income-eligible should be encourage to apply as soon as possible.

One of the downsides of any major redevelopment of this nature is displacement and it is the task of the City and the developers to try to provide for the tenants in as reasonable a manner as possible. Keeping almost a third of the units affordable over a thirty year period would not be possible without this Plan. Also if the developers were to be unsuccessful with the Beauregard Plan, they have indicated they could build decide to build townhouses on this site (i.e., Cameron Station) and they would not need a rezoning and the City would not have the leverage it does under the Beauregard Plan.

Vola Lawson
3610 Valley Drive
Alexandria, Va.22302

s

From: Jim Brown
To: PlanComm
Subject: Support for the Beauregard SAP (Small Area Plan)
Date: Wednesday, May 02, 2012 1:26:34 AM

Staff of the Planning Commission:

My name is James E. Brown and I' am a member of the Beauregard Corridor Stakeholders Group. I' am also a member of the Shirley Garden Group. Having lived in the west end of 395 for over sixty-two years and currently owner of property on 5105 Fairbanks Ave, Map # 010.02, Block # 03 and lot # 11. I want you to know that I totally support the SAP (Small Area plan). For the past sixty-two years we have been part of Fairfax County and/or Alexandria City property tax base. For these past sixty-two years, those of us who have lived west of 395 have been treated as step child to what every local government claims us. We have paid property taxes to what every local government claims us. But for what local taxes we have paid to the local government, we have received little services from the local government. The only local government service we have received is two (2) elementary schools. One of them being William Ramsey Elementary School, which I attended a long time ago and a newer John Adams Elementary School. These are the only services that the Alexandria City has provided us. It is now time that the west end of 395 resident be part of the City of Alexandria and get the city services that the rest of City of Alexandria resident get. This SAP (Small Area Plan) will allow this to happen and will not hurt the city budget. These new services will be paid for by the developers who want to develop the land. These new development would help increase the tax base for the City of Alexandria. The Mayor of City Alexandria spoke at a meeting held at Landmark Mall on 02/13/2012. This was a joint meeting between City Council, Planning Commission and City of Alexandria Planning and Zoning Department. In which he said it is time for the residents west of the 395 to be part of the City of Alexandria and to get services that have been long missing from the west end of 395. I total agree with this statement.

I ask you to please vote for THE SAP (Small Area Plan) and I also support the letter sent to you from Pete Benavage a member of the Beauregard Corridor Stakeholder Group and a member of Shirley Garden Group. Which has more detail information on the SAP (Small Area Plan) and why you should pass this plan.

Sincerely,
James E. Brown
Property owner of 5105 Fairbanks Ave, Map # 010.02, Block #3, lot # 11
Resident of west end 395 for over sixty-two years.

MPA #2012-0003
May 3, 2012 PC Hearing

From: Fitz Woodrow Jr
To: PlanComm
Cc: Harry Bakdwin; Mike McCaffree
Subject: Your May 3 Meeting To Consider The Beauregard Small Area Plan (BSAP)
Date: Wednesday, May 02, 2012 11:27:29 AM

Dear Chairperson:

My name is Fitz W.M. Woodrow, Jr. My wife and I are residents of Goodwin House Alexandria, 4800 Fillmore Avenue, Alexandria, VA 22311. We live inside the Boundary Lines of the Beauregard Small Area Plan (BSAP), and we both fully support the BSAP. We urge you, and your Planning Commission, to approve the BSAP, and that your strongest possible endorsement of approval be sent to the Alexandria City Council for their affirmative action to insure that the BSAP becomes a reality.

Thank you for kind attention in this important matter.

Sincerely,

Fitz W.M. Woodrow, Jr.

Julie Fuerth

Subject: FW: COA Contact Us: SAP

From: Bradley Buchanan [mailto:tobaccoroad1200@aol.com]
Sent: Wednesday, May 02, 2012 1:36 PM
To: Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow
Subject: COA Contact Us: SAP

COA Contact Us: Director Faroll Hamer

Time: [Wed May 02, 2012 13:35:34] Message ID: [39015]

Issue Type:	Faroll Hamer
First Name:	Bradley
Last Name:	Buchanan
Street Address:	5129 Fairbanks Avenue
City:	Alexandria
State:	Virginia
Zip:	22311
Phone:	
Email Address:	tobaccoroad1200@aol.com
Subject:	SAP
Comments:	As a property owner of 5129 Fairbanks Avenue in the West End section of Alexandria, I strongly support the proposed Small Area Plan and the letter submitted by the Shirley Gardens Group. It is time for the City to move forward with improving the West End area.

Dave Cavanaugh

Re: *Transportation Commission Meeting, May 2, 2012*

Comments on the Beauregard Small Area Plan Draft Dated March 27, 2012 (limit 3 minutes)

The Beauregard Small Area Plan Draft Transportation Chapter is inconsistent with the approved Transportation Plan. It fails to outline an approach or a multi-modal strategy to accommodate the projected growth in population.

Equally important the Draft Plan forecloses consideration of other transportation options and it endorses a laundry list of Proposed Transportation Improvements described as "needed by 2035..."

The Draft Plan fails to incorporate strategies realistically handling the increased transit needs of the plan area. It also leaves blank who will pay for new transit facilities at Southern

The proposed redevelopment is huge. With the existing transportation network underperforming, more streets funneling more traffic (including buses) onto Beauregard and Seminary Road, the Draft Plan is woefully deficient and will make traffic during the AM/PM peak periods worse.

I have three major comments:

1. ***The Draft does not include a comprehensive transportation and transit plan that will accommodate the projected growth <u>in the plan area</u>. Unlike the traffic analysis showing unsatisfactory levels of service, there are no transit travel demand studies to accommodate the projected growth and patterns of movement in the plan area.***

   Without a transit plan we are wasting money and down the road placing the burden for transit related improvements on taxpayers. We are jeopardizing the vitality and character of the community we are attempting to create; making traffic conditions even worse and adversely impacting future economic development.

2. ***The Beauregard Small Area Plan Draft does not address the importance of transit at Southern Towers. Inexplicably the plan ignores the impact of BRAC -133 and the proposed construction of the I-395/Seminary Road HOV ramp. If the HOV ramp is constructed, Mark Center Station will be a major regional transit hub.[1] The hub will be a origin, destination and transfer station for riders working at the Alexandria Hospital, nearby office buildings and other nearby employment centers. Creating a major transit***

[1] *I-95/395 Bus Rapid Transit Study, Final Report, May 2010, Virginia Department of Transportation and Virginia Department of Rail and Public Transportation.*

hub at Southern Towers and Mark Center Station will accommodate the increased transit ridership and put Mark Center on the regional transit map. It will also define the area, generate quality economic growth and build on the attributes that makes living in this area attractive.

3. ***Chapter 8, Transportation Recommendations, Page 140 forecloses consideration of other transportation and transit option. The Draft Plan requires a "transportation infrastructure phasing plan" to include the list of all transportation improvements in the Table 6. The infrastructure plan must include the "Ellipse" and construction of a transitway. A vote by the Transportation Commission that the plan is consistent with the Transportation Master Plan would be endorse the laundry list, block consideration of other options, and be used to justify expenditure of public and private funds.***

   Ironically, the proposed Ellipse (traffic circle) replaces the recently constructed triple left that was only recently touted by the City officials as a traffic solution.

   The Ellipse will cost nearly $35 million (Table 8, p. 151), will slow traffic and transit service, confuse drivers, and create an unsafe situation for pedestrians crossing through or walking around the Ellipse.

   I recommend the Ellipse and the related construction elements be deleted from the plan until it has been independently reviewed by VDOT. Their review is necessary to ensure the design works as advertised and will not impede or slow transit operation in the plan area.

   In closing, instead of spending money on a traffic Ellipse costing $35 million, the money would be better spent on infrastructure that creates a transit oriented community. This would save residents from a costly experiment, reduce traffic disruption due to road construction, facilitate the schedule for redevelopment in the Plan area and provide a portion of the developer contributions for transit use.

Thank you.

MPA # 2012-0003

May 3, 2012

Prepared Statement: Planning Commission Meeting, May 3, 2012

Dave Cavanaugh

Comments on the Beauregard Small Area Plan Draft Dated March 27, 2012

My name is Dave Cavanaugh and I appreciate the opportunity to comment on the Beauregard Small Area Plan Draft dated March 27, 2012. I favor redevelopment, however I believe the transportation and transit element does not adequately support the transit needs of the community and increases pressure on public recreational facilities and services. The sheer scale of the proposed plan threatens the tree canopy which makes the area near Holmes Run (Greenway and Upland Park) and the Winkler Preserve special, and at the same time potentially places City taxpayers at risk for shortfalls in projected tax revenues covering initial costs, tax increment financing (TIF).

The Beauregard Corridor Plan Area includes 6,782 dwelling units, and has a population of 13,666 (2010 U.S. Census information provided by City Planning). Currently 5,594,990 square feet has been developed within the plan area. With a DSUP/SUP, existing zoning would allow an additional 5,000,000 square feet bringing the total square footage that could be developed to approximately 10,000,000 square feet. The Draft Plan recommends an additional 2,400,000 square feet and would impose requirements for phasing, infrastructure, affordable and work force housing, open space, mixed-use retail buildings, transit and building design.

Proposed redevelopment would result in 4,835,205 square feet of office space and 7,517,613 square feet of residential development. *The proposed redevelopment will significantly increase the allowable square footage to be developed, the amount of office and retail space, the residential population and contribute to an increase in traffic and transit needs. With the existing transportation network underperforming, more streets funneling more traffic (including buses) onto Beauregard and Seminary Road will make traffic during the AM/PM peak periods worse. The current Draft Plan is woefully deficient in ensuring systems will be in place to facilitate connectivity and manage transportation and transit within the plan area.*

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 creating a vision for redevelopment of visually attractive and environmentally sensitive area of the City of Alexandria.

First I would like to preference my comments with a concern regarding the Draft Plan. The initial Working Draft was released on January 23, 2012 and the current Draft was released on March 27, 2012. Neither drafts outline goals, objectives or guidelines that are mandatory, discretionary or desirable. Although it has been said the plan should be viewed from "30,000 feet" and the details will be worked out later, the plan prescribes the location of new streets,

intersections, traffic signals, provides for restriping, and right turn phasing. The level of detail and making distinctions between items that are mandatory, discretionary or desirable would facilitate better understanding and more constructive public comments.

In general my comments deal with

- transportation and transit,
- recreation and protection of the Dora Kelley Nature Preserve, and protecting the existing tree canopy,
- the Implementation Plan outlined in Chapter 9 of the Draft Plan.

Although I am concerned with maintaining a reasonable amount of work force housing in the plan area, it is an extremely complicated issue. However, it is important that residents displaced by construction be afforded adequate time to relocate provided services and payments allowing them to make decisions in their best interest.

Transportation, Transit and Pedestrian Movement

1. The Draft does not include a comprehensive transportation and transit plan to accommodate the projected growth in the plan area. Without a plan we are potentially wasting money jeopardizing the vitality and character of the community we are attempting to create, making traffic conditions even worse and adversely impacting future economic development. ***A Transportation and Transit Plan should be a prerequisite before moving ahead on approving the Draft Plan.***

2. The Draft Plan includes an Ellipse (traffic circle) to replace the recently constructed triple left from Seminary Road to North Beauregard. The Ellipse will cost nearly $35 million (see Page 151Table 8) and will arguably slow traffic and transit service and create an unsafe situation for pedestrians near and crossing through the intersection. ***The proposed design should be independently evaluated by Virginia Department of Transportation prior to including the novel design in the Draft Plan. Developers should be responsible for funding a portion of the upgrade in transit facilities to accommodate the projected growth to 2035.***

3. The Beauregard Small Area Plan Draft (a land use plan) does not address the need to improve the transit facilities at Mark Center Station or Southern Towers for commuters going to the Pentagon Metro Station. Southern Towers is currently a major transfer station for WAMATA and DASH buses. This, more than the Ellipse or a BRT going to Van Dorn Metro, will define the area, generate quality economic growth and build on the attributes that makes living in this area attractive. ***I recommend the City Planning Commission defer action on the Draft Plan until a comprehensive Transportation and Transit Plan has been prepared for the plan area. The Transportation and Transit Plan should also include the location and preliminary design of a local transit hub and an estimate of costs.***

If this is Draft Plan is to be successful it will be essential that it be cost-effective, safe, efficient and reliable transit be the heart of the plan.

The Beauregard Small Area Plan Draft, March 27, 2012 should ensure a comprehensive transportation and transit plan is completed and funding (public/private) is available to construct a modern transit station to accommodate the transit needs of new residents and employees out to year 2035.

Recreation and Protection of the Dora Kelley Nature Preserve

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

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. ***The Draft Plan should include replacement of on-site recreational amenities complimenting the public resources being proposed.***

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 City request additional information regarding the proposed use of the funds allocated 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 Draft Plan include provisions that plans for active recreation near Dora Kelley Nature Preserve be thoroughly and independently evaluated for potential impacts on the Preserve. The Draft Plan should not be viewed as approval or endorsement of a change in use detrimental to the Preserve.***

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 needed to ensure public and private resources are devoted to meeting the recreational requirements of the school and the new, larger residential community. 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. The Beauregard Small Area Plan Working Draft references 43 acres of new open space (Figure 33 E, p. 58). Much of the space described as new is currently utilized as green, open space. ***The claim of adding 43 acres of new open space is inaccurate and should be clarified.***

   The working draft does not provide sufficient information regarding the dispersal and location of park, recreation and publically accessible open space on the Hekemian-Foster Fairbanks Properties. ***The Draft Plan should include provisions for an additional corridor of open space through the Hekemian-Foster Fairbanks Property.***

6. The public open spaces are not incorporated into attractive pedestrian corridors and 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 Draft Plan should be revised to include open space, parks corridors and greenways as part of an integrated pedestrian network.***

7. 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 Draft Plan should require protecting the old growth trees***

and maintaining the current percentage of tree coverage for each of the distinct plan neighborhoods.

8. 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, eliminating the possibility of building apartments or condominiums on the current boundary. Dora Kelley is a environmentally sensitive area bordering on Holmes Run, a unique natural environment that should be kept essentially undisturbed. The extension of Sanger Avenue and the 7.2 acres could act as buffer between the street and Dora Kelley Nature Park. ***To discourage traffic into an environmentally sensitive area, the Draft Plan should require the street to be setback as far as possible from Dora Kelley Nature Preserve, the street narrowed and parking be allowed on one side of the street. To further reduce the amount of traffic, the street should be designed as a one-way street.***

9. The working draft creates a new street paralleling Beauregard Street from Mark Center Drive. The new street would connect to the proposed town center. 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. The property owners adjacent to the Duke Realty Property have not attended many of the meetings and may not be aware of the Draft Plan. ***Before approving the Draft Plan, the City should contact each of the adjacent property owners to ensure they are aware of the changes being proposed.***

   In addition, 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 Draft Plan should evaluate the likely impacts of the new street on local traffic, pedestrian and bicycle movement.

Implementation Plan

The recently released Beauregard Small Area Plan Draft includes a complicated and risky provision that earmarks the increase in property tax revenue generated in the plan area into a separate fund. The March 27, 202 draft includes a provision that would reduce the growth in General Fund Revenues by as much as $81 million and financially constrain future City Councils' when considering the City budget and setting property tax rates. It would also pass on increased costs and potential liabilities if various assumptions built into the 30 year projection are delayed.

City officials and developers have tentatively agreed to a list of public amenities and have estimated costs on a planning level basis. As a precaution, the projection in the Draft Plan includes substantial funding for contingencies.

If the developers are successful in getting the densities being requested in the Draft Plan, the developers have tentatively agreed to pay for items characterized as "public benefits". The so called public benefits include:

- The traffic Ellipse (Seminary Road and North Beauregard);
- Transitway for BRT;
- Fire station;
- Enhanced landscaping on North Beauregard;
- Enhanced tree canopy to replace the trees removed as part of construction;
- All-purpose athletic field and other recreational facilities; and
- Financial contribution towards providing affordable and workforce housing.

The revenue stream and payback projections require faith in forecasting the future. To generate the cash flow necessary to start construction of the fire station and other amenities it would be necessary for the City to "infuse" into the project the incremental real estate tax revenues. The revenues collected would depend on the amount of net new cumulative development measured in square feet. The finance provision does not include other unanticipated costs due to the project such as improving the capacity of the Holmes Run Trunk Sewer Line and maintaining the overflow ponds in the flood plain to be donated to the City.

The financing provisions are based on a variety of assumptions over a thirty year period that could dramatically change. Given the City's dependence on the Federal government, a downturn in the local economy would reduce incoming revenue and lengthen the payback period. In addition the City would be in a subordinate position in relation to the developers and likely have to agree to adjust the plan to minimize losses in City revenue. More importantly revenues accumulating in the separate fund could not be used for schools, parks, public safety and other programs supported by general revenues.

The proposed implementation plan is open ended and places added risk to City taxpayers. It also infringes on the budgetary discretion of future City Councils'.

Forecasting the financial future is perilous. ***The so called "public amenities" should be reevaluated in terms of the potential impacts of redevelopment in the plan area as well as the financial risk to taxpayers. More importantly, the Implementation Plan should be <u>independently reviewed</u> by a qualified expert to provide added comfort the costs, assumptions and timing of expenditures and revenues received are reasonable.***

In closing, City staff and developers have agreed to a number changes in response to citizen concerns. However there remain several outstanding issues that I believe can and should be narrowed down and resolved. Citizens have worked diligently in the short period of time since January 23, 2012 to make the plan better. I believe more time is warranted to ensure the Draft

Plan reasonably reflects the goals and objectives of the community and ensures the interests of the City of Alexandria are protected.

MPA #2012-0003

Julie Fuerth

From: Charles Banta <cbanta@hiltonalexandriamc.com>
Sent: Thursday, May 03, 2012 9:26 AM
To: PlanComm
Cc: Jeffrey Farner
Subject: Beauregard Small Area Plan

The Honorable Mayor, City Council and City Manager:

As a property manager and large employer in Alexandria's West End, I wholeheartedly support the Beauregard Small Area Plan.

The plan will be transformational for a part of the city that I believe has been long neglected, and will undoubtedly have a positive effect on area property values while increasing the tax base.

Additional high quality restaurants and retail throughout the plan in close proximity to the Hilton will benefit our hotel guests, our employees as well as those working at the Mark center DOD Complex.

Additional office and residential density will create opportunities for increased hotel occupancy and hotel events.

The dedicated transit lane will be very helpful to our employees, while the committed affordable housing will provide additional opportunities to live close by.

Please approve the Beauregard Small Area Plan.

Charlie Banta
General Manager
Hilton Alexandria Mark Center

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MPA#2012-0003

Julie Fuerth

Subject: FW: Planning Commission hearing 5/3/12

From: Carol James [mailto:cjcomm@cjcomm.com]
Sent: Thursday, May 03, 2012 3:15 PM
To: Zunilda Rodriguez
Subject: Planning Commission hearing 5/3/12

To: Members of the Planning Commission

From: Carol L. James, 1000 North Vail Street, Alexandria, VA 22304
703-998-7137 or cjcomm@cjcomm.com

Please enter the following remarks in the public record of tonight's hearing:

The Beauregard Small Area Plan requires further study and, as such, must be deferred until further analysis can be provided.

Having attended multiple meetings on the BSAP, I remain concerned that issues raised repeatedly by residents during the process have not been addressed and, as a result, I recommend against proceeding with the plan as presented. In addition to the testimony I filed for last night's Transportation Commission hearing, I offer the following crucial considerations:

First, traffic and transportation issues have yet to be addressed. Transportation planning must precede development planning. We ought to have learned that by now.
The proposed ellipse at Seminary and Beauregard has us literally going in circles. ***The projected outcome we're chasing is Catch 22.*** Here's why: If the ellipse is successful in preventing regional queuing from I-395 traffic, the success of the ellipse will be greeted by Congress' releasing more than 2,000 additional parking spaces for use at the BRAC building. Under existing law, these BRAC parking places will become available **only** if nearby intersection levels of service rise above LOS F (failing) for 90 consecutive days. It is the intent of the ellipse design to ease queues at these intersections. **IF** it works, the existing, pent-up parking *already at the site* will generate some 5,000 car trips a day at the Seminary/Beauregard intersection. So, to quote a non sequitur I've heard at previous small area plan meetings: "the cure for traffic is traffic." Thus, if we're successful in spending nearly $30 million of Alexandria taxpayers' money, our neighborhood will be the recipient of instant gratification - more traffic - as a direct gift from Uncle Sam, at our expense. What would motivate us to do this? Whose problem would this solve? Indeed, will it solve any problem?

Second, City Planners' assumptions have been stated repeatedly that ***there will no be further rounds of real estate purchases and base expansions/relocations*** similar to what occurred in 2008 with the annexation of Alexandria by Ft. Belvoir at what is ***inadvisably and inexplicably referred to as "Mark Center,"*** a name I consistently have recommended against as a moniker for the home of the Department of Defense's Washington Headquarters Service. However, despite City staff's repeatedly muttering the mantra that BRAC cannot happen again, the Department of Defense thinks differently. Secretary Leon Panetta has in recent months proposed two new BRAC rounds. ***What are the downside and/or upside implications of such rounds for the BSAP?*** This question -- a serious one -- has been treated with diffidence. Just look at Charlottesville and be warned.

Third, since opening of the BRAC building, the ***egregious shortfall of EMT/first responder capacity*** west of I-395 in Alexandria has been the focus of much discussion both in the BSAP meetings and the BRAC-133 Advisory Committee meetings. Nothing....Nada....Zip....has happened. Except the earthquake. And, the foiled terrorist attempt. So, under the plan before you tonight, building a fire/EMT station is being pushed out until later on this decade. Despite the fact the BRAC building will be fully occupied by the end of the federal fiscal year! Of course, as the Army Corps adamantly asserts, that's not their problem. It's Alexandria's.

Fourth, the budget for the BSAP starts afresh - tabula rasa. ***No negative numbers. Why?*** It does not account for the fact that Alexandria already has lost some $60 million in revenues in the BSAP's footprint as a result of BRAC. Is there no accounting for past mistakes against future anticipated gains? I wish my brokerage account worked that way!

Fifth, ***have we thought in systemic terms?*** In terms that responsibly assess future threats and opportunities? Have we thought about this area as a new Ft. Belvoir - a military/industrial/residential complex? Is that what we seek to embrace? Have we thought about the infrastructure needs for communications and power grids? I keep asking. I haven't heard the answers yet.

Thank you for your consideration.

Carol L. James
1000 N. Vail St.
Alexandria, VA 22304
703-998-7137
cjcomm@cjcomm.com

MPA# 2012-0003

3 MAY 2012 PLANNING COMMISSION BSAP COMMENTS

SUBMITTED BY: DIANE COSTELLO, 5840 LOWELL AVENUE ALEXANDRIA VA 22312
DATE: 3 MAY 2012

I submitted written comments addressing the transportation component of the Plan to the Transportation Commission and spoke at the Public Hearing last evening. I will keep related comments to a minimum, but as density, land use, open space and transportation are all parts of the development puzzle, it will be necessary at times, to raise them again.

Density & Transportation Incompatibility

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.

I submitted this question following review of the first Draft (Jan 2012) but have never received an answer -
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?

At the VDOT public hearing held earlier this year for the I-395 HOV ramp, a consultant and I were discussing the LoS F for the intersection of Seminary Rd. and Mark Center Dr. under all 3 conditions: no ramp, ramp +/- Rt turn. The consultant commented that such a failing service level is expected in densely populated, urban environments on some portion of the roadway system. I would agree – if we were standing in midtown Manhattan. But we're not. At least not yet.

The City's own analysis shows that the Plan area intersections would be at LoS of E or better during peak AM or PM hours in the 2035 Scenario (p128) "with all of the roadway network enhancements in place. However, there are several intersections within the Plan that have individual turning movements that would **perform at LoS F during one or both peak hours**. These intersections are as follows: Beauregard Street at Seminary Road; Beauregard Street at King Street; and North Van Dorn at Sanger Avenue."

The latter two are major intersections along the BRT route. The first is the Ellipse location.

Clearly, the proposed density is not handled by the proposed transportation.

And yet, we have this in the Draft section titled Tools and Resources in the Forthcoming Housing Master Plan (p92): If additional development, beyond what is proposed in the Plan be approved in the future as "bonus density" subject to traffic and other studies to demonstrate sufficient capacity of infrastructure in place. It would be subject to the

provision of affordable housing in conformance with the City's bonus density policy in effect at the time of approval."

What developer actions are rewarded with "Bonus Density"?

Land Use and Open Space

4.57 (p77) states "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 a large format destination retail store."
The Community has stated no big box stores; this does not rule out the possibility.

This possibility is also suggested in 4.54 (p77) "The Urban Design Standards and Guidelines will include: a. Standards and guidelines for all retail uses, including large-format retailers…"

4.5 (p73) Please explain "accessory dwelling units"; how they would be used in this Plan. Were they added in expectation of expansion at the Hermitage and Goodwin House, which only became known to the Community upon release of the revised Draft?

4.15 (p74) "…Where high capacity transit stops are integrated as part of the building, they may be considered an active use for the first level…"
What would this look like and where would it be utilized?

Given the disastrous BRAC 133 experience, I would like to see:

- Independent *verification* of the ~ 41.3 acres (Fig.33E) of *new* open space we are being told we are getting with this Plan. An overlay of the existing Plan area with the new development has never been provided nor has any accounting of the current open space.
- What is the *definition* of open space being used to arrive at the 41 acre figure?
- Are surrounding and adjacent building heights (Fig.30) not part of the definition?
- What distinguishes open space from park from greenway? The proposed Greenway is to have at least one dog park (p67); a portion "will be reserved for community and/or cooperative gardens" (p55); "outdoor play areas will be provided throughout the Greenway for all age groups" (p67). In addition there are two proposed pedestrian bridges to connect the east and west sides of the neighborhood and a potential stormwater pond (Fig.34). That's a lot of activity.
- The area surrounded by the Ellipse is designated open space (Fig.42). How do you envision this space being utilized?

Any and all Resource Protected Areas (RPA) should be clearly marked on the Plan schematics. Any easements and any/all existing building restrictions need to be clearly designated in the Plan.

4.44 (p76) "...Efforts should be made to locate the community gardens outside of the Resource Protection Area (RPA)..." Obviously the meaning of the word Protection eludes some people. As I believe this applies to the Greenway on the east side of Beauregard, isn't that RPA also part of the flood plain?

6.1J (p104) Under recommendations "Remove impervious surfaces within the resource protection areas as part of the associated redevelopment." Why isn't this mandatory?

4.3.3 (p75) "The Plan *recommends* that streams be improved and the RPA reforested to maximize functional ecological potential." Why isn't this *required* and who is funding that?

Note – there is a strong professional consensus that if the objective is to restore a plant community to a near wild state, then planting local material is the approach of choice. Local plant material is not easy to come by, but in our area we are most fortunate to have a nursery which propagates from local, wild populations. It is called Earth Sangha. Chris Bright is the co-founder and president; he has worked with the City's naturalist (Rod Simmons). www.earthsangha.org

DoD payment for lost Open Space at BRAC 133/Mark Center

The City did not advocate on behalf of the West End nor did it have our backs when the wooded area fell to the bulldozers *"creating a permanent loss of 2.425 acres of previously proposed, approved and promised open space"* (from BRAC 133 Mark Center Open Space Mitigation City of Alexandria Proposal September 24 2010). Following much discussion during BRAC AG meetings and the persistence of Citizen-at-Large representative Mr. Buch, the City calculated and proposed *"that the Department of Defense mitigate this environmental loss with a direct financial payment to the City of $14,069,985."* DoD did not see it that way and the City received a mitigation payment from them of $1.5M in December 2011 (receipt of money "to be used for open space enhancements in the West End of Alexandria" and dedicated account deposit is noted in 14 Dec 2011 BRAC AG meeting minutes).

The Community was never informed of any contingencies and only a few weeks ago was told of a time restraint – monies must be committed and spent within a defined time period or the funds revert to DoD. The Community was told of this condition at the same time we were being informed that the City had plans to use the payment to purchase a .85 acre parking lot at Eliot Court from JBG as additional open space. Note – we were standing in *the* parking lot at the time.

- Duke Realty gets ~$6.5M/acre from DoD with the sale of the Mark Center property;
- The City receives $0.62M/acre from DoD for the West End's "lost" space;
- The City plans to pay $1.765M/acre to JBG for a parking lot.

Does anyone find this reasonable, rational, or logical? Is this an astute business approach? Should the residents of the West End be anything other than angry?

The Community has requested of P&Z on several occasions, the agreement between the City and DoD regarding this payment so we would know the specific conditions and restraints. *Nothing has been received to date.*

Without that information it is impossible for the Community to know what options are available. Can the money be used for anything other than land acquisition in the West End? We simply don't know.

But the Community should have a deciding voice in how that money is spent (as opposed to the statement in 4.27 p75).

Hekemian Parcel & Lack of Open Space

The proposed Upland Park neighborhood (Fig.38), currently Shirley Gardens in the NW section of the Plan, is undergoing the most drastic change – from single family homes to a hotel, offices, and townhomes with a resulting 38-fold increase in density (measured by Δ Sq.Ft.). And yet it has less than an acre designated as open space, on Seminary Rd. (Fig.33E); the City owns just over ½ acre there already (#5143 Seminary).

So with respect to open space, what has Hekemian offered? Just over a 1/3 acre? What about the existing single family homes on the west side of this parcel? How are they being protected?

This has been requested of P&Z before by the Community - the Developer Contributions Table (Table 7, p147) should be restructured to show *each* developer's contribution.

Tree Canopy

"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."

We have already received clarification from P&Z that "off-site" doesn't mean a tree planted on Eisenhower Ave counts towards the canopy within the BSAP. Nevertheless, I would like to see specific language in the Plan which prevents Dora Kelly Park becoming the reservoir for all tree canopy that couldn't be placed in the remainder of the Plan area because of buildings, hardscape etc. (Note: As Winkler Preserve is private property, I would not expect this issue to affect them).

I appreciate the $5.2M (Table 8) from the developer for enhanced landscaping and streetscape but money alone does not establish/maintain a tree canopy – it takes vertical and horizontal space as well.

A

I would like to note that as reported in the Washington Post (23 April), the "Vision for a Sustainable DC" by 2032 has a goal of increasing the tree canopy in the District from the current ~35% to ~40%. It's hard to accept that the Plan area cannot do better than the nation's capitol with respect to tree coverage.

Road Adjacent to Dora Kelly Park

Dora Kelly Park is *not* an urban park meant primarily for people; hence a comparison to Rock Creek Park or Central Park or even the Boston Commons (which is similar in size) is not accurate.

Dora Kelly Park is not:
Rock Creek Park – 1890, one of the first federal parks, main section is 1754 acres, a Frederick Law Olmsted design;
Central Park – also Olmsted, 1858-1873, 1857 843 acres;
Boston Commons – oldest US city park (1634), part of the Emerald Necklace from the Commons through Brookline and Roxbury. Also Olmsted 1880s design. 50 acres.

They are fundamentally different from Dora Kelly which at ~ 55 acres does not have the buffering capacity that Rock Creek does from surrounding urban neighborhoods.

Staff has presented this road along Dora Kelly as providing "eyes on the park" with respect to dumping issues; I don't find that a justification for building a road. And I question how effective that actually may be – it's a mindset. Cameras and stiff fines might work as well, if they are in fact needed at all.

The need for fire and EMS to have access to the road was noted by Chief Thiel last night at the TC hearing.

Why can't the road be utilized by pedestrians and cyclists only but be wide enough to accommodate an emergency vehicle? Removable orange posts can be placed at any access point – as they are on the Fairfax County Holmes Run Trail – to prevent vehicular use on a routine basis.

Also stated at the TC meeting last night is that there already is a road around Dora Kelly on the Dowden Terrace side and therefore there should be no issue with the addition of another.

1) yes, a road does exist on the west side of Dora Kelly. But Dowden Terrace is a neighborhood of single family homes and bears no resemblance, nor would it have the same impact with respect to noise, cars and the like as the high density development being proposed in the BSAP. The roads are *not* equivalent.
2) Furthermore, the BSAP side of the Park is at a higher elevation than the Dowden Terrace side. And as the City naturalist pointed out to all those participating on the Dora Kelly walkabout a few weeks ago, a road along the east border of the Park would be detrimental as the gullies in the side walls of the park floor are somewhat fragile and yet crucial to the system's ecology.

I'm sure the City's naturalists (the experts) - Mr. Simmons or Mr. Kelly at the Buddie Ford Nature Center would be happy to provide a thorough explanation.

I'd like to add that many great world cities have a pedestrian zone or walk. I find it very disappointing that the opportunity is not being taken here. The thoroughfare bordering Dora Kelly Park would be very suitable as well as sections of the road running along the Greenway on the east side of Beauregard. All this talk about pedestrians and walkability, but when it comes down to it, the cars still come first. The City wants this Plan to be *visionary*... here's your chance.

The first Draft stated 4.15 "On street parking is generally required for all of the streets, excluding the park frontages and Seminary Rd." The revised Draft reads 4.16 (p74) "On street parking is generally required for all of the streets, excluding Seminary Road....Parking on the streets adjacent to Dora Kelly Nature Park will be strategically located to be compatible with the adjoining Dora Kelly Nature Park."

I have no idea what the last sentence means. Parking is now allowed along the park frontages. How much pressure do you think you can exert on these natural areas, and still have the Nature left in the Park?

To allow vehicular traffic adjacent to Dora Kelly would be a disgrace for "Eco-City" Alexandria and an outrage to a Community which has told the City repeatedly, that open space and all that entails (wildlife included) were among the defining characteristics of the West End which we call home. We thought the City understood.

Housing

Affordable
Like transportation, this needs to be dealt with in a City-wide detailed plan and in conjunction with adjoining jurisdictions as they also anticipate shortages and loss of inventory with their own development projects.

There will be a pool of workers needed to fill positions at the numerous hotels, restaurants, retail outlets proposed. Will all these people be able to find housing within the Plan area and as such, be consistent with the live-work scenario that is repeatedly mentioned as a guiding principle of the Plan?

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

There is mention of Independent Design (inclusive of wheelchair accessibility) to be utilized in a portion of the housing units. What percentage? Why is this only recommended and not mandatory (5.7, p96)? This type of housing is an example of another opportunity to be "visionary". (Center for Universal Design, Part of the School of Design at North Carolina State University, Raleigh NC.

www.ncsu.edu/project/design-projects/udi/

Community Facilities & Infrastructure

Recreation

Residents of the Hamlets have pools available to them. There was mention of a possible roof top pool. Would this be open to all residents of the development including those in affordable housing?

In earlier discussions with the developers, a gym was also mentioned as a possibility. Would this be open to all residents of the development including those in affordable housing?

Living on the south side of Holmes Run across from Ramsay, I observe the children making extensive use of what is available with respect to the courts, not necessarily what the space was designed for (tennis) but other play. Besides the proposed field at Ramsay which I envision as a formal place, will there be areas for children to enjoy a simple "pick-up" game of basketball for example?

Sewer System

The first BCP 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 (p114-15), there is no mention of Lake Barcroft Dam, never mind any related safety issues.

It seems apparent from storm damage and flooding in September 2011 (a repeat of 2006) that the Cameron Run/ Holmes Run watershed cannot handle the *current* stormwater runoff. What will happen with the increase in impervious surface with proposed development? I understand that there are much improved methods/processes for handling runoff than when the Hamlets or my home was built. Nevertheless, capacity must remain an issue.

Fig.47 (p114) I think the BSAP boundary is incorrect at the western section; it appears to contain a good portion of Holmes Run Stream.

Lake Barcroft Dam

The Dam was built in the early 20th century (~ 1913-1915). High waters from Hurricane Agnes (1972) eroded the earthen embankment at one end of the masonry portion of the Dam. The erosion scoured out the embankment resulting in a substantial drainage of the Lake (~135 acres) over 10 hours (as opposed to a wall of water which would have resulted from a complete dam failure). The earthen embankment was rebuilt and a 151ft wide x 12ft high bascule gate set into the top of the masonry was added.

So as of today, the bulk of the Dam is ~100 years old; the gate added in 1972 is 50 years old.

What discussions has the City held with respective authorities since those in 2008/2009 (following flooding in 2006)? There appears to be nothing more recent on the City website. The *2008 Lake Barcroft Inundation Study* ends with City Actions which imply future communications. The *City of Alexandria Flood Operations Plan* dated June 2009 is stamped DRAFT.

The Lake Barcroft watershed is 14.5 sq miles and includes parts of Fairfax County, most of the City of Falls Church; bounded roughly by Rt 7 north/east, Gallows Rd. to the west, Columbia Pike to the south. A short section of Rt 66 forms a NW boundary. What is the impact of the proposed development at Bailey's Crossroads and along Columbia Pike on this watershed?

Once redevelopment is completed, will all of JBG property be out of the flood plain? *Note* – there are multiple flood maps on the City's website which show conditions depending on "sunny day" or "probable maximum flood (PMF)". There is also an extensive 2008 Lake Barcroft Inundation Mapping Study prepared for the Lake Barcroft Watershed Improvement District (LBWID).

Overall View

As I said at the start of these comments, density, land use, open space and transportation are all parts of the development puzzle. But the Plan hinges on the transportation. The Plan will fail because the density overwhelms the transportation/transit; the result will be congestion. The City's own analysis shows failing levels of service at multiple key intersections. Why would people move here over the course of the next 5-30 years to be surrounded by the very gridlock they are seeking relief from today?

The developers will have to do some flashy marketing to convince people that neighborhoods without Metrorail access will still provide first class transit. This at the same time other jurisdictions will also have similar projects but with the hallmark proximity to rail. The competition will always have an edge. What would have distinguished the West End and what has always been a major attraction – our open

space, with natural areas and a relative abundance of wildlife – will no longer exist as we know it today. It will have been sacrificed in the name of density and growth.

Twenty to thirty years from now (or sooner), the terms BRT and Town Center will be quaint and/or obsolete. With respect to another "in vogue" term, *multi-use*, I've attached a photo to illustrate the concept dates back to at least a time when work and home were a flight of stairs away.

Looking at a map, it is easy for me to see the crush of density marching west on Seminary to the City line; the single family homes on the north side of Seminary don't stand a chance. I see a parallel situation on Lincolnia Rd. from Chambliss west to Columbia Pike. Add to the BSAP, Baileys Crossroads, Landmark Mall, and the more than likely return of a proposal for Landmark Plaza (Beauregard and Duke/rte 236), and the remaining single family homes (neighborhoods like Dowden Terrace and Lincolnia Hills (mine)) will be more and more isolated and locked in.

I have never heard City staff or officials express a true vision of what they see for the West End, or all of Alexandria for that matter. Is there one? Or are we marking time simply by dealing with one development project at a time, pressed forward by a seemingly relentless desire for growth, hoping at some point, *any* point, something tangible will arise from the dust.

In November of last year, the Charlie Rose show had an extended discussion about NYC's High Line. That was visionary in my opinion and interestingly had its origins far removed from developers and City planners. It was the brainchild of two residents meeting for the first time at a Manhattan Community Board meeting.

During the show, Amanda Burden, NYC's Planning Commissioner, speaks passionately about the City "…we live in very dense city and we like that, we like people coming to the city, we like the kind of intensity…".

I was reminded of those phrases on a Sunday afternoon a few weeks ago. Having just spent a few hours in lower Manhattan with family, I was heading home to Virginia. I had an easy drive cross town on 15th St, crossed under the High Line, and as I headed south on the West Side, I was almost giddy with my good fortune – no traffic. And then it hit. With less than a ½ mile to the tunnel, I was in a massive sea of cars. A chaotic merge - all those people, all that intensity. I repeated "they like their density" like a mantra for 40 minutes, inching my way to NJ.

Why would Alexandria choose to become like that.

MPA #2012-0003

COALITION FOR SMARTER GROWTH

TESTIMONY TO ALEXANDRIA PLANNING COMMISSION

May 3, 2012

Master Plan Amendment #2012-0003, Beauregard Small Area Plan

Good evening, I am Alex Posorske from the Coalition for Smarter Growth and I will be presenting the testimony of our Executive Director, Stewart Schwartz. Unfortunately Stewart could not be here tonight due to an out-of-town funeral.

The Coalition for Smarter Growth has tracked the Beauregard Small Area Plan throughout its development and attended a number of the community meetings. We strongly support the plan and urge your approval.

The plan has benefitted from very extensive community involvement and input, particularly regarding the need to preserve and add affordable housing. We commend the community, and our affordable housing partners in particular, for helping to shape this plan and increase the number of committed affordable units. The plan has also benefited from the developer's early inclusion of the nation's top new urbanist architecture, town planning and transportation experts.

We also commend the city staff for their professionalism, dedication and attention to detail in this very complex plan. We believe that they have developed and negotiated a solid plan with extensive community benefits and an effective financial strategy. The staff report effectively makes the case for the plan and why we should approve it now. So we will just summarize a few key points about the wide range of community benefits including:

- A minimum of 800 committed affordable units targeted to incomes between 40 percent and 75 percent of area median income
- Right of way and funding for 1.4 miles of the Corridor C Transitway
- 45 acres of new and connected open space and parks and restored stream corridors
- A new fire station
- An effective and lower-impact solution for the Seminary/Beauregard Intersection
- A pedestrian-friendly, mixed-use, new urbanist design for the long term redevelopment of the area
- $210 million in funding for infrastructure and community benefits of which $56 million would come from tax increment financing

Coalition for Smarter Growth • 4000 Albemarle St, NW, Suite 310 • Washington, DC 20016
(202) 244-4408 •Fax (202) 244-4438 • www.smartergrowth.net

We agree with our affordable housing partners that the city should continue to work with the developers over the life of this plan on creative deals to further expand the number of affordable housing units, including a potential mixed-use project on top of the fire station, like that in Potomac Yard, as well as land deals that allow for non-profit housing developers to put together effectively financed projects. But we also believe that the current plan and housing provisions should be approved now, because without the plan we could continue to lose affordable housing for the reasons noted by the staff.

The staff report makes the case for this plan and the Coalition for Smarter Growth strongly recommends approval.

Thank you.

Stewart Schwartz
Executive Director

MPA # 2012-0003

May 3, 2012

Ms. Mildrilyn Davis
Office of Housing, City of Alexandria
421 King Street, Suite 200
Alexandria, Virginia 22314

Dear Ms. Davis,

We are writing to voice our support for the housing provisions of the Beauregard Small Area Plan, and to urge the City to continue to explore additional opportunities to increase the number of committed affordable units for very low income households. Together we represent 31 member agencies (public, private non-profit, faith-based, educational, and advocacy organizations), as well as individual citizens and "formerly homeless" consumers who make up the Homeless Services Coordinating Committee (HSCC). Cooperatively, we are invested in efforts to address the immediate and long-term needs of persons at-risk of becoming homeless and/or experiencing homelessness, with a goal of promoting permanent affordable housing.

The market affordable units that will be redeveloped in the Beauregard corridor represent 25 percent of Alexandria's affordable housing stock and some of the households that we serve currently live there. We are encouraged by the strong desire of the community to elevate affordable housing in the list of priorities for the redevelopment of Beauregard, and we appreciate the City's response in increasing the numbers of affordable units as well as lower the income levels of households to be served in the latest revision.

Across Alexandria, housing and services providers are continuing to see increasing numbers of families asking for housing, food, medical and other aid. Further, some 41 percent of renters have housing burdens, which is a good indicator that there is not enough housing at a diversity of price points to accommodate Alexandria's households.

Given the alarming percentage of affordable housing stock that has been lost in the last decade, and the growing needs that exist in our community, we applaud the housing provisions of this plan, and hope that all city decision makers will engage more pro-actively in adopting measures that provide housing opportunities for households of all incomes in Alexandria.

Sincerely,

Michael J. O'Rourke
Co-Chair, Alexandria Homeless Services Coordinating Committee
(Executive Director, the Arlington-Alexandria Coalition for the Homeless)

MPA # 2012-0003

Julie Fuerth

From: Zunilda Rodriguez
Sent: Thursday, May 03, 2012 4:04 PM
To: Julie Fuerth
Subject: FW: COA Contact Us: Beauregard Small Area Plan-Transportation
Attachments: 5f225b4d83a06d93ed1e4803fb89e2eb.doc; ATT00001.txt

Beauregard comments for Planning Comments.

Zunilda Rodriguez, A.I.C.P
Urban Planner
City of Alexandria, Virginia
Department of Planning and Zoning
(703) 746-3855
www.alexandriava.gov

From: Barbara Carter
Sent: Thursday, May 03, 2012 4:03 PM
To: Kendra Jacobs
Cc: Faroll Hamer; Jeffrey Farner; Zunilda Rodriguez
Subject: FW: COA Contact Us: Beauregard Small Area Plan-Transportation

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From: Rose Boyd
Sent: Thursday, May 03, 2012 12:21 PM
To: Faroll Hamer
Subject: FW: COA Contact Us: Beauregard Small Area Plan-Transportation

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From: David Cavanaugh [mailto:dacava1@yahoo.com]
Sent: Wednesday, May 02, 2012 5:03 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan-Transportation

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Wed May 02, 2012 17:03:10] Message ID: [39024]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: David
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria
State: VA
Zip: 22304
Phone: 7034613310

Email Address: dacava1@yahoo.com

Subject: Beauregard Small Area Plan-Transportation

Dave Cavanaugh

Re: Transportation Commission Meeting, May 2, 2012

Comments:

Comments on the Beauregard Small Area Plan Draft Dated March 27, 2012

(limit 3 minutes)

The Beauregard Small Area Plan Draft Transportation

Chapter is inconsistent with the approved
Transportation Plan. It fails

to outline an approach or a multi-modal strategy to accommodate the

projected growth in population.

Equally important the Draft Plan

forecloses consideration of other transportation options and it endorses a

laundry list of Proposed Transportation Improvements described as
"needed

by 2035..."
The Draft Plan fails to incorporate strategies realistically

handling the increased transit needs of the plan
area. It also leaves

blank who will pay for new transit facilities at Southern Towers.

The

proposed redevelopment is huge. With the existing transportation network

underperforming, more
streets funneling more traffic (including buses)

onto Beauregard and Seminary Road, the Draft Plan is
woefully deficient

and will make traffic during the AM/PM peak periods worse.

I have three

major comments:

1. The Draft does not include a comprehensive

transportation and transit plan that will accommodate
the projected

growth in the plan area. Unlike the traffic analysis showing

unsatisfactory levels of service,
there are no transit travel demand

studies to accommodate the projected growth and patterns of
movement in

the plan area.

Without a transit plan we are wasting money and down the

road placing the burden for transit related
improvements on taxpayers.

We are jeopardizing the vitality and character of the community we are

attempting to create; making traffic conditions even worse and adversely

impacting future economic
development.

2. The Beauregard Small Area

Plan Draft does not address the importance of transit at Southern
Towers.

Inexplicably the plan ignores the impact of BRAC -133 and the proposed

construction of the I-
395/Seminary Road HOV ramp. If the HOV ramp is

constructed, Mark Center Station will be a major
regional transit hub.

The hub will be a origin, destination and transfer station for riders

working at the
Alexandria Hospital, nearby office buildings and other

nearby employment centers. Creating a major
transit hub at Southern

Towers and Mark Center Station will accommodate the increased transit

ridership
and put Mark Center on the regional transit map. It will also

define the area, generate quality economic
growth and build on the

attributes that makes living in this area attractive.

3. Chapter 8,

Transportation Recommendations, Page 140 forecloses consideration of
other

transportation and transit option. The Draft Plan requires a

"transportation infrastructure phasing plan" to
include the list of all

transportation improvements in the Table 6. The infrastructure plan must

include the
"Ellipse" and construction of a transitway. A vote by the

Transportation Commission that the plan is
consistent with the

Transportation Master Plan would be endorse the laundry list, block

consideration of
other options, and be used to justify expenditure of

public and private funds.
Ironically, the proposed Ellipse (traffic

circle) replaces the recently constructed triple left that was only

recently touted by the City officials as a traffic solution.

The

Ellipse will cost nearly $35 million (Table 8, p. 151), will slow traffic

and transit service, confuse
drivers, and create an unsafe situation for

pedestrians crossing through or walking around the Ellipse.
I recommend

the Ellipse and the related construction elements be deleted from the plan

until it has been
independently reviewed by VDOT. Their review is

necessary to ensure the design works as advertised
and will not impede or

slow transit operation in the plan area.

In closing, instead of

spending money on a traffic Ellipse costing $35 million, the money would
be

better
spent on infrastructure that creates a transit oriented community.

This would save residents from a
costly experiment, reduce traffic

disruption due to road construction, facilitate the schedule for

redevelopment in the Plan area and provide a portion of the developer

contributions for transit use.

Thank you.

Attachment: 5f225b4d83a06d93ed1e4803fb89e2eb.doc

MPA #2012-0003

Julie Fuerth

From: Pete Benavage <raglan1854@verizon.net>
Sent: Thursday, May 03, 2012 2:24 PM
To: PlanComm
Subject: Docket Item #1 for 3 May 2012 Beuaregard SAP

Importance: High

Mr. Chairman and Members of the Planning Commission:

I have been requested to pass the following comments (with which I fully concur) to you. The author represents Mrs. Ruth Marshall of 5115 Fairbanks Ave., and her Guardian:

"A few comments on the Owen Curtis letter, dated 24 April 2012:

1. Over half of the proposed density increase (4 out of 7) is allowed under current law, whether or not the SAP is approved. Mr. Curtis should know this.

2. The Beauregard transportation corridor and many of its components have been approved by the City Council some years ago. Delaying the SAP will have no effect on this.

3. If Mr. Curtis is the area's most competent traffic engineer, why has he held back his advice until now, since all these professional traffic studies have been going on for so long? Exactly what does he propose that will be an improvement over the current plan? About what will it cost, how long will it take to implement and who will pay for it?

4. The fact is that Mr. Curtis, an accomplished traffic expert, has not put forward any realistic recommendations for the area's traffic problems. Just stopping everything in its tracks and starting all over again does not cut it.

5. The SAP has evolved from a multi-year coalition of citizens, City staff and developers working together. It is surprising that Mr. Curtis did not offer considerable constructive advice as part of the process.

Dave Lombard"

Respectfully submitted,

Pete Benavage
5066 Fairbanks Ave.

MPA # 2012-0003

Julie Fuerth

From: jbarn54015@aol.com
Sent: Thursday, May 03, 2012 3:51 PM
To: PlanComm
Subject: Beauregard Small Area Plan

I am writing to support the Beauregard Small Area Plan. I write on my own behalf and I represent no one but myself.

I applaud those who worked on this plan since it has not been updated for many years. I look forward to the possibility of a mixed-use community which will make this area of the city a vibrant one. The city, for years, has focused on creating a vibrant community. This proposed plan speaks to that focus.

Each of the items proposed is important. I support each, but the most important ones to me are: the 800 affordable housing units, the dedicated land and funding for a new fire station, funding for a new synthetic turf athletic field, funding for enhanced landscaping and tree canopy, a mixed- use town center, new grocery store, and the 44.5 acres of public open space.

It is also good that the Hermitage of Northern Virginia and the Goodwin House are included as part of the plan's boundaries. We need as much senior housing in Alexandria as we can get. Recent studies show this population is growing and could double in just a few years.

Please support the Beauregard Small Area Plan.

Thank you,

Janet Barnett
1101 N. Howard Street
Alexandria, Virginia 22304

MPA# 2012-0003

May 3, 2012

Re: Beauregard Small Area Plan (BSAP), (Docket item #1)

Thank you for your time tonight. My name is Colleen Ryan Mallon, and I am the corporate director of marketing for Goodwin House Incorporated. I am pleased that Goodwin House Alexandria, which is included in the Small Area Plan boundaries, will be able to benefit from many aspects of the proposed master plan.

My staff and I speak with thousands of older adults every year and one of the primary reasons they seek a retirement community setting is because they find it difficult to get around in this area, particularly as they give up driving. I reviewed the Beauregard Transit Plan and believe that our residents will appreciate the public transportation as well as walking areas that are being proposed. In addition, easy access to retail will improve the marketability of Goodwin House and the west end area in general.

What might be surprising to some people is that Goodwin House is not just a place for an upper income population. We have numerous apartment sizes, along with several financial options. Individuals can move in to Goodwin House Alexandria for as little as a one-time $96,314 entrance fee, and $2,079 per month, and get residential living, assisted living, memory support and nursing care for the remainder of their lifetime. One year in a nursing home would cost an individual $108,000. In addition, we help individuals who may need financial assistance with entrance or monthly fees through our Goodwin House charitable Foundation. Through these options, we help provide an affordable option for many Alexandria older adults and we have the option to do more if the BSAP is approved.

Thank you,

MPA#2012-0003

To: Alexandria City Planning Commission

From: Holly Hanisian

Re: Statement Regarding Beauregard Small Area Plan

Date: May 3, 2012

Hello, my name is Holly Hanisian. I am here both as a resident of the City of Alexandria and well as a recruiter for Goodwin House Alexandria.

As an Alexandria City resident and a mother of two children, I am excited to see the Beauregard Small Area Plan include improvements and additions to green space, the addition of traffic flow measures such as the "ellipse", dedicated pedestrian space, and bike paths that connect to other destinations within Alexandria. I also commend the "green" initiatives within the Plan, including the energy-efficient design and environmentally friendly building practices. I believe these improvements will make the Beauregard corridor a more desirable and family-friendly destination.

As the healthcare recruiter for Goodwin House, I believe the improvements as outlined in the Small Area Plan will greatly assist in attracting more potential employees to the N. Beauregard area. We have 330 employees working at Goodwin House Alexandria. Many rely on public transportation or walk to work. In addition, many of our nurses commute to the area from suburban Virginia. By including Bus Rapid Transit, dedicated bike lanes, and greater pedestrian crossings I believe the Beauregard Small Area Plan will help Goodwin House attract and retain a qualified staff, which in turn will help us provide the highest level of quality care to our residents. In addition, we will continue to serve the greater Alexandria community as a very active clinical training site for the Alexandria chapter of Red Cross Certified Nurse Aid training, TC Williams High School Licensed Practical Nurse training program, and Everest College and NOVA Alexandria Campus Registered Nurse programs.

I am in support of the Small Area Plan and thank you for your time.

MPA# 2012-0003

Julie Fuerth

From: Laura Cowden <laura.cowden@gmail.com>
Sent: Thursday, May 03, 2012 4:42 PM
To: PlanComm
Subject: Beauregard Corridor plan

To whom it may concern,

I am writing in support of the proposed plan for the Beauregard Corridor plan. My husband and I recently became aware of the project and that there is a vote on the issue this evening. As citizens of Alexandria City, we feel this plan would create a great asset for the city. We want to express our support for more pedestrian and park areas, as well as more affordable housing, which we understand will be part of the plan.

We love living in Alexandria and want to see it move forward and grow.

Thank you,
John and Laura McArdle

MPA #2012-0003

GOODWIN HOUSE
Incorporated

May 3, 2012

Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: Master Plan Amendment 2012-0003
Beauregard Small Area Plan, Docket #1

Members of the Planning Commission:

Thank you for the privilege of speaking this evening in favor of the Beauregard Small Area Plan.

My name is Kathy Anderson and for ten years, I have had the honor of serving the Goodwin House organization as its President and CEO. I am also a resident of the City of Alexandria.

Goodwin House was incorporated as a not-for-profit corporation in 1955 with the express purposes of serving seniors in northern Virginia. We've been serving seniors at and from our GHA location in the West End for almost 50 years, since 1967.

Our Goodwin House mission is to "support, honor and uplift the lives of older adults and the people who care for them through a faith-based, nonprofit organization." Through Goodwin House Alexandria and Goodwin House Bailey's Crossroads, continuing care retirement communities in the City of Alexandria and Fairfax County, the management of a sister not-for-profit low income senior housing community, our home care and hospice programs, we directly serve 1200 older persons each day. And these aren't young elders – chronologically speaking – the average age of the persons we serve is 87!

We have 770 amazing staff members who come from 70 countries. 45% of our staff members have worked for us for five or more years, and 10% for 15 or more years. We are committed to being an exceptional employer and to helping our staff members advance themselves in many ways.

Through our charitable Foundation, we provide significant amounts of charitable care to seniors in financial need, and we are a matching partner with 13 regional not-for-profit organizations that serve seniors.

Adding in hundreds of family members, community volunteers and Board members, our not-for-profit matching partner organizations, the schools and training sites with which we partner, and our accredited clinical pastoral education program, we are touching the lives of thousands of people from our hub in Alexandria.

I say all this not to do a shout out for Goodwin House, but because I want it to be clear that this

EQUAL HOUSING OPPORTUNITY

4800 Fillmore Avenue • Alexandria, VA 22311
Phone: 703-578-1000 • *Fax:* 703-824-1379
www.goodwinhouse.org

ACCREDITATION CONTINUING CARE COMMISSION

organization is deeply committed to and a part of our host community, the City of Alexandria, to our West End location, and to seniors in this region.

I speak in favor of the Beauregard Small Area Plan for many reasons:

- I believe that the Plan outlines a realistic, exciting and integrated 20-30 year vision for a region that is in need of an integrated vision in order to thrive and grow in efficient, effective and healthy ways for the next two decades.

- The process of plan development has been thoughtful, logical, transparent, and responsive and the Plan that is before us today is a good and solid guide for the more detailed planning that comes in future years.

- We believe that the improvements offered through the Small Area Plan – infrastructure, traffic flow, public safety, shopping and dining venues, public transportation, green space, walking space and planned connectivity – are in the best interest of the West End and those who live, worship, work and offer services here.

- We are committed to being a vital part of this vibrant community for another 50 years, and we believe the Small Area Plan will help to make the West End a continued and increasingly good place to live, work and do business.

Thank you for the opportunity to present comments on behalf of our Board, residents and staff, and for the opportunity to be part of the unfolding future of this great City.

Sincerely,

Kathy Anderson

Kathleen S. Anderson
President and CEO
Direct: 703-824-1185
Email: kanderson@goodwinhouse.org

MPA #2012-0003

Julie Fuerth

From: Sara Dunton <swdunton@yahoo.com>
Sent: Thursday, May 03, 2012 4:57 PM
To: PlanComm
Subject: Thoughts on the Beauregard Small Area Plan

Dear Council Members,

I believe that the Small Area Plan is a fantastic start to help make the city of Alexandria, especially in the West End, a more enjoyable place to live. I have been a resident for just 2 years now, but my husband has lived here his whole life. We completed a whole-house renovation in 2010 and plan to stay here and raise our four children, so we are very interested in improving the area for kids, expanding the transportation options, and many other action items that the Plan will achieve.

There seems to be so much wasted potential and serious lack of good restaurants in the West End, especially the Beauregard corridor, and I think the Small Area Plan goes a long way toward maximizing some of that potential and bringing additional retail and businesses to the area that would benefit the residents.

For the aforementioned reasons I urge you to approve the Plan tonight. Thank you for your consideration.

Regards,
Sara W. Dunton

Submitted @ PC 5-3-12

City of Alexandria Planning Commission
Public Hearing Re Beauregard Corridor Small Area Plan (Draft of March 27, 2012)
May 3, 2012

Comments of Donald N. Buch

Thank you, Mr. Chairman. My name is Don Buch. I reside in Cameron Station.

I will provide you with a somewhat more extensive list of issues I believe need to be addressed but in my three minutes, allow me to focus on two specific matters:

1. Affordable Housing: To date "planning" of (dedicated) affordable housing in the Plan area has been a lengthy series of "knee jerk" reactions to community pleas about the number of units, locations, whether units should be in dedicated or shared buildings, new vs. existing, AMI levels, the need for surveys, should units be dedicated for 30 years or 40, how the intended beneficiaries will be selected, how will it all be paid for...and the list goes on. Some of these decisions may ultimately prove to be precedent-setting. This is not planning. Prior to the City entering into any further agreements with respect to "affordable housing" within the Plan area or elsewhere in our City, the Planning Commission should insist upon City staff preparing and substantiating a comprehensive plan addressing the future of affordable housing in the City of Alexandria.

2. "Trust Me": You are familiar with the specific steps in the evolution of developments in Alexandria but many in the community are not. So when we are told "that will be dealt with" in the Rezoning, or in the Design Guidelines or in the SUP, we don't always take great comfort in that. Allow me to offer a few examples that give community members pause for concern:
   - What was to be a 77 foot tall commercial building with self-contained visitor parking recently became a 99 foot tall residential building with no visitor parking;
   - Underground parking at Potomac Yard was explained to be a very expensive proffer yet now one of the first buildings out of the ground is seeking a waiver of that very requirement;
   - We have a pizza parlor supposedly capped at 32 seats which apparently had in excess of 80 but the City appeared to feel that was "close enough".

   Numerous terms in the plan need to be clarified to minimize future confusion or misunderstanding. Use of the word "recommend" should be avoided; it appears to require nothing specific in response. Examples of some terms needing clarification are provided in the Exhibit attached to the handout I am providing you.

Thank you.

Submitted @ 5-3-12 PC

BEAUREGARD SMALL AREA PLAN – DRAFT of MARCH 27, 2012

Concerns of Donald N. Buch
Expressed In Connection With the Planning Commission Public Hearing
May 3, 2012

1. Use of $1.5 Million Received From DoD: The Planning Commission should specifically exclude any approval – implicit or otherwise – of using the $1.5 million received from DoD for the contemplated purchase of .85 acres of land (currently a parking lot) known as Eliot Court.
    - The community remains unaware of the constraints upon what these funds can be used for.
    - The community has only recently been advised that there are time constraints on identifying how the funds will be used and on the date by which they must be spent. The City has yet to provide the specifics.
    - The selection of the identified (Eliot Court) site was done without any community involvement.
    - The Planning Commission should insist (recommend) that the community be involved in proposing and evaluating alternative uses for these funds. They should not be spent without explicit City Council approval.

2. Affordable Housing: To date "planning" of (dedicated) affordable housing in the Plan area has been a lengthy series of "knee jerk" reactions to community pleas about the number of units, locations, whether units should be in dedicated or shared buildings, new vs. existing, AMI levels, the need for surveys, should units be dedicated for 30 years or 40 years, how the intended beneficiaries will be selected, how it will all be paid for...and the list goes on. This is not planning. Prior to the City entering into any further agreements with respect to "affordable housing" within the Plan area or elsewhere in our City, the Planning Commission should insist upon City staff preparing and substantiating a comprehensive plan addressing the future of affordable housing in the City of Alexandria. That plan should include detailed consideration and assessment of:

    - the appropriate percentages of AMI at which rents should be subsidized;
    - whether or not an expectation of 30% of income being allocated to rent and utilities is reasonable given that many local residents have chosen to live within the beltway and devote a higher portion of their income to rent while lowering the portion they allocate to transportation;
    - how the subsidized housing units will best be reserved for the intended occupants, those seemingly being people who work in our City, most specifically those rendering public services (e.g.: teachers, firefighters, City staff);
    - programs that will be available to the occupants of the subsidized housing units so they might improve their skills and advance their careers to the point where they will no longer have a need for rental subsidies;
    - the reasonableness of subsidizing the same tenant for 30 (or 40) years;
    - how the City might encourage and increase home ownership;
    - the impact of each proposal on the taxes to be paid by the residents of Alexandria.

3. Comprehensive Financial Evaluation: The community continues to have many unanswered questions about various financial aspects of the Plan.

- What constraints are there to ensure the City's financial commitments and exposure never get appreciably ahead of those ("proffers") of the developers?
- How does the City ensure it not make commitments only to subsequently find the developers have some reason they cannot fulfill theirs. In the case of a significant "proffer" not being provided (for whatever reason) then the City must have some pre-agreed mechanism in place for recouping whatever it gave up in return for the not-to-be-realized "proffer".
- What are the inherent, implicit financial commitments that the City is making as a direct consequence of the Plan but not included in the financial plan e.g. for Transit Corridor C?
- What contingency plans are in place should major assumptions contained in the Beauregard SAP fail to materialize? More specifically, how would an additional school(s) get funded should the projection that a 64% increase in housing units will result in 47% decrease in student population prove to be materially incorrect?

4. Transportation Issues: It remains extremely difficult for the community to understand the ultimate and combined impact of all the contemplated transportation-related projects - Transit Corridor C, the ellipse, the new HOV ramp to Seminary Road, the HOT lanes terminating just south of Duke Street, the I-395 auxiliary lanes, the impact of SuperNoVa, not to mention increasing Metro fares and reduced Metro subsidies for Federal workers.
    - The Planning Commission should insist upon a thorough analysis of the proposed route, timing, cost and financing of "Transit Corridor C", including that portion from Sanger Avenue to the Van Dorn Metro station (and return, should that route be materially different) which appear to have received only limited attention.
    - Little or no response has been received to questions about the ability of the Southern Towers and/or "BRAC" transportation centers to cope with projected volumes.
    - Comparing levels of service at Plan area intersections in 2010 with the "post-development" (2035) projections, the number operating at LOS "E" increases from 11 to 12 and at LOS "F" from 6 to 7. If that is the best we can reasonably expect, the community needs to understand that reasoning.
    - Given the anticipated increase in traffic, what is the plan for coping with the material increase in volume on Seminary Road west of Beauregard? How will it be paid for?

5. Future Additional Development in the Plan Area: How is future "new" development and redevelopment in the Plan area to be addressed? As current examples, references to Goodwin House and the Hermitage have just been added to the Plan, with no elaboration and with no public discussion or involvement.

6. Terminology: Numerous terms in the plan need to be clarified to minimize future confusion or misunderstanding. Use of the word "recommended" should be avoided; it appears to require nothing specific in response. Examples of some terms needing clarification are provided in the attached "Exhibit A". We need to define our expectations.

7. Future Deviations from the Plan: Although people recognize that "circumstances change", numerous recent events raise concerns about the extent to which City staff apparently believe they can deviate from perceived requirements of the Small Area Plan. Commissioner Wagner recently expressed his concerns about this. It needs to be addressed before the community is faced with additional "surprises", especially in an area as large and complex as that of the Beauregard SAP.

Exhibit A – Examples of Some Terms Needing Clarification/Greater Specificity

- "a significant level" of committed affordable and workforce housing (page 11)
- "disbursed throughout the Plan area" (page 11)
- "great new neighborhoods" (page 17), "distinct neighborhoods" (page 18), "original and identifiable neighborhoods" (page 18)
- "larger caliper street trees" (page 21)
- "urban, human scale block sizes" (page 24)
- "landscaped streets" (page 25)
- "recommends contemporary building design elements" (page 27)
- "visually reinforce prominent locations" (page 29)
- "these buildings will generally range in height from approximately 50 to 60 ft" (page 46)
- "will likely incorporate" (page 55)
- "encourage underground parking" (page 57)
- "adequately handle stormwater" (page 68)
- "recommend canopy coverage of 40%" (page 70)
- "parking on the streets...will be strategically located to be compatible with the...Park" (page 74)
- "If additional development beyond what is approved in the Plan be approved in the future as 'bonus density'..." (page 92)
- "recommends sustainability measures" (page 98)
- "recommends improvements for individual buildings to increase efficiency" (page 98)
- "recommending...an overall environmental site certification" (page 98)
- "recommends a Stormwater Master Plan" (page 99)
- "recommends that future development consider the following" (page 100)
- "explore compliance with the potential strategies for implementing the goals" (page 104)
- "Consider City public service amenities" (page 117)

Perhaps a useful test of clarity is to ask "If the objective were met, how would you know it?" We need to define our expectations.

Submitted at 5-3-12 PC

Testimony for Planning Commission, Kathleen Burns, 1036 N. Pelham St., Alex 22304 –May 3, 2012

Dear Commission members,
Many of us are here tonight –after months of debate and discussion---to request that you take the opportunity to 'fine tune' many of the essential components of the BSAP that are missing. This is a massive project, and it does not appear to have the adequate financial structure, overall cohesiveness or reality check needed to make it successful. We would ask that the Commission defer this action until the Fall, when the Tenant Survey can be completed. How can you make a decision on a plan, when a fundamental chunk of the information is missing?

I have passed out tonight a March 15 letter relating the problems the public had with the March Transpo Comm meeting. Not much changed when we went back last night. I have lived in Alexandria and the USA, for many years, and my sense afterward was this was NOT "democracy" in action. This a board where 3 of the 9 are professional politicians, followed by 2 members of the Planning Commission, which is non-partisan but political. There is a representative from the Parking and Traffic Board (not a powerhouse of innovative activity) and a rep from an Alex. Transit Co (which usually means cabs) and 2 citizen members. And all are appointed by the Mayor. There was no one who lives remotely close to the Beauregard and Seminary corridor, nor other members who had extensive hands-on education and experience in complex transportation issues Why are these people given so much power over the future of the West End----when few of them (apart from Donna Fossum) have attended the many citizen meetings?

Last night we were there for 5 hours, with more than 20 speakers recommending the plan be deferred to fall. There were 3 supporters of the plan---as is---one spoke only to support bicycle lanes; another represented the developers; and the third cheerleader is the usual one representing the Foster-Fairbanks cohort of owners with 1950s houses and large lots, who now think they have beach front property and are waiting to become rich. They have no concerns for the future of this site---since they plan to sell as soon as it is rezoned. They don't care what the impact is. They'll be gone.

So the unanimous vote was for these 3 speakers-- and the 20 others were pretty much ignored. We could tell that some on the panel had little knowledge of the many problematic issues raised. They didn't see us or hear what we had to say. We were invisible. Ironically, it was only an intervention by the Mayor and Councilwoman Alicia Hughes that forced the board to grant a hearing in the first place.

The panel did not have any recognition of the residents who pointed out numerous flaws in the present plan. Their job was to champion staff plans and developer ideas.

It was a bit like early Boston, where the citizens protested "no taxation without representation." And there were no reporters on hand. We were herded into a tiny room, and only an order from the Fire Marshall got people into the main room---and Sharon Annear got them to turn on the sound, but I understand the hearing was not recorded.

This is NOT democracy but a shallow charade. Usually government tries to be responsive to the citizenry. There was no pretense of that.

In a similar fashion, the City signed a $1.4million agreement with DOD, in return for the 6 acres of Winkler it took, and we STILL have not seen anything about the secret terms of where and how that money can be used for Open Space. ...This is NOT democracy in action....The Transpo Comm rejected all requests to have ANY outside analysis of the staff assumptions based totally on theoretical models---with no recognition of the margin of error.

This is NOT democracy in action. Tonight, the Planning Comm has a chance for a "do-over" to seriously listen to citizen requests to improve this weak plan. That would be Democracy in ACTION. Don't make this another Waterfront debacle. We are for rational growth and development, NOT destruction of the West End.

March 13, 2012 [appeared on March 15, 2012]
Letter to the Editor, Alexandria Port Packet Gazette, 1604 King St., Alexandria, VA 22314
smauren@connectionnewspapers.com

Unfortunately, the March 7 monthly meeting of the obscure Alexandria Transportation Commission wasn't covered by cable TV as is done for sessions of the City Council---but perhaps it should have been. Nor was there the benefit of any "instant replay" which is common for sports events, so those not in attendance could hear the surprising levels of discourse. Nor were reporters were on hand to offer the community eyewitness media coverage. And the Minutes won't be available for several weeks.

But the highly unusual nature of this particular group and this particular meeting deserve some mention.

Two topics were on its agenda: public hearings on the transportation plans for the pending Beauregard Small Area Plan and on the improvements being considered for the King Street METRO station. As the meeting progressed, it appeared several Commission members were not well informed on the topics at hand, and, in some cases, the staff offered little assistance.

Initially, the Commission had planned to vote on the transportation elements of the controversial Beauregard Small Area Plan at this March meeting. In February, the Commission decided no members of the public would be allowed to speak, so the hearings were shifted to March. The expected "approval" at the March 7 meeting would then pave the way to additional expected "approvals" by the Planning Commission and the City Council in May. But that anticipated first step didn't happen.

This is the same Commission that lost its way earlier in assessing the proposed Corridor C transportation plans for Beauregard and Van Dorn. Instead of offering a neutral investigation of the data, the Commission turned into a cheer leading squad, ignoring the more than 8 hours of residents' testimony in September, questioning gaping holes in this plan.

West Ender Don Buch posed a series of questions to the 5 Commissioners in attendance. Where had they been for the 3 years of discussion by the BRAC Advisory Group on the numerous shortcomings of the traffic/transportation proposals at the #395/Seminary Road intersection? What about on the Environmental Impact statements? Logistical details?? He got few substantive responses. He hit a nerve when he asked about the proposed #395/ Seminary Road ellipse for $29 million, of which $9 million would be a "contingency fund" in case things go wrong.

Nancy Jennings, president of the Seminary Hill Association, presented 4 points that her Board had voted on to submit to the Commission. This association represents some 2,100 households on the West End. But Ms. Jennings was immediately challenged by a Commission member who doubted whether Ms. Jennings had the authority to represent her group in speaking before the City commission. This is an insult to the almost 30 Civic Associations throughout Alexandria who believe in a representative democracy.

Commission members backed down on the evening's proposed vote in support of the Small Area Plan (SAP) as speaker after speaker questioned the significant flaws that still exist in the draft of this plan. Still missing from the SAP are essential details on connectivity of transportation along this corridor with Landmark Mall as well as Fairfax and Arlington. Nor is there a stipulated mandatory dollar commitment by the developers to make sure these transit proposals ever leave the station.

Former Council member Justin Wilson said that he had been the one who had written the resolution creating the Transportation Commission, but he admitted he wasn't really sure what its purpose should be. He asked staff to provide some guidelines on this at the next Commission meeting. Why does this unknown Commission suddenly seems to have so much power and influence over the future of Alexandria?

Submitted @ 5-3-12 PC

AMENDMENTS TO THE BEAUREGARD PLAN RECOMMENDATIONS

1. A Park at Foster/Fairbanks/Hekemian: I urge you to amend Section 4.48 [Page 76] with the following language: The last sentence is amended to read: *"In addition to a contribution of open space as part of future redevelopment, the City should buy land up to a ceiling cost of $1.5 million, such land to be contiguous with the city owned lots and contributed open space."*

2. Regular Process Re-zonings for the Plan Area: The recommendation is: Amend Section 4.7 [[Page 74] to say: *"While there can be a single CDD, each tract in the Plan requiring re-zoning shall be considered individually under normal City re-zoning processes."* If this language is not believed to do the job required, I am sure your smart lawyers can find suitable verbiage.

Submitted by Jack Sullivan 5/3/12

Submitted @ 5-3-12 PC

The Honorable Mayor, City Council and City Manager:

As a property manager and large employer in Alexandria's West End, I wholeheartedly support the Beauregard Small Area Plan.

The plan will be transformational for a part of the city that I believe has been long neglected, and will undoubtedly have a positive effect on area property values while increasing the tax base.

Additional high quality restaurants and retail throughout the plan in close proximity to the Hilton will benefit our hotel guests, our employees as well as those working at the Mark center DOD Complex.

Additional office and residential density will create opportunities for increased hotel occupancy and hotel events.

The dedicated transit lane will be very helpful to our employees, while the committed affordable housing will provide additional opportunities to live close by.

Please approve the Beauregard Small Area Plan.

Submitted @ 5-3-12 PC

4800 Fillmore Avenue
Alexandria, Virginia 22311

RECEIVED
MAY - 4 2012
PLANNING & ZONING

May 1, 2012

Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Ladies and Gentlemen:

Re: Master Plan Amendment 2012-0003
Beauregard Small Area Plan (BSAP), (Docket #1)

I am a resident of Goodwin House Alexandria, which is included in the Small Area Plan boundaries. I have become familiar with and informed about the Beauregard Small Area Plan through numerous meetings and conversations. I believe that the BSAP should be approved because of the benefits it will offer to residents of the West End and to residents of the City of Alexandria in improved transit, expanded retail space, and coordinated development.

I am proud of Goodwin House for its 45 years of providing housing and services to seniors in Alexandria, and appreciate that the Small Area Plan recognizes the importance of senior housing. Goodwin House plays an important role in providing housing and health care to older adults in Alexandria, and has apartments that serve a broad economic demographic. The BSAP provides an opportunity for the future expansion of this role to seniors. In addition, I think it is important for the Planning Commission to know that Goodwin House has a Foundation that helps to support individuals who cannot cover their costs without financial assistance.

I am in support of the Small Area Plan.

Sincerely,

MILTON L JOBE
4800 FILLMORE AVE APT 1254
ALEXANDRIA VA 22311-5077

MPA #2012-0003

Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Mayor William D. Euille, Members of City Council and Members of the Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

May 3, 2012

Re: Beauregard Small Area Plan (Transportation Element)

Dear Mayor Euille, Members of City Council and Members of the Planning Commission:

At its May 2, 2012 meeting, the Transportation Commission (Commission) held a public hearing on the transportation elements of the draft Beauregard Small Area Plan. After the public hearing, the Commission moved to affirm that the transportation recommendations in the draft Beauregard Small Area Plan are consistent with the City's Transportation Master Plan. The Commission also recommended that the City should continue to examine options that improve pedestrian and bicycle facilities within the plan area.

The Transportation Commission was created by Council to advocate and promote development of balanced transportation systems in the City through oversight of the Transportation Master Plan. Our action on May 2nd was conducted to fulfill that oversight obligation.

We appreciate your consideration of the Commission's input on this very important project.

Sincerely,

Kevin H. Posey
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

MPA#2012-0003

DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES
1108 Jefferson Street
Alexandria, Virginia 22314-3999

James B. Spengler
Director

Phone (703) 746-4343
Fax (703) 838-6344

Park and Recreation Commission

May 3, 2012

John Komoroske, Chair
Alexandria Planning Commissioners

Re: Beauregard Small Area Plan

Dear Chairman Komoroske and Planning Commissioners:

I am writing on behalf of the Park and Recreation Commission (P&RC) regarding the Beauregard Small Area Plan which you will consider shortly. The P&RC has had a number of briefings from the Planning and Zoning staff on this Small Area Plan since the beginning of the year. Those briefings have focused primarily on the parks, recreation and open space aspects of the plan and it is on these aspects that our comments focus. Our Commission also held a public hearing on the Beauregard SAP in March.

Over the course of the last five years or more, as Small Area Plans or large development plans have been crafted, the P&RC has notably pushed from the beginning of the planning for full-sized, all-weather, lit athletic fields. This is the hardest thing for planning to accommodate because pieces of land this large are very hard to come by. But what we know is that our current field inventory in the City cannot come close to meeting today's needs, even if most of them are upgraded to all-weather turf and lights. When we contemplate adding 4000-6000, or more, additional residents in a single development or SAP we cannot do that without accommodating the outdoor recreational needs of those new residents rather than further impacting existing resources.

Here in the Beauregard SAP the developers and a community-led planning group proposed to answer that need by planning such a field at the corner of Beauregard and Sanger on open land owned by the City, but used and primarily controlled by the Alexandria City Public Schools (ACPS). Certainly a full sized field will fit in this location but not without challenges. The site slopes more than 15 feet across its width and is directly adjacent to Holmes Run, which at this point is considered an extension (purchased later) of Dora Kelly Park proper, the original part of this natural area having been donated to the City many years ago. It is certain that some tree canopy on the lower acquired parcel would need to be removed to accommodate the field and that significant retaining walls would be necessary.

While it may have been better to have level ground in a different location for such a field, we find ourselves at this point with this location in the draft SAP. The P&RC supports

the field but echoes the concerns of the Friends of Dora Kelly Park (letter attached) about its siting. When the time comes for this field to be designed it should be done in a manner that brings it as far away from the stream as can be accommodated and with a goal of preserving as many of the best trees on the existing site as possible. We understand there will be impacts. One suggestion the P&RC has is to identify a "tree mitigation receiving area" now and get on with planting trees in that location immediately so that they are mature when existing canopy needs to be removed to construct the field. Ecologically, the best place for such a receiving area would be adjacent to either Dora Kelly Park, Turkey Run or the Winkler Preserve.

The SAP has a significant increase in open space over what exists currently. The fingers of green that bisect the plan and the designated greenway which links the Winkler preserve to Holmes Run and the Dora Kelly Park are important for both environmental and community health reasons. These pathways will give the community a very green feel and will be used daily by most that will live and work here. The addition of more than seven acres to Dora Kelly Park and more than thirteen acres along Turkey Run is very significant.

The PRC suggested, however, that other large areas of open and green space be planned as the more detailed design phases move forward. Though not designated as athletic fields we are in great need of unprogrammed lawn areas big enough to accommodate neighborhood groups or office workers to square off over a volleyball or flag football game after work or on the weekends. Such an accommodation to the early version of the SAP has already been made by reconfiguring and adding to the proposed park on the Foster-Fairbanks site. This is a significant step forward. It should be designed with a central large lawn area. Also, along the same lines, the PR&C asked for the reconfiguring of several buildings near John Adams Elementary School to consolidate open area around those buildings into a larger, more useable space.

The PR&C also laments that such a large amount of designated open space is taken up by the traffic ellipse. While traffic engineers tell us that the stacking lanes are required here, the open space that is given over to accommodating cars is very unfortunate. While any open space has some value, in this case it is severely diminished as it is completely unusable - it serves only cars.

The P&RC also is very concerned about the road that is shown running along the perimeter of Dora Kelly Park, between the two schools. This road should not be part of the neighborhood grid system. We understand that emergency vehicles will need to be accommodated on that side of the new structures, but this is a place where the design should deliberately create a ***park lane***. It should be a place where most of the time pedestrians and bicyclists have primacy, where children learning to ride bikes are safe, where a mother pushing a stroller doesn't have to dodge speeding vehicles. Here, the width of the park road should narrow, change its surface to one that is rough, evoking an unpaved park pathway and it should be pervious if possible. It should not have parking on the park side and we encourage no parking on either side at all. While the neighborhood side should have a sidewalk, the park side should not, and should not have curb and gutter, but a swale to accommodate infiltration of runoff. Park visitors will not come into the park primarily from this roadway and that should be discouraged given the steep slopes beyond. If arriving by car, visitors should be parking at one of the schools in the evening or on weekends. Perhaps only local traffic should be permitted on this road at certain times of day or seasonally on weekends so the road itself becomes an extension of the park at times.

The technology of green buildings and low impact site development continues to evolve very quickly. The goal for this SAP to achieve LEED Neighbor certification is commendable. The City will require the buildings to achieve LEED Silver, as is the current policy. The bar to reach these certifications will get higher as time passes, as this area gets built out over many years. That said, the P&RC would request that the SAP encourage the many new neighborhood roadways use ***pervious*** surfaces to eliminate much of the storm water runoff and improve the environmental function. If this is done, and if the buildings constructed over time achieve LEED Silver, then the amount of storm water detention that will be necessary at the currently large regional detention pond (sometimes called a lake in the plan) located in the greenway at the lower end of the Holmes Run area could be engineered to be much smaller. While these detention ponds are a crucial part of the storm water management system and are currently counted as open space, when they are doing the most environmental good they look their worst. These are not "lakes" and while we try to make them positive features, many times they are not. We should be looking creatively at what can be done over time in the SAP to implement creative, forward- looking LID (low impact development) techniques and proportionally reduce the size of this BMP. The additional usable green space would be welcomed at this location.

Planning efforts of this scale should include community gardens and dog parks of all shapes and sizes throughout the development. This SAP now calls for one fenced City dog park and one garden. The P&RC would encourage the developers to place gardens and dog areas on private property throughout the project as well. These things are needed everywhere, but the City cannot afford to supply and maintain these over time.

And finally, the P&RC urges the City to take steps immediately to use the $1.5 million from the BRAC project to compensate for lost natural area. We all need to focus quickly on the appropriate location within the plan area where the most good can be done with this money. This needs to be done within the next six months or we will end up paying more for less. That is not acceptable. Areas adjacent to existing parks, greenways, or resource protection areas should be the first priority.

Also attached are three letters regarding this plan which were sent to the P&RC and are a part of our hearing record on this matter, though they may not represent our views.

Thank you for letting us comment and our thanks to all the City staff that have been responsive to the questions and comments of the Park & Recreation Commission. Overall the Park & Recreation Commission feels that this is a good plan.

Regards:

Judy R. Guse-Noritake, Chair
Park and Recreation Commission

Cc: Park and Recreation Commissioners
Rashad Young, City Manager
Faroll Hamer, Director P&Z
James Spengler, Director, RPCA
Rich Baier, Director, T&ES

FRIENDS OF DORA KELLEY NATURE PARK

5600 Harding Avenue • Alexandria, VA 22311

January 4, 2012

Mr. James Spengler, Director

Department of Parks, Recreation and Cultural Activities

City of Alexandria

Ms. Judy Noritake, Chair

Park and Recreation Commission

City of Alexandria

Dear Jim and Judy:

Several days ago representatives from the Friends of Dora Kelley Nature Park met with staff from DPRCA and Planning to discuss various aspects of the redevelopment proposals that are being considered for the area adjacent to the Nature Park. We would like to weigh in with the following thoughts regarding those proposals.

1. New rectangular athletic field

We support the proposal to build an athletic field on the south side of Sanger Avenue between Beauregard Street and Ramsay Elementary School and Recreation Center. There is an acute shortage of athletic facilities in Alexandria, especially west of Shirley Highway. This shortcoming will only be exacerbated with the anticipated large increase in density planned for the Mark Center area. A new all-purpose athletic field will help address that problem.

The field should be designed to accommodate soccer, football, lacrosse, and rugby for both youth and adult sporting events. The field should be lighted and drinking water and restroom facilities provided nearby.

The area designated for the field directly borders the Nature Park and the Holmes Run Greenway and is highly environmentally sensitive. Therefore, the design of the facility must ensure an absolute minimal loss of tree canopy and other vegetation and also fully address drainage issues.

We question whether the proposed impervious parking area for the athletic field is appropriate and necessary. There is already ample parking nearby in the lots for Ramsay School and Recreation Center and the Buddie Ford Nature Center.

Moreover, the nearest intersection to the athletic field, at Beauregard and Sanger, is already terribly congested and the new fire station that will be built in the northwest quadrant of the intersection will only add to traffic issues.

2. Proposed perimeter road

We understand that JBG Realty is proposing to construct a road on the western edge of its property that would run directly along the boundary between its property and the Nature Park.

We strongly believe that the environmental integrity of the park would be seriously compromised by locating a vehicular road along the very edge of the park and we urge the City to require JGB to redesign the road so that it would run in front of the townhomes and apartments it plans to build and not along the park boundary line.

We also urge the City to require JBG to construct a fence between its western property line and the park. The terrain in the park immediately adjacent to JBG's property line consists of very steep hills and deep ravines leading down to a riparian protected area, and the placement of a fence along the property line will serve to protect this section of the park that does not have hiking trails and should be maintained as is—a completely natural area that is home to a wide variety of plants and wildlife.

The proposed fence will not have a significant effect on access to the rest of the park. Residents in JBG's Mark Center property, along with the rest of the citizenry in Northern Virginia, currently have adequate access to the Nature Park via a number of designated entry points including Beauregard Street, North Morgan Street, the Nature Center, Sanger Avenue, Chambliss Street, Holmes Run Parkway, Doris Drive, and the Ramsay School playground.

3. Connecting the Holmes Run Greenway and the Winkler Botanical Preserve

It appears that JBG is prepared to develop a pedestrian link between the Greenway and the Preserve. We enthusiastically endorse that effort.

To facilitate connectivity between these two beautiful natural areas we recommend that the City and JBG work together to design a pedestrian-friendly crossing on Sanger Avenue that would enable trail users to pass directly from the Greenway to the Preserve. Currently there are only two widely spaced pedestrian crossings on Sanger Avenue, at Beauregard and Van Dorn Streets. A new crossing halfway between the current crossings would be ideal.

We thank you for the opportunity to comment on these development proposals, and please contact us if you have any questions.

FRIENDS OF DORA KELLEY NATURE PARK

Dave Dexter, President

Lynn Bostain, Vice President

cc: Laura Duram

Mark Kelly

Zunilda Rodriguez

Jane Yeingst

Judy Noritake

From:	Nancy Jennings [nrjennings@comcast.net]
Sent:	Thursday, March 22, 2012 8:00 AM
To:	Judy Noritake; rich.brune@verizon.net; ginabaum@aol.com; wm.cromley@mindspring.com; stephen.beggs@transwester.net; rforbes@aol.com; rkmoir@comcast.net; jsullivan@cement.org; mollierose.timmons@yahoo.com; calebcvogt@aim.com
Cc:	william.chesley@alexandriava.gov; Dave Dexter; Don Buch; 'Carol James'; Lynn Bostain; Annabelle Fisher; Owen Curtis; Poul Hertel; Katy Cannady; shirleydowns@verizon.net; Benedict, Mark; Kathy Burns; John Broughton; Jack Sullivan; Diane Costello; Dave Cavanaugh; Dick Somers; Gail Ledwig; Geoffrey Goodale; Harriet McCune; Jodie Molik; Judy Cooper; khelget@asla.org; Rodger Digilio; Sharon Annear; Michael Lee Pope; drewh@patch.com
Subject:	Seminary Hill Association, Inc., comments on draft Beauregard Corridor Small Area Plan

Members of the Parks & Recreation Commission,

Below are comments from the Seminary Hill Association, Inc. I look forward to your meeting this evening and a chance to speak.

Nan Jennings

City of Alexandria, Virginia
Parks & Recreation Commission Meeting
Thursday, March 22, 2012

Seminary Hill Association, Inc.
Opposes This Draft Beauregard Corridor Small Area Plan

My name is Nancy Jennings and I live at 2115 Marlboro Drive. I am president of Seminary Hill Association, Inc., and speak on its behalf tonight.

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 about this plan in regards to parks and recreation were sent to you and City Council last June and have yet to be addressed (below). We asked then and continue to request that:

> *The Alexandria City Council purchase all or part of the Foster-Fairbanks Tract as a park for the benefit of the West End and all the citizens of Alexandria.*

Let me conclude with my personal comments why you as the Parks & Recreation Commission should require staff to bring you a more complete and better plan.

- The Draft Plan references 45 acres of "new open space" that is defined extremely loosely and includes spaces between sidewalks and streets and spaces in traffic islands. This characterization is deceptive and obfuscates the many acres of "old open space" that will be built on.

- Adding 7.2 acres of land to Dora Kelley Nature Park is laudable, but the City has not given us a cost benefits analysis of this property transfer. How much will the City loose in tax revenue? How much is this proffer valued at?

- Since the tennis courts at Sanger and Beauregard are in a flood plain can they actually be converted to an artificial turf field? If it is allowed, will this conversion require a French drainage system with a pump?

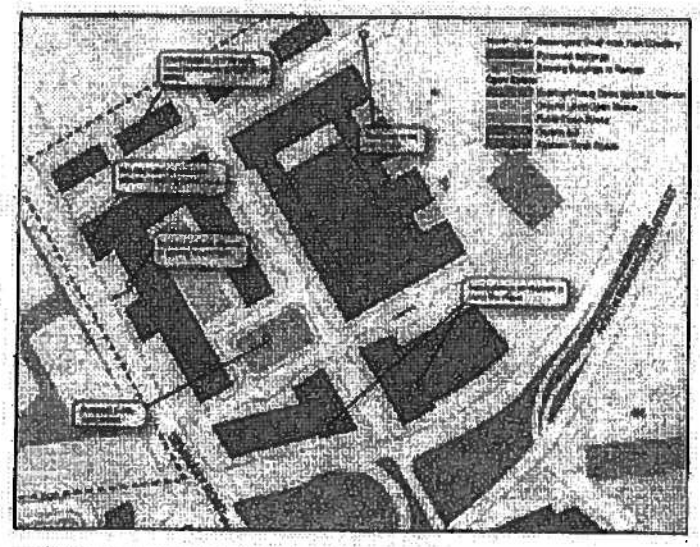
- The $3 M proffered for landscaping and streetscape is insufficient to mitigate the impacts of the proposed development on Dora Kelley Nature Preserve and Holmes Run. Like the BRAC building did to Winkler Preserve, these projects will generate storm-water runoff that will threaten existing parks and streams and they should proffer additional funds for mitigation as opposed to just streetscape.

Provide a REAL Park on the Foster-Fairbanks Tract
a.k.a. Shirley Gardens a.k.a. Upland Park

Part of a Shirley Gardens Neighborhood

A 9-acre tract around Foster and Fairbanks Avenues now has about 14 single-family homes and a dry cleaners on large half-acre lots. Multiple home owners have expressed an interest in selling their properties that are valued around $500,000. The City of Alexandria owns a vacant parcel in the tract on Seminary Road between the dry cleaners and Fairbanks Avenue .

On June 9, 2011, Seminary Hill Association, Inc., petitioned the Alexandria City Council to purchase all or part of the Foster-Fairbanks Tract as a park for the benefit of the West End and all of the citizens of the City.



Increase in Density by 3,800 Percent

The draft Beauregard Corridor Small Area Plan proposes new uses for this tract—townhouses, 5-story apartments, retail and 11-story commercial (hotel) that will increase square footage from 20,000 to 760,000—that would inflict hardships on neighboring residents and would increase traffic, while not alleviating the traffic bottleneck on Seminary Road between Beauregard Street and George Mason Drive that cries out for a center turn lane.

Possible funding sources for the acquisition of the Foster-Fairbanks tract:

- The $1.5 million paid by the US Army to the City for the green space it built on with the BRAC-133 building now designated for open space in the West End.
- Alexandria City Public Schools funds for a new school.
- Cost savings of $29 million by eliminating the proposed ellipse at Beauregard Street and Seminary Road that does not resolve any existing traffic problems.

March 22, 2011

TO: Chair and Members of the Alexandria Parks and Recreation Commission

RE: Beauregard Small Area Plan – parks and natural areas

Dear Ms. Guse-Noritake:

I wish to provide the Commission with some preliminary remarks about the Beauregard Small Area Plan.

First, I'm greatly concerned as many residents of the West End – and elsewhere – are about the impact of so much new development on both the Dora Kelley Nature Park and the Winkler property.

These areas preserve what's left of Alexandria's natural heritage along the Fall Line. It goes without saying that we should try to protect these properties from further damage and indeed try to reduce existing problems, like uncontrolled storm water flow off the surrounding roads and parking lots etc. Although new storm water regulations are being drafted, it's imperative that we focus on "volume" controls as much or more then "nutrient" capture and treatment. Most of the City's stream valleys suffer from erosion related to higher then natural peak discharge levels caused by mostly by high levels of impervious cover in the watersheds around stream like Holmes Run.

I support the idea of adding more land around the perimeter of the Dora Kelly Park. It's the wooded terrace gravel slopes that give these areas their unique ecology and geology. Without this "quiet" edge there are fewer birds and all and all a less intact ecosystem that kids and their families can enjoy. Indeed which we can all enjoy.

I am, however, not convinced yet that the most ecologically sensitive boundary is a perimeter road around the "new" development. I think it's great that the "developer" is willing to pull the new buildings back a bit from the park and land that should never be built on anyway, but I think that a bike and pedestrian path might make more sense as the "edge" for both environmental and recreational reasons. I think that this issue should be studied more.

I am quite concerned – a view I think that is shared by many residents – about the proposal to expand the existing "ball" field into and over the tennis courts below the Jerome Buddie Ford Nature Center. I realize that there is a serious need for both more active fields and fields that have better drainage. However, it is also true that the Park and J. Buddie Ford Nature Center and passive use areas are very important to the entire town too. The fact is that the current recreational field and trees bordering the stream valley itself below the nature center comprise an important part of both the park's ecology and edge zone. Hence, I think more thought should be given to how and if this field should be enlarged.

I think it's also clear that one field, even one lit, expanded and covered in astro turf, may not provide the access that will be needed if this part of town is redeveloped as proposed. The population in the West End will rise further and many new residents may have children. The City's open space acquisition plan has not kept pace with population growth and per capital levels of open space are either not rising or are declining – and they certainly not in keeping with levels recommended by many national groups for a City of our caliber.

It's also my understanding that in prior recreation surveys respondents noted their high preference for passive open space including walking paths. That's not to say that we don't need more fields for soccer, etc. – I personally hope we preserve tennis courts too. We clearly do need ball fields and greatly improved parks for young kids (as noted in a recent local study). The need for and location of additional facilities in the current plan (and proffers) to solve this future demand problem should be addressed comprehensively before adopting the Beauregard Small Area Plan.

Before adopting any resolution or recommendations, I urge the Commission and City to (1) solicit the expert opinions and recommendations of the staff at the Jerome Buddie Ford Nature Center and other key Park and Recreation staff; (2) Study more carefully the pros and cons of putting a road next to the outer slopes of the park, and the impact of enlarging the existing field at the school; (2) Put together a forward looking assessment of the future needs of the West End (and City) community as far as all sorts of recreational needs are concerned. This information should be provided to the community for comment.

In summary, I believe that the natural value of the area should receive special attention, and that given the increase in population and affluence that will come with all this growth that more land should be set aside/bought to accommodate both current and future demand for passive and active recreational amenities.

I would add that I agree with many if not all of the comments submitted by the Seminary Hill Association today.

Sincerely,

Andrew Macdonald

CC: City Council
West End Forum
SHA

Beauregard Small Area Plan – Transportation Element

Summary of Written Comments to the Transportation Commission (May 2, 2012)

- Transit hub at Southern Towers is not adequate
- Plan doesn't adequately plan for transit to accommodate future population growth
- High costs for implementation of Corridor C, and project is only partially unfunded. Will portions between Beauregard area and Van Dorn Metro be built?
- Rather than spend money on a BRT system, improve the existing transit service through better frequencies
- Local buses using Beauregard need to have pullouts rather than stop in-lane, blocking traffic.
- Pedestrian and bicycle circulation and safety through the ellipse
- The ellipse will be confusing to drivers, and slow down traffic.
- The high cost of the ellipse, and uncertainty of costs.
- How does the ellipse accommodate transit?
- An independent analysis of the ellipse should be done by VDOT.
- Plan is not providing adequate transportation investments needed for the additional land use
- The traffic model wrongfully assumes a significant percentage of regional trips are shifted outside the plan area.
- Transportation improvements are too focused on Beauregard, and should consider Seminary Road further, especially between Mark Center Drive and I-395 interchange/Hammond School
- With new HOV ramp, the intersection of Seminary/Mark Center will operate at LOS F until the ellipse is constructed.
- City should not accept Level of Service E or F at intersections
- Pedestrian recommendations don't address Safe Routes to Schools, or topography
- Plan doesn't account for emergency vehicles during peak periods and impacts to traffic.
- Remove road adjacent to Dora Kelley Nature Park and replace with a trail
- Why did TMP wording change to say development "may" be required to participate in a TMP district?
- Support for all transportation improvements proposed in plan.

MPA #2012-0003

Brookville-Seminary Valley Civic Association
P.O. Box 23348, Alexandria, VA 22304-9998

DATE: April 27, 2012

TO: The Mayor and members of the Alexandria City Council

RE: Comments of the Brookville-Seminary Hill Civic Association, regarding the **Beauregard Corridor Small Area Plan**

The Brookville Seminary Valley Civic Association, which represents almost 700 households in Alexandria, joins other West End civic associations in requesting that neither City commissions nor the City Council approve the Beauregard Small Area Plan (BSAP) until a number of critical issues are resolved, including some which surfaced only in the past few weeks. Our concerns relate to housing, open space, transportation, and the inclusion of the Hermitage and Goodwin House in the BSAP.

BSVCA is not opposed to growth and development. Rather, we are focused on matters which our members value, including protection of the tree canopy, access to local parks, functioning roads, population diversity, and affordable housing. The association believes that more input, from all sources, is needed to achieve thoughtful solutions with the BSAP, at a cost taxpayers can afford.

Our detailed comments are below.

John Broughton, President
Brookville-Seminary Valley Civic Association
5367 Holmes Run Pkwy
Alexandria, VA 22304
johnbroughton@comcast.net
Ph: 571-257-5611

CC: Chairman and members of the Planning Commission; Chairman and members of the Transportation Commission

A. Open Space

1. We **do not agree** that the $1.5 million in DOD funding for Open Space should be used for the purchase of an asphalt parking lot in the JBG properties, without any public discussion of alternatives recommendations by local residents. BSVCA believes that this funding would be far better spent purchasing the 5325 Polk Street property, now proposed for development, for open space. (Because of the timing restrictions we have just learned about, there is a risk of these funds being returned to DOD. To facilitate deliberations, we request that a copy of the DOD agreement with the City relating to Open Space be made publicly available and be included in public discussions.)

2. We support the 40% tree canopy recommended in the Plan but suggest this be changed to a **requirement** for a 40% tree canopy. This canopy calculation shall not include the Winkler Preserve or the Dora Kelly Park acreage. In addition, to the maximum degree possible, large, mature and healthy trees be retained in **each** of the developments. And where mature trees must be removed for construction, logistical or transportation infrastructure reasons, they should be replaced with healthy and large specimens.

3. Because of problems inherent to the Ramsay School site relating to the impact of lights on those in residential units in the evenings, and the impact of drainage on the Dora Kelly Park, we recommend that the City take a more flexible approach to the size, surface and location of the recreation field and its proposed use during nighttime hours.

4. The buildings proposed in the BSAP which are next to Dora Kelly Park have been set back in order to put a road next to the park. Because of environmental concerns and the fragile ecosystem of the park, we recommend the road be replaced with a permeable surface for a bike/walking path, and that any remaining land of the 7.2 acres be returned into the plan area as open space.

5. There are significant sewer capacity constraints on the Holmes Run Trunk Sewer, which services all of the BSAP area except the BRAC building --- which runs into the Arlington system. Sewer services should be evaluated and funded prior to any significant new construction related to the BSAP, to ensure that the trunk line can accommodate them. The funding of the sewer system should precede any new residential and commercial construction within the BSAP area.

B. Housing

There has been significant progress on this issue but critical concerns remain. We recommend that:

1. The survey suggested by Tenants and Workers United, and agreed to by City staff, commence immediately. The results of this survey are critical to both the BSAP and to the goals and policies of the City's Housing Master Plan, which is due to come before Council. We recommend a delay in the vote until this essential information is available.

2. The City ensure that more rental properties accept subsidized housing vouchers so that we are not leaving unused any federal funds for housing vouchers for which City residents are eligible.

3. The City of Alexandria formally commits to work with Arlington and Fairfax on legislative and policy initiatives to enhance affordable housing resources.

C. Transportation

Because of increasing costs, the proposed Arlington Columbia Pike rail/trolley may not be built. Similarly, severe cutbacks in federal and state transportation funds are likely for the foreseeable future. The Ellipse is estimated to cost over $29 million. The costs related to Corridor C within the Beauregard Plan are more than $42 million, but the costs for the balance of Corridor C on Van Dorn, from Sanger to the Van Dorn Metro, are higher but unknown. (These include the purchase and maintenance of BRT buses; securing either proffers or the purchase of rights of way for the entire corridor, widening Van Dorn Street at Duke Street; a new multimodal bridge into Van Dorn Station; the widening of Sanger Road under I-395; and the construction of traffic lanes, bike lanes, medians, sidewalks, bus shelters, and landscaping and the planting of trees along the entire corridor.) With the reduction of federal and state transit funds, it appears that local taxpayers may be asked to pay a higher portion of the funding for Corridor C.

1. There are still significant questions relating to bike and pedestrian safety, and to the efficacy and cost of the Ellipse. More time is necessary to address these concerns.

2. We recommend that the costs for the rights of way, transit-related reconfiguration of streets, and landscaping of the transit corridor with the BSAP area, as provided by developers, be escrowed until more of the actual costs and proffers are known on the balance of Corridor C. It would be a disaster if less than half of Corridor C (bus-only lanes) were implemented, within the BSAP, only to have the buses in Corridor C traveling in congested vehicular lanes for the majority of the trip, in the rest of Corridor C. In the interim, the City should pursue the use of circulator buses and extended hours on weekends and non-rush hours for DASH and Metro buses, and should work more closely with Arlington and Fairfax to integrate their bus routes with ours.

3. The BSAP area will include 9,200 residential units, four new hotels, and four additional office buildings; if the area is not to be overwhelmed by vehicular traffic, accommodations for public transit passengers are critical. We recommend that the City plan to expand the Transit Center at Southern Towers to accommodate additional demand, which will result if the proposed HOV Ramp is approved, and as the additional growth envisioned in the plan occurs.

D. The Hermitage and Goodwin House

The most recent draft of the Plan, which we received Easter week, included an entirely new section relating to senior housing centers. While we support the concept of additional housing for seniors, the BSAP lacks important information about what is planned or proposed. We do not know if plans for these centers includes new buildings or additions to current facilities, or to offer new services or to provide affordable units. City staff has stated they are at the very beginning of their planning process on this aspect. We recommend that these projects be severed from the Beauregard Plan. After they the centers have completed their plans, they can seek the appropriate zoning changes.

April 27, 2012

Dave Cavanaugh

Re: *Transportation Commission Meeting, May 2, 2012 and Attachments 1-4*

Comments on the Beauregard Small Area Plan Draft Dated March 27, 2012

My name is Dave Cavanaugh and I appreciate the opportunity to comment on the Draft Plan. I will concentrate solely on the transportation and transit element of the Draft since this is the foundation for creating a vibrant transit oriented mixed use community. Unfortunately three minutes is not sufficient time to discuss the many transportation related issues in the 152 page Draft Plan.

The primary purpose of the plan is to outline goals, objectives, and provide specific parameters to guide redevelopment. *However, the Draft Plan as written forecloses other transportation options, endorses a laundry list of Proposed Transportation Improvements described as "needed by 2035..." and makes no substantive changes in the original proposal to address public comments.* The Draft Plan takes an "all of the above" approach making it difficult to provide public comments and tailor possible solutions relating to transportation and transit.

The Beauregard Small Area Plan Area comprises 395.25 acres, includes 6,782 dwelling units, with a population of 13,666 (2010 U.S. Census information provided by City Planning). During the 30 year period 2,475 residential units will be demolished. Currently 5,594,990 square feet has been developed within the plan area. With a DSUP/SUP, existing zoning would allow an additional 5,000,000 square feet bringing the total square footage that could be developed to approximately 10,000,000 square feet. The Draft Plan recommends an additional 2,400,000 square feet and would impose requirements for phasing, infrastructure, affordable and work force housing, open space, mixed-use retail buildings, transit and building design.

Proposed redevelopment would result in 4,835,205 square feet of office space and 7,517,613 square feet of residential development. *The proposed redevelopment will significantly increase the square footage allowed, amount of office and retail space, the residential population and contribute to an increase in traffic and transit needs. With the existing transportation network underperforming, more streets funneling more traffic (including buses) onto Beauregard and Seminary Road, the Draft Plan is woefully deficient and will make traffic during the AM/PM peak periods worse.*

I have three major comments:

1. *The Draft does not include a comprehensive transportation and transit plan to accommodate the projected growth in the plan area. Without a plan we are potentially wasting money jeopardizing the vitality and character of the community we are attempting to create, making traffic conditions even worse and adversely impacting*

future economic development. There has to be a singular focus on improving the transit infrastructure to accommodate existing and future demand for transit.

2. *The Beauregard Small Area Plan Draft (a land use plan) does not address the need to improve the transit facilities at Mark Center or Southern Towers for commuters going to the Pentagon Metro Station. Southern Towers is currently a major transfer station for WAMATA and DASH buses (,)If the HOV ramp is constructed, Mark Center Station will be a major* ***regional*** *transit hub*[1] *for riders working at the Alexandria Hospital and other nearby employment centers. The focus on transit both at Southern Towers and at Mark Center have not been factored into the planning.* ***A major transit hub to accommodate the increased transit ridership to and from Pentagon Metro will better define the area, generate quality economic growth and build on the attributes that makes living in this area attractive.***

3. *The Draft Plan includes an Ellipse (traffic circle) to replace the recently constructed triple left from Seminary Road to North Beauregard. The Ellipse has been described as an "elegant" solution and a gateway to the proposed new town center.* ***The Ellipse will cost nearly $35 million (Table 8, p. 151) and will slow traffic and transit service, confuse drivers, and create an unsafe situation for pedestrians attempting to cross the lanes or near other intersection (unprotected right turns).*** *The proposed Ellipse eliminates left turns by requiring drivers to enter a signalized maze with merging action and queuing slowing traffic movement. East and west bound traffic going through the Ellipse will encounter two traffic signals and the prospect of pedestrians on sidewalks in a heavily travelled intersection. Ten percent design drawing of the proposed Ellipse fails to show realistic connections to properties north of Seminary Road.* ***Why are we endorsing reconfiguration of an intersection in a land use plan with 10% design graphic?***

   Also, the triple left was designed before VDOT initiated the I-395 HOV ramp. With the ramp providing more direct access for buses and HOV vehicles to the Mark Center Transit Station, the need to redesign the intersection at Seminary Road and North Beauregard is removed. Instead of spending money on a traffic Ellipse, ***reallocating $35 million and spending the money on transit infrastructure would be a better investment. This would save residents from the disruption caused by construction, facilitate the schedule for redevelopment and allow further readjustment in the amount of developer contributions.***

   There are potential options for the Transportation Commission handling the Ellipse. One, recommend the Draft Plan include the Ellipse as one of various options being considered and that a comprehensive transit plan will be prepared before adopting the Ellipse or other changes to the street network. Second, recommend deleting the Ellipse

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[1] *I-95/395 Bus Rapid Transit Study, Final Report, May 2010, Virginia Department of Transportation and Virginia Department of Rail and Public Transportation.*

from the Draft Plan until the City completes a comprehensive transit plan for the Plan area. Three, drop reference to the Ellipse until the Virginia Department of Transportation or other reputable entity completes an independent evaluation on the design, capacity and functionality of the intersection in meeting both traffic and transit goals.

A singular focus on transit facilities and services is essential in making this area a transit oriented community. The proposed BRT to Van Dorn Station and the Ellipse do not accomplish this objective.

I recommend deferring approval of the Beauregard Small Area Plan Draft, March 27, 2012 until a comprehensive transportation and transit plan is completed for the plan area and funding (public/private) is available to construct a modern transit station to accommodate the needs of new residents and employees out to year 2035. I also recommend the Ellipse be independently reviewed by VDOT or by a reputable engineering firm both from a traffic and transit perspective. Endorsing the Proposed Transportation Improvements (page 125, p.6) should also be deferred until a more comprehensive assessment and a level of peer review has been completed.

In closing, with the exception of Transportation, City staff and developers have agreed to a number changes in response to citizen concerns. The questions and concerns expressed here I hope you will find helpful in your deliberations. I recommend the Transportation Commission, in voting to advise the Planning Commission and City Council, recommend the March 27, 2012 Beauregard Small Area Draft Plan not be approved and further recommend continued efforts be made to improve the Draft Plan

Attachment #1

Current transportation planning is inadequate

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. The additional streets will funnel a larger amount of traffic into the Beauregard/Seminary Road intersection. *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 accommodate passengers 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?
- 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 related to BRAC-133 already approved be incorporated into the transportation plan?
- ***What provisions are in the Draft Plan to ensure developers will dedicate right-of-way and contribute to the cost of building the necessary transit facilities?***

Attachment # 2

The Transportation Plan should be reevaluated for the following reasons:

The Transportation Plan is heavily focused on the traffic Ellipse, a novel and creative design producing doubtful benefits. It is inappropriate at this stage in the land use planning process to endorse one design, foreclosing consideration of other more promising approaches to managing traffic and transit in the plan area.

1. The VDOT Chapter 527 review has not been completed. The Traffic Study was submitted to VDOT in February 2012.
2. A final decision by VDOT has not been made regarding the HOV ramp on I-395 and Seminary Road. If approved, this will create a major regional transportation hub at Mark Center, a feature that has not been considered in the current transportation study or its impact on transit facilities and services at Southern Towers.
3. There is insufficient information available to the public to evaluate the safety, functionality, size and impacts of the proposed Ellipse on transportation, transit and pedestrian circulation. Including the Ellipse in the Draft Plan is premature until a traffic design study is independently completed and other transit options and systems for AM/PM peak periods are evaluated.
4. 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 as well as integrating with transit facilities and services being developed in adjacent jurisdictions.
5. 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 Metro Station. Van Dorn Metro is <u>not</u> currently a major destination for residents living in the plan corridor. The long range focus should be on improving transit ridership and accommodating residents in the plan area traveling to and from employment and retail centers during AM/PM peak periods.

Attachment # 3

Recommendations: The Beauregard Small Area Plan Working Draft should be revised to include the following:

1. A comprehensive multi-modal transportation plan that integrates auto, bus, bicycle and pedestrian movement within the plan area.

2. A pedestrian circulation plan within and adjacent to the plan area. The emphasis should be on moving people safely to major retail and transportation hubs within the plan area.

3. An evaluation of the proposed transportation station at Southern Towers and the routing of buses to accommodate local and regional transit to the Pentagon.

4. An evaluation of the proposed Ellipse in terms of design, operation, safety and potential impacts on local transit and pedestrian and bicycle circulation through the intersection. The proposed Ellipse will slow traffic, impair pedestrian circulation, slow transit movement and create unsafe signalized intersections within the reconfigured intersection. The Ellipse should also be reevaluated in terms of traffic volumes, speed, site distances for drivers and pedestrians, and efficient use by fire and emergency medical service vehicles.

5. An analysis of a new street paralleling North Beauregard from Mark Center Drive, through the town center to Sanger Avenue. Although considered a neighborhood street, the proposed street will become a major street going through the proposed town center area of the JBG Properties proposal.

6. An update of the transportation analysis to include other options for managing traffic, transit and pedestrian circulation at Beauregard and Seminary Road.

Attachment # 4

The Implementation Plan and Developer Contributions

The Beauregard Small Area Plan Draft, March 27, 2012 provides for a listing of Developer Contributions and a funding plan requiring the infusion of incremental real estate tax revenues to initiate the Draft Plan. The transportation items include the Ellipse and Transitway for BRT

Recommendation: The Transportation and Transit strategy for Corridor C should be reevaluated making Mark Center a major regional and local transit center. A singular focus on improving transit will create a economically sustainable development in the Plan Area and nearby. The proposed list of developer contributions should be realigned to enhance transit facilities and service for passengers traveling to the Pentagon Metro and to other nearby residential, retail and employment centers.

BSAP Comments

For Draft #1 of the BSAP, there were several meetings with citizens which focused on housing and open space as well as some other aspects of the plan. After Draft #2 of the BSAP was available, there was only one meeting where citizens could collectively comment on the plan. At that April 9, 2012 meeting, it was obvious that there were still numerous concerns with the first version and additional concerns with the changes in the second version. Transportation is an integral factor of all aspects of the plan. Listed below are some, but not all, of my concerns about the proposed plan. (Any page numbers noted refer to Draft #2.)

Transportation:

The Ellipse - On October 20, 2012, the Mayor, Council, City Manager, Emergency Communications and Management Officials, Chief Thiel, Office of Communication and Public Information member, Chief Corel, and a member of T&ES met with the public to explain response capabilities for several possible emergency situations related to BRAC-133. While the presentation was well done and addressed the concerns of those present regarding the potential problems, it did not address the impact of the proposed ellipse and the ramp to Seminary Rd. on the management of the emergency situations. The ellipse had not been proposed and the HOV ramp was just being developed. For the approximately 75 people attending, we had handouts reminding us to "get a kit/make a plan/stay informed". Even though the information is useful, the West End residents and other citizens have little information about management of disaster situations associated with BRAC. Now we are faced with a large increase in density, BRT, the mega-lane ellipse with five signals, and no left turns going westbound on Seminary Rd. to Beauregard St., and a ramp which changes direction with the time of day. And, of course, the new transit center at Southern Towers will add additional traffic. We have not seen any transportation models supporting the choice of an ellipse nor the advantage of using an ellipse over the current road system, with perhaps additional lanes. Ellipses are modified circles and traffic circles are notoriously difficult for pedestrians and traffic. It is interesting to note that the BRT on Corridor C avoids the ellipse and moves traffic through Mark Center and Southern Towers. There are unaddressed safety/emergency concerns with the ellipse and Mark Center. The ellipse is not an appropriate transportation choice and the BSAP needs further review.

High Capacity Corridor C - Corridor C has not been fully developed with plans and funding and with new transportation choices at Landmark Mall. While a transit center was proposed in the 2008 Landmark plan, new developers and the City have to examine a new pattern. In the past Landmark discussions, the traffic considerations were from S. Van Dorn St. and stopped at the end of the Mall next to the Wyndham Suites. No connection beyond that point. Amazing.

John Adams Elementary School - A seriously overlooked transportation plan is the new street from N.. Beauregard St. into J. Adams School and onto the road directly in front of the school. There is also another street behind the proposed office buildings near Adams. Thus, the original street into Adams and two new streets dump more traffic and congestion in front of the school. For young children who have short attention spans this traffic plan is a poor choice, poor planning, and dangerous.(p. 63)

The Proposed Fire Station at the (old) Sanger Ave. and Beauregard - This is a very poor location for a fire station so close to Beauregard, Wm. Ramsay Elementary School, and the proposed, expanded

athletic field. In Draft #2, the plan is to house senior citizens above the Fire Station. Many senior citizens require extra services, which include cars from visitors and service providers, cars/vans for transport; these add to the increase in transportation at an already busy intersection. Some citizens wondered if the choice for housing senior citizens over a fire station was based on the fact some seniors do not hear well. What an ignoble way to spend your senior years listening to fire sirens throughout the day and night. Would there be additional taxpayer costs for these accommodations for an additional floor(s) and an elevator(s)? This location is also dangerous to pedestrians (children, seniors, and players) due to its location on Beauregard. There is insufficient on street parking for those who intend to use the field. In my response to Draft #1, I questioned where the City had planned to locate the fire station if they had not been proffered the location by the developers. I did not receive a response.

Open Space

Eliot Court - The City has received a sum of $1.5 million from DoD as payment for lost open space. The plan proposes to spend it on the .85 acres for the asphalt parking lot of Eliot Ct., which belongs to JBG. A poor decision. Residents are concerned that there is a time limit on the funding, and, if action is not taken soon, the payment may revert to DoD. We need to resolve this issue and have time to make a open space selection that supports the choice of a majority of the citizens. (p. 62)

The Ellipse - Because of the configuration of the ellipse, 1.75 acres of the ellipse interior are designated open space and added to the total open space amount. This is a dubious gain. How will mothers with children, the elderly, dog walkers, joggers, etc., manage to cross 8+ lanes of traffic to enjoy the "open space"? It's doubtful that the City will be able to access the area in order to mow. This is a waste of space and should not be included in the open space count as a gain for the public. Residents have not had sufficient time to discuss this questionable addition to open space.

Area behind JBG near Dora Kelly Park - The addition of a road behind JBG property near Dora Kelly Park and the infamous Eliot Ct. is too close to the park and could compromise the area by excessive traffic, pollution, noise, and trash. At most, there could be a bike path and walkway. This area has been of prime concern to residents but not addressed as such in the plan. (p. 62)

Other Issues

Density - There is significant increase in density in housing and the numerous hotels planned for the area. What consideration has been given to the number of cars, shuttles, DASH and Metrobus vehicles as a mode of travel for hotel guests? There will be a great deal of additional traffic, yet there has been no projection nor discussion of this as opposed to some discussion of residential traffic.

Goodwin House and The Hermitage - These two senior citizen retirement facilities were an addition to Draft #2, to "Provide existing senior housing (Goodwin House and The Hermitage) with flexibility to expand facilities and programs to comply with the City's Strategic Plan on Aging." These are privately owned facilities and have some room on their grounds for expansion. It is unclear why the City is adding these two facilities to the BSAP. This topic requires additional discussion with citizens to determine what is proposed by the City. More facilities would require more traffic. This City expansion should be discussed prior to plan approval. The City failed to provide an area for a senior citizen facility in Cameron Station when they had the opportunity. Now it's tacked on to the BSAP.

Sewers - Approximately 77% of the BSAP is located in the Holmes Run Trunk Sewer Shed and residents recently received notice of the newly formed Alexandria Renew Enterprises (formerly the Alexandria Sanitation Authority (ASA)) who will provide wastewater treatment services (a separate bill) beginning in October 2012. The City and Fairfax Co. have been repairing faulty infrastructure along Holmes Run this past winter and spring. I'm sure my separate bill for wastewater services, where sanitary collector sewer are already of insufficient capacity, will be much higher than the one now included in my ASA bill. How much of an extra financial burden will the taxpayer have to bear before any financial responsibility is placed on the developer? The BSAP needs additional time for review and comment by the community.

We still have questions to be answered and reasonable solutions to be developed for Draft #1 and Draft #2. There is a huge financial commitment on the part of the City with a great burden placed on the taxpayers for this plan. Many of us do not view the BSAP as a roadmap (pardon the pun), a guide, or a set of directions for the future for we know that if this plan is approved, the City will go full force to implement the plan. See Transportation Phasing (p. 140) with Table 6 (p. 125). Not mentioned thus far is the quality of life for those of us who live here. As a native Alexandrian, I see a plan that proposes excessive density, inappropriate transportation planning, loss of open space, and decades of inadequate planning for growth ahead of us. As my grandmother used to say, "If it's worth doing, it's worth doing well." We need time to do this.

Postpone Approval of BSAP.

Judy Cooper
1007 N. Van Dorn St.
Alexandria, VA.

2 MAY 2012 TRANSPORTATION COMMISSION BSAP COMMENTS

SUBMITTED BY: DIANE COSTELLO, 5840 LOWELL AVENUE ALEXANDRIA VA 22312
DATE: 1 MAY 2012

Density & Transportation Incompatibility

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.

I submitted this question following review of the first Draft (Jan 2012) but have never received an answer -
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?

At the VDOT public hearing held earlier this year for the I-395 HOV ramp, a consultant and I were discussing the LoS F for the intersection of Seminary Rd. and Mark Center Dr. under all 3 conditions: no ramp, ramp +/- Rt turn. The consultant commented that such a failing service level is expected in densely populated, urban environments on some portion of the roadway system. I would agree – if we were standing in midtown Manhattan. But we're not. At least not yet.

The City's own analysis shows that the Plan area intersections would be at LoS of E or better during peak AM or PM hours in the 2035 Scenario (p128) "with all of the roadway network enhancements in place. However, there are several intersections within the Plan that have individual turning movements that would **perform at LoS F during one or both peak hours**. These intersections are as follows: Beauregard Street at Seminary Road; Beauregard Street at King Street; and North Van Dorn at Sanger Avenue."

The latter two are major intersections along the BRT route. The first is the Ellipse location.

Clearly, the proposed density is not handled by the proposed transportation.

In the discussion of transportation management plans (p139) "In order to ensure that the systems and programs are in place as needed to support the density of the Plan, future development ~~will~~ may be required to participate in a TMP district."

If a TMP district is so critical, why isn't it required? The proposed density has not been decreased in the revised March Draft, so why the word change allowing the developers off the hook?

BRT & Corridor C

It is very easy to get caught up in jargon; BRT is but one example -
So just how rapid is bus rapid transit?

In other words, when compared to the current express buses, how much sooner will the BRT vehicle arrive at the Pentagon? At a previous meeting Mr. Baier stated that the BRT would arrive 5-8 minutes sooner than the 7M express bus currently running from the Mark Center to the Pentagon.

Does this justify the expense of $27.2M (Table 8)?

Why not use those funds to increase the number of buses, the frequency and the routes in a transit system that has already proven itself – the West End transit ridership is presently high.

It should be noted that two major employers at the Mark Center (WHS/DoD with a projected 6400 employees, IDA with ~ 600) utilize *their own shuttles* between the Pentagon and the Mark Center.

The *Seminary Rd/ Mark Center Dr intersection* as noted earlier was determined by VDOT in their recent EA for the I-395 HOV Ramp to be at a LoS F in 2035. The HOV Ramp is scheduled to be completed in 2015-2016. The Ellipse which Mr. Lerner stated in a presentation would take this intersection to a LoS C/D, is not expected to be fully constructed/funded until 2020. This intersection is key to Mark Center access (a large number of employees) and to the BRT (Fig.50).

What do we do in the intervening 4 to 5 years about a crucial intersection that is LoS F (after the expenditure of $80M in taxpayers' money for the HOV ramp)?

The Plan states (p134) "It is anticipated that the current transit routes, such as Routes AT1 and AT2 and the Metrobus Route 7 series will continue to provide service within the Plan area. Local buses will most likely continue to operate in the curb lane on Beauregard to serve local stops that are spaced every two blocks." If existing buses are to continue to run along Beauregard (e.g., 7X) in addition to the BRT (which doesn't start on Beauregard until Sanger as per Corridor C), 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. Presently, there is no parking on Beauregard. But this is subject to change under the Plan (Fig.16A; Fig.49B) with parking suggested at the Town Center and other areas of retail activity.

How is a reasonable flow of traffic to be achieved?

Fairfax County DoT recently launched its 2050 Countywide Transit Network Study to determine the type of transit systems needed to accommodate the expected area growth over the next several decades. From the website "The study will develop

recommendations for where Metrorail should be extended, where streetcars, light-rail or other transit modes are appropriate, and where dedicated lanes that allow buses to move faster could be built. The study will recommend transit improvements in various corridors that work together to improve/facilitate movement throughout the county, as well as how these transit modes can be phased-in and funded over time. The study is commencing with an online survey to gather public opinion and input on current travel conditions within the county and what types of transit system expansion would be of greatest value to residents. The survey results will help the county to determine what types of transit expansion are most needed."
(www.fairfaxcounty.gov/fcdot/2050transitstudy).

With respect to Corridor C – what similar survey(s) did the City conduct to conclude that a route from Van Dorn Metro to the Pentagon (via Shirlington) would be highly desirable?

Ellipse

As stated earlier, the City's own analysis (p128) has shown that the intersection of Beauregard Street at Seminary Road would **perform at LoS F during one or both peak** hours in the 2035 Scenario

How does that justify a $35M (Table 8) price tag?

Mr. Lerner's assertion at a previous meeting that the City would have to "fine-tune" the relevant signaling is an understatement as this traffic circle is bisected by Seminary Rd. Given that the Seminary Rd. I-395 ramp will provide the only HOV exit between Springfield and the Pentagon, it seems reasonable to assume that there will be an increase in traffic heading west on Seminary to get to Skyline and Bailey's Crossroads, the latter being considered for future increased density development as well.

Furthermore, the land use immediately adjacent to the Ellipse is for 2 hotels, required and optional retail (Fig.25). This would seem to be an inordinate amount of activity in what will likely be a confusing and congested section of road.

Additionally, what happens west of the proposed ellipse? Ultimately, will that portion of Seminary Rd. need to be widened at the expense of a number of existing single family homes?

The analogy of the Ellipse to Ward Circle in DC has been made at numerous meetings and is a false one. The Community has been repeatedly told by VDOT as well as T&ES staff that one of the most difficult aspects of dealing with the Beauregard/Seminary intersection is its proximity to the I-395/Seminary Rd. interchange.
There is no such highway interchange in the vicinity of American U and Ward Circle.

Proponents of the Ellipse have stated at meetings and hearings, that 14 traffic studies have been done and all reach the same conclusion: although not perfect, the Ellipse is the

only possible solution. It is generally allowed that at least one of those studies was faulty.
What 14 studies were conducted on the viability of the ellipse? It is true that there have been many traffic studies done involving the area within the BSAP; at least one of them seriously flawed as pointed out by no other than the DoD IG. But the focus was related to BRAC 133 and the I-395 access alternatives. Not the Ellipse. If T&ES has documentation of 14 studies analyzing the Ellipse, I do not see that noted in the Draft or on the relevant website.

Road Adjacent to Dora Kelly Park

Dora Kelly Park is *not* an urban park meant primarily for people; hence a comparison to Rock Creek Park or Central Park or even the Boston Commons (which is similar in size) is not accurate.

Dora Kelly Park is not:
Rock Creek Park – 1890, one of the first federal parks, main section is 1754 acres, a Frederick Law Olmsted design;
Central Park – also Olmsted, 1858-1873, 1857 843 acres;
Boston Commons – oldest US city park (1634), part of the Emerald Necklace from the Commons through Brookline and Roxbury. Also Olmsted 1880s design. 50 acres.

They are fundamentally different from Dora Kelly which at ~ 55 acres does not have the buffering capacity that Rock Creek does from surrounding urban neighborhoods.

Although I appreciate the notion that the proposed street along Dora Kelly may serve as "eyes on the park" with respect to dumping issues, I don't find that a justification for building a road. And I question how effective that actually may be – it's a mindset. Cameras and stiff fines might work as well, if they are in fact needed at all.

There has been some discussion that a road is necessary for emergency vehicles and would serve as a fire-break.
Why can't the road be utilized by pedestrians and cyclists only but be wide enough to accommodate an emergency vehicle? Removable orange posts can be placed at any access point – as they are on the Fairfax County Holmes Run Trail – to prevent vehicular use on a routine basis.

To allow vehicular traffic adjacent to Dora Kelly would be a disgrace and an outrage to a Community which has told the City repeatedly, that open space and all that entails (wildlife included) were among the defining characteristics of the West End which we call home. We thought the City understood.

Working with Our Neighbors & Ourselves

How is surrounding future development accounted for in this Plan's transportation/transit proposals? Specifically Landmark Mall within our own City lines, Landmark Plaza

(intersection of Beauregard and rte 236 – one of the worst intersections in the area), Bailey's Crossroads and Columbia Pike?

What coordination exists between Fairfax, Arlington and Alexandria in planning transit modes, bus lines and roads?

History & the BRAC 133 Denial

The City supported the Mark Center choice by stating the associated traffic could be handled by the addition of a few left hand turns; the construction would be at the developer's (Duke Realty) expense. From the City's August 2008 response to the Environmental Assessment (EA): "In the case of the Mark Center, traffic studies undertaken when the City approved the Mark Center office density carefully determined what roadway improvements would be necessary. This includes the widening of Seminary Road and the expansion of the turning capacity from Seminary Road into the Mark Center site. With these improvements, which are to be made at developer's expense, City staff is comfortable that sufficient capacity will be created by the proposed and developer-agreed-to improvements and that no additional transportation studies are warranted. Since Duke Realty is funding these road improvements, this site does not require any Defense Access Roads funding."

Instead, the reality is we have short and mid-term improvements with a price tag of $20M, and a proposed long term one (the I-395 Seminary Rd HOV ramp) with an $80M projection. I would calculate that to be a $100M "mistake" – at taxpayers' expense.

Why should the Community have faith that City staff has gotten it right this time?

Should this Plan prove to be unsuccessful, who is responsible for the bailout?

MEMORANDUM

TO: Hon. Mayor and Members of City Council; Hon. Chair and Members of the Planning Commission; Hon. Chair and Members of the Transportation Commission

FROM: Owen P. Curtis, Transportation Consultant, 5465 Fillmore Avenue, Alexandria, VA 22311

RE: Comments on the Beauregard Small Area Plan

Date: April 24, 2012

My comments on this plan are presented below. Due to my technical background as a transportation planning engineer, one who has practiced in Northern Virginia for nearly 40 years, and who has addressed many of the same issues for communities around the US, most of my comments deal with the transportation elements of the plan. But good planning does not isolate transportation from the land use aspects of a plan, nor from the urban planning and design aspects of a plan, so there is some spillover and linkage of the transportation topics to the broader issues raised by this document.

My major concerns are:

1. **the imbalance between the proposed level of development and the multimodal capacity of the subarea transportation system to handle the trips to/from the development.** The Beauregard area today does not have adequate capacity to handle the current level of development, and the City has no plan to provide it, nor the funds to pay for it. The already approved land use in the area will double the current MSF of development, and the City has no plan to handle that, nor funds to pay for it. Now, this plan comes along and proposes another 25 percent additional development on top of that, with no plan to create nor fund the transportation system to handle that capacity.

   The City has been down this road before. The City accepted the sham of a transportation study submitted by the Winkler interests, and approved the CDP in 2004. The Army then used that same study as the basis for its faulty environmental document which led to the City's lack of objection to the BRAC 133 project. Everyone who subsequently reviewed that document – the City's consultant, the VDOT consultant, and the Army IG all agreed it was faulty. Now we have the BSAP based upon similar poor data, faulty assumptions, and inadequate analyses, telling us that you can add virtually no significant capacity (which would be used) to the regional multimodal system, and yet there will be no problems once the density in the area has more than doubled. This is not credible.

   At the core of the faultiness of the City's analysis is the use of the regional transportation model to determine future traffic. By the City's own standards for conducting traffic impact studies, that is not the approved approach. When a very large new development (e.g., the 7+ MSF proposed by this plan beyond what is there today) is loaded into a regional model, it redistributes and reassigns trips to avoid the localized congestion which such development levels would create. Thus, it conveniently removes background traffic from the area roadways. Having conducted numerous large EIS's for major federal installations in the region over the past

30 years, that is a way to cook the numbers and reach misleading (optimistic and favorable) conclusions about traffic. The City should not have done that in this case, so once again, decision-makers are being provided with bad information on which to base decisions affecting our quality of life. Common sense alone should tell you that push another 7 pounds into an inadequate 5 pound bag will not work.

2. **the failure to solve the issues on Seminary Road between Hammond Middle School and west of Beauregard, all within the functional area of an interchange whose useful life has been exceeded.** The core traffic issues in the "Beauregard Corridor" are not on Beauregard, but on Seminary Road. All traffic movements along Seminary or across Seminary between the west City Line and Library Lane are affected by the Seminary Road interchange. In particular, the most deficient intersection is Mark Center Drive and Seminary Road, as it has the largest negative impact on the safe and efficient movement of traffic due to its tight proximity to the interchange ramps, and its similar proximity to the major intersection at Beauregard. Unless and until the City, VDOT, and our transit agencies collaborate on a plan to address this complex issue, we will have the safety and capacity issues for all modes which have become highly visible as the BRAC 133 project has become partially populated.

   Part of the issue is the very design of the high-level flyover of the Seminary Road through lanes. This results in a longer distance before those lanes can rejoin the ramps to/from the freeway. While seemingly separating the through movements from the turning movements, this design (great for its original design volumes) aggravates the situation we now face. This SAP should have called upon VDOT to generate an interchange with a smaller footprint yet larger capacity (there are some options), and this plan should have taken the lead by proposing stronger controls on access and adjacency of new development. Instead, e.g., there is now proposed new densities right on top on the congested intersections of Seminary with Mark Center Drive and with Beauregard Street, plus a new cross street on Beauregard just north of Seminary. This is poor planning which is not respectful of the vital need for transit (buses driving on roads) to have better quality of traffic flow in which to operate at speeds which will attract riders to transit.

3. **the adverse impact of the new transit center in Mark Center on the very successful transit ridership of residents (especially in Southern Towers), and the failure to create a better transit center and environment at Southern Towers.** This SAP is focused not on transit for the current and future residents of the area, but rather on transit for employees who will commute to the area. It needs to focus on BOTH, and not toss the residents under the bus (so to speak). Of course, the plan apparently recognizes that the future affluent residents of the high-end homes proposed by JBG will have nowhere near the transit orientation of the current residents of the area who are much lower income and own far fewer autos per household. But those who ride the highly successful Metrobus and DASH bus service in the area are not well served by the BRT notion of the Corridor C proposal, nor are the residents of Southern Towers, who will not have, for the first time in their history, bus service at their door. BRT in general trades off much longer walk access times with the higher travel speeds that fewer stops provide. That plays to the

employees, but will reduce the transit ridership among the residents of the area. That is not smart planning.

4. **the inclusion of the BRT Corridor C, which is only partially thought out and whose costs will rise until, hopefully, no one will ever fund it.** The problem is not the BRT per se, but rather that by making the premature decision to go the BRRT route, when so little is known nor properly studied nor understood, the City will only have enough funding to pursue it, and will fail to pay proper attention to the continued development of transit which is well devised to serve the area -- Metrobus and DASH. The numerous shuttles which the private sector operates can take care of the employees until an HOV lane ramp is built at Seminary Road in order to get the necessary transit connection to that high-capacity facility. The City should have used this SAP to lay out the way to:

    a. expand/improve the local transit services which serve other City destinations and also the Pentagon Metrorail station via the HOV lanes

    b. plan for the transit services which will come to the Mark Center area when an HOV lane ramp is built, so that those services also continue on to NOVA's campus, Skyline, Park Center, and Ballston.

    c. Identify the locations where traffic adversely impacts bus movements in the area, and propose relief for the congestion which creates delay and lack of reliability.

    I believe that the correct solution for transit on Beauregard likely includes six lanes with the curb lanes in the peak direction being bus and right turns only, plus intersection improvements at Beauregard / North Morgan and Beauregard / Sanger, where the chief anti-transit bottlenecks occur.

5. **the inclusion of the ellipse, which is nothing more than an old fashioned traffic circle, with all of its inherent disadvantages (safety issues, anti-pedestrian concerns, low capacity/poor level of service, and adverse impacts on transit operations).** The idea for an ellipse was proposed by a transportation planner with background in traffic calming, a noble idea when applied to local streets, residential neighborhoods, or places where one wishes to drive traffic to seek alternate routes. While none of us in the West End would mind the employment center traffic seeking alternate routes, we understand the facts – to get to BRAC, to Mark Center, to Skyline, you pretty much have to pass through Seminary and Beauregard. This ellipse idea is welcomed by the development interests as an "entry or gateway feature" -- something cool and different, and which, just coincidentally, open the door to access to the Hekemian parcel and the proposed expansion of Southern Towers. But it is nothing new – it is a traffic circle, and not a very well thought-out one at that. Traffic circles have been opposed by the transportation engineering profession for years. They have poor safety records, they have low capacity, they do not provide well for pedestrians or transit. The District has numerous poor traffic circles. And while not a traffic circle, if you want to see something similar in intent to the ellipse, go to King/Quaker/Braddock, known to the residents as Malfunction Junction. It, too, makes key

movements go out of the way to get where they are going, and tries to create short pockets of turn bays interior to the multiple intersections. At least, that location only has three signals – this ellipse is proposed to have FIVE signals. The City today cannot make the closely spaced signals on Seminary (at Beauregard and at Mark Center) work fully in synch with each other, due to proximity. Why would one think that this puzzle of roadways will be better?

I would love to tell you that I have a solution for the level of traffic which will materialize here when development is complete (not the falsely understated volumes which the City has used to say "this will work."). But the answer at this intersection is not just what happens here, but rather what happens along Seminary as part of the complete systematic solution which is needed, starting with the interchange. Of course, at the core, the best thing for this location is to NOT approve the additional development proposed in the BSAP, and to take on the serious task of a multimodal plan for this area.

6. **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 in the PM, greatly degrade the quality of life of the residents of the west end, and threaten our emergency service response time. If the City is not willing to create the transportation infrastructure necessary to provide acceptable levels of service, it should not approve the levels of development which create the unacceptable levels of service.

7. **the failure of the plan to seriously understand the impacts of topography on the pedestrian proclivity of the current and future residents.** There is a great emphasis on pedestrianism in the plan, which is good and correct. But the plan needs to take a 3-D view of the area, which is, simply stated, very hilly. While the residents today walk up and down the hills for recreation, they do much less walking up and down the hills for short shopping trips or to get to/from transit. That is one reason why the bus stops on Beauregard are spaced the way they are. The future affluent residents of JBG's proposed homes will not walk as much as the folks who live in the area today, but rather will drive more for short distances. This plan is not realistic in anticipation of that.

8. **the lack of a Safe Routes to Schools section in the plan.** All the traffic congestion, the high volumes, and the poor pedestrian amenities (plus the need to cross a very busy freeway) are all warning signs for those concerned with the safety of children walking to school. The plan is essentially silent on this matter, though it emphasizes pedestrianism as a basic good. To get to the core, increasing the level of development in this plan will directly and adversely impact the safety of school children on their way to and from John Adams, William Ramsay, and Hammond Middle School. The plan should be rejected until this is fixed.

9. **the failure to address emergency vehicle response time during congested hours.** The plan is overly dependent on the provision of a new fire station at Sanger and Beauregard as addressing emergency response times. The core issue is less where they start from, and more how much

traffic congestion will they have to fight their way through. Unless and until the City comes up with a plan which balances the level of development with the capacity of the system to provide for the safe and efficient movement of residents, employees, and emergency vehicles, then both residents and employees will be faced with a threat to their well-being if not their lives due to inadequate response time due to traffic congestion.

Where do these points leave us? They leave us with a plan which is developer-driven, not community based. I have spent my career working with leaders, citizen activists, business people, environmental and other special interest advocates, and sometimes just overly worked-up citizens who fear anything from the government. When my public sector client and I approached these same planning issues with a truly community-based philosophy and work plan, and when we listened to all parties, and shared data and information freely, we came up with plans which received community support, and which served (and continue to serve) as the guidelines for communities preserving their best attributes, solving what ails them, and improving the quality of life for residents, employees, and employers. It is a great shame that with all the time and money which went into this plan, it did not succeed in creating a plan which serves this community well. You, the decision-makers, need to rethink your perceptions of what this City needs, and you should remand this plan back with some basic guidance to fix it so that it can and does serve the people, not just the business interests. Ultimately, with the gross imbalance between high development and low transportation capacity, even those business interests will see they are not well served by this plan.

When I teach planning classes, or when I speak to the public at meetings about plans for their community, I remind them of the basics of how something positive gets done:

- there needs to be a common understanding of what the community wants to be
- the ideas in the plan need to address how to get to that end state by solving current problems and not creating new or different ones
- the impacts (there are ALWAYS impacts on someone) need to be viewed as acceptable by the community at large, and the community needs to be committed to their minimization and mitigation
- the community needs to be willing to afford what it being proposed.

Unfortunately, after as objective a reading as possible of the draft BSAP, I find it fails in all of these four areas.

Please, let's take the time, and sit and work with the community, so that we can get a plan that materially improves upon the previous small area plan, . If that cannot be done, due to intransigence on someone's part, then we have a plan in place which is far more of a reflection of the community and the citizens of the area than this one is.

Owen P Curtis

Owen P. Curtis, 5465 Fillmore Avenue, Alexandria, VA 22311

To: The Transportation Commissioners:

From: Shirley Downs
1007 North Vail Street
Alexandria, Virginia 22304
703-845-7958
shirleydowns@verizon.net

I am a citizen activist, and Chair of the Brookville-Seminary Valley Civic Association Committee on Growth and Development for Beauregard/Van Dorn and Corridor C. I have been working on BRAC, the HOV Ramp, Hot Lanes, Corridor C and the Beauregard Plan for the last three years. First thank you for allowing public comment at these hearings. There are different and new issues within the plan since you last reviewed it that local residents wish to address.

While some of our concerns are not transportation issues they would still be impacted by a vote on your part to proceed with the plan. While I intend to focus on transportation issues today I would like to briefly mention some of the other issues that need to be addressed before a final vote. You have received the letter from our Brookville Seminary Valley Civic Association, which highlights our concerns. But I would like to illustrate some of the non-transportation issues that could be impacted by a vote at this time.

DOD Open Space Funds

First the issue of the DOD open space payment to the City of $1.5 million is now in play and there are time constraints attached to it that could result in the funds being returned to DOD. The residents do not agree with the proposal to purchase land near Elliot Court to be added to Dora Kelly Park that is a new element in the most recent draft. Rather we believe this should be an opportunity for nominations and suggestions for open space to be solicited from local residents. Our community has less open space than the rest of Alexandria and we are the ones that suffered the loss of the original 6.5 acres of open space within the BRAC site. Our civic association has requested consideration of the property at 5325 Polk. I am also aware that residents of the Echols Avenue /Seminary Park area are circulating a petition to secure a park in the Foster Fairbanks Area. If this suggestion is pursued it will have an impact on the Hekemian development proposed for the Foster Fairbanks area at Beauregard and Seminary. Another suggestion is to use the funds for a work of art, a fountain, a performance space, or some other enhancement somewhere in the Town Center Area. But we do not know the text of the DOD proposal, what the funds can be used for, and the time constraints we are faced with. We would like copies of the text of the DOD proposal and time for nominations for the use of the funds to be considered before a vote.

Affordable Housing

Second while there are many important improvements in the affordable housing section of the plan there are still problems. The current units of the BSAP are 44% market rate

affordable and the plan area contains 25% of the City's total market rate affordable units. Tenants and Workers United has requested a survey of current residents and the City has indicated that they will undertake it. We need to determine, the size and composition of the families, their income, the number of school children, where they work, how they get to their jobs, and the number and kind of vehicles per household. This information will be critical not only for the Beauregard Plan but for the Affordable Housing Master Plan that will soon come before the City Council. This needs to be done as soon as possible and the results made available before a final vote on the plan.

Hermitage and Goodwin House Senior Centers

The recent draft of the plan now contains an entirely new section on Senior Housing at the Hermitage and Goodwin House. While we are very interest in making more senior housing available there is absolutely no information what- so- ever in the plan about what these senior centers have planned. Are they proposing additional buildings, new services for seniors, affordable housing for seniors or what? How would these proposals work with other parts of the BSAP? City Staff have stated that they are at the very beginning of their planning process. We recommend that these new elements be severed from the BSAP and that they proceed to work out what they want and then apply for the appropriate zoning amendments at that time.

The above are illustrative of the kinds of non-transportation issues that need to be dealt with before final approval.

Transportation

1. Road Next to Dora Kelly Park

Within the BSAP the City has proposed that the residences be pulled back from Dora Kelly Park and that a new road be put in back of the buildings. Naturalists and ecologists have commented about the fragile nature of the park which is full of steep gullies and ravines. They and local residents are concerned about the damage to the park that is a beloved natural asset in the community. We have been told that this road is not necessary for EMT or fire trucks. It is feared that the principle reason for the road is to provide additional parking and or thru traffic. Residents propose that only a permeable bike/walking path be added at the back of the buildings instead of a road and that the balance of the 7.4 acres be put back into open space in the plan area.

2. The Ellipse and Transit Center

Residents are also concerned about bike and pedestrian safety, cost and the efficacy of the Ellipse and the need to enlarge the Transit Center at Southern Towers but I am leaving discussion of these issues to others.

3. Density

As you are aware ever since BRAC was approved residents have been concerned about density and the number of additional cars that are coming into our community. According to the Department of Planning and Zoning the BSAP area has a population of 13,674 (2010 figures) with a total of 6,487 households. According to City data in 2009 the average daily traffic volumes on our streets were:

Beauregard (West City Line to Braddock)	18,000 ADT
Van Dorn (Duke to Seminary)	23,000 ADT
Seminary Road (Fairfax County Line to Beauregard)	40,000 ADT
Seminary Road (Beauregard to 1-395)	53,000 ADT
Sanger Avenue (Beauregard to Van Dorn)	13,000 ADT
I-395 (Seminary to Route 7)	158,000 ADT

Please note that although the BSAP has focused primarily on Beauregard, Seminary is the street with the highest traffic density, followed by Van Dorn.

What is clear is that with the advent of BRAC with 6,400 employees, together with the additional traffic generated by the HOT Lanes, the HOV Ramp, the proposed Auxiliary Lane, and the proposed increase in density envisioned under the Beauregard Plan these traffic density figures are going to dramatically increase. Currently there are 5,500 existing units in the BSAP a portion, 2,475, would be demolished and new rental properties and a small number of town houses would be built for a total of 9,200 housing units. The plan also calls for 4 new hotels, and 4 new office buildings.

Hot Lanes

Please note that the City did not support the Hot Lanes but now instead of stopping at 495 they are creeping down 395 just below the Duke Street exit. This will allow more single occupancy cars to flood Beauregard and Van Dorn and provides an end run around the purpose and provision of the HOV Ramp that is supposed to encourage multi-occupancy vehicles.

4. HOV Ramp And Auxiliary Lane

I, and other residents who live along Van Dorn, am upset about both the HOV Ramp and the proposed Auxiliary Lane because the only barrier between 395 and us is a hillock and median of trees. The HOV Ramp and the Auxiliary Lane will take away land from the median. While the state has indicated we are eligible for a sound wall it will be 15 to 30 feet high because the HOV Ramp connects to the top tier of Seminary and is 30 feet above 395. Most residents do not like the prospect of a prison wall right next to their homes and are concerned about the loss of the trees screening our view of 395. The Auxiliary Lane will take between 12 and 14 additional feet of land from the median between Van Dorn and 395. The VDOT public hearing on the Auxiliary Lane is

scheduled for sometime in the first week of June. We also note that the inclusion of the HOV Ramp and the proposed Auxiliary Lane will increase the traffic on Seminary.

5. Corridor C

I am a big fan of mass transit and hope that someday, probably long after I am gone, there will be a light rail system in my neighborhood. For that reason I supported the concept of dedicated lanes for transit. However at the last Commission hearings I expressed concerns about the roadbed for Corridor C and whether there would be sufficient space along Van Dorn between Sanger and Landmark Center for the 6 lanes of traffic, medians with trees, bike lanes, and sidewalks. We are also worried that this will take away a considerable amount of the parking now provided for the residents of Willow Run. There have been long standing problems over parking spaces between the residents of the KMS Townhouses, the single family homes and Willow Run and this could seriously aggravated these problems.

There have still been no opportunities for discussions with City Staff about the rights of way and space needs of Corridor C in this area.

Finally the situation we face with regard to funding for Corridor C has become more serious. Congressman Moran and others have pointed out that state and federal funds for mass transit have been severely decreased and therefore the competition for such funding is worse. Further while the developers have provided considerable amounts in proffers for transit in the BSAP no proffers were provided for rights of way or transitway costs in the initial plan for Landmark. We will need to negotiate additional proffers from the developers for transit, affordable housing and perhaps amenities such as a new school when the negotiations commence between the new developer for Landmark and the City.

Similarly negotiations with developers all along Corridor C will need to take place for rights of way proffers and funds to help pay for the proposed BRT buses, a widening of Van Dorn over Duke, a multimodal bridge into Van Dorn Station, the widening of Sanger under 395, and costs related to building the travel lanes, medians, trees & landscaping, bike paths, sidewalks, and bus shelters. If this cannot be done it is possible that local residents will be called upon to provide additional tax revenues to build and operate the Transitway. When you want something you have to save up for it whether it is a car, a home or a college education. This would appear to also be necessary for the proposed Transitway.

It is therefore recommended that the proffered rights of way and landscaping for Beauregard be escrowed until we have a better idea of the costs and potential proffers on the balance of Corridor C.

This would not preclude the building of the residences and commercial space envisioned in the Beauregard area. Rather this is an effort to save and compile resources for the

Transitway. It will be a serious waste of resources if we only build Corridor C up in Beauregard and then have buses traveling in congested vehicular lanes for the majority of the route.

It is suggested that in the interim the City consider the use of circulator buses, which have been very successful and popular in DC, and extended hours during the weekend and non-rush hours on DASH and Metrobuses.

It is also recommended that the City Staff, Council Members, and residents work much more closely with Arlington and Fairfax on transit issues and policies and strive to link and improve the bus routes of all of our systems to better serve the residents of Northern Virginia.

Finally, in addition to providing more transit over more hours the City needs to make it possible for residents to forgo a vehicle. Facilitating the use of bikes and temporary rental cars such as Zip cars are excellent concepts and need to be promoted throughout the City not just in areas of new development but also other neighborhoods especially those with a high concentration of residents.

Commentary of the Seminary Hill Association, Inc., on the

Beauregard Corridor Small Area Plan

April 19, 2012

The Seminary Hill Association, Inc., last February, asked the Planning Commission and City Council not to consider the Beauregard Corridor Plan until it had been greatly restructured. In ensuing months some progress has been made but no final decisions should be taken by either body until a number of essential issues are resolved. Some improvements have been made in the Plan in ensuing months but essential issues remain unresolved. Here are several of the most pressing issues:

First, the transportation improvements proposed have yet to be proven effective for alleviating the traffic problems caused by the substantial increase in development. This includes a $27 million ellipse which even proponents claim will only take the Seminary-Beauregard interchange from an F to a D rating. Also, the plan is woefully deficient in enhancing the transit hub at Southern Towers.

Second, the City intends to spend the $1.5 million received from the Army for the 6.5 acres of open space at BRAC-133. Our Association has asked that those funds be used to purchase acreage in the Foster-Fairbanks neighborhood for additional open space equaling 2.5 to 3 acres. This northern end of the Plan area is utterly without any community amenities and neighboring residents will be severely affected by this development.

Third, the city "cash flow" contribution in the plan is not broken down in any meaningful way to determine the exposure the City might have at any given time. That exposure has been calculated as from $60 to $80 million. The Plan must contain a more detailed cash flow projection, annually for the first 10 years, in three year projections after that time.

Fourth, with multiple landowners operating as a single phalanx in meeting neighborhood concerns about the Plan, it has been impossible so far to begin serious negotiations with individual developers. Residents have been told that the re-zoning process will be the proper place for such interaction. Yet the developers intend to come in for a single CDD Zone to re-zone which will once again make such interaction impossible. Steps must be taken to insure that individual parcels within the Plan are subject to the normal re-zoning processes.

Seminary Hill is not asking for the Planning Commission to delay its consideration of the Plan but to refrain from a final vote of any kind, up or down, or sending it forward to City Council until the questions raised above are satisfactorily resolved. In other words we are counting on you to make right what is wrong in this Plan.

Nancy R. Jennings, President
Seminary Hill Association, Inc.
2115 Marlboro Drive
Alexandria, VA 22304

Steve Sindiong

From: Transportation Commission
Sent: Tuesday, May 01, 2012 3:19 PM
To: Steve Sindiong; Sandra Marks
Subject: FW: Beauregard SAP

FYI --- I can forward to TC members. Please advise.

From: Priscilla Rasmussen [mailto:pras312@gmail.com]
Sent: Monday, April 30, 2012 3:31 PM
To: Transportation Commission
Subject: Beauregard SAP

As a member of the Beauregard Corridor Stakeholders Group, I want your members to know I am in total support of the proposed improvements to transportation as outlined in the SAP.
It is time for the City to move forward with improvements in the West End and to take advantage of the generous proffers from the developers.

Penny Rasmussen
Property owner on Fairbanks Avenue

MEMORANDUM

Date: May 5, 2012

To: The Alexandria Mayor and City Council

From: Dave Lombard, Resident of Springfield, VA

Subject: The Beauregard Small Area Plan (BSAP)

I represent Ruth Marshall, who owns a house and lot on Fairbanks Avenue, and as such, I have been a participant in the development of the BSAP for over a year and a half.

I grew up in Massachusetts and lived in several other states before moving to northern Virginia (with my wife and five children) in 1972. We have lived here ever since, and a few years ago we moved to Springfield. Because I am not, nor have I been, a resident of Alexandria, I would like to offer an outsider's view of the BSAP.

In many of the places where I have lived, local residents learned about development plans only when the bulldozers showed up. Needless to say, they had little voice in the planning. So I am impressed by the extent of community involvement in the BSAP and by the effect it has had on both the planning process and the shape of the final plan.

Not only have interested citizens offered their visions for the future of this area as part of the planning process, but (wonder of wonders) the five involved developers actually began talking to and cooperating with each other and with the City planning staff. As a result, the plan not only began to come together, but has continually undergone substantial improvements as each group responded to the others' concerns and suggestions.

In my career I have been a part of many planning processes, in the Federal Government, in my church, and in civic organizations. More often than not, as a plan begins to jell, and light shows at the end of the tunnel, someone is unhappy with what he (or she) sees. The critics commonly attack some perceived defect in the plan, but offer no constructive advice. Their usual solution is to kill the plan and retreat to square one to conduct more studies, "this time, with me in charge."

Indeed, a number of speakers at the recent City-sponsored "Town Hall" meeting have made such suggestions. One, for example, felt that the plan lacked "requirements." This, despite the citizens' inputs asking for traffic control, a bus rapid transit corridor, a new fire station, open space, public parks, wide streets, tree cover, pedestrian and bicycle considerations, building height control, building setbacks, affordable housing, etc. But the prompt response of developers and city staff has yielded a plan that addresses all these issues.

Another speaker was concerned that some of the cost of the plan will be paid for out of future tax revenues, a "gamble." But killing the plan and doing nothing is a much bigger gamble. Furthermore, like other aspects of the plan, the financing is well integrated. The BSAP timeline

stretches out for 20 or more years.

▪Proffers▪ (i.e. cash contributions) from the earlier developers will fund improvements that will enable future parts of the plan by other developers. In other words, if critics kill parts of the plan, they will in effect kill the entire plan. And having no development beyond what is allowed under present zoning will have a substantial negative economic and environmental impact, not only on the Beauregard area, but on the City of Alexandria as a whole.

Some Town Hall speakers criticized the BSAP because it does not provide immediate complete solutions to certain infrastructure problems that extend well outside the plan area. These include transportation and sewer issues. But the current BSAP is more than flexible enough to accommodate future changes in these areas.

Finally, there is the problem of affordable housing. The developers and city planners have stretched and modified the plan to provide more such housing in the Beauregard Small Area, paid for in part with future tax revenues. The proposed plan will redevelop some of the current (not subsidized) market rate housing, and presumably will not replace it all with comparably priced subsidized units. But property owners will not invest in money-losing prospects, and the City cannot afford to subsidize as many units as it would like to. Furthermore, the Federal Government has just cancelled some of its share of the subsidy. The bottom line is that this problem is bigger than the Beauregard area, and bigger than the city of Alexandria. Killing or holding back the BSAP can in no way solve the housing issue, but will make it worse.

Many of those who oppose the current BSAP apparently do not realize how well integrated the plan is, and how much the many citizen inputs have improved it. Few opponents seem to understand the overwhelmingly undesirable consequences of delay. Finally, few if any objectors offer any constructive approaches that could improve the plan.

Based on these observations, I believe that the City Council should approve the Beauregard Small Area Plan without further delay.