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9-17-11
Jack Sullivan

AMENDMENT TO SECTION 4 (C) (1) LAND USE- FUTURE ZONING

Delete the current section and insert in lieu thereof:

4.(c) Land Use -Future Zoning

- (1). JBG: Will propose a plan within its existing CDD development rights.
- (2). Duke Realty: Will propose a plan within its existing CDD development rights.
- (3). Home Properties: Will retain its current RA zoning for the Seminary Hill Apartments.
- (4). Southern Towers: Will retain its current RC zoning.
- (5). Shirley Gardens aka Foster/Fairbanks: Will be allowed to re-zone from its current R-12 zone to an R-8 zone.

The Alexandria City Council and Planning Commission scheduled a joint work session for this coming **Monday, September 19** at 7 p.m. The agenda covers topics being discussed as part of the Beauregard Corridor Small Area Plan process. Included on the agenda are Donna Fossum, Chair of the Beauregard Corridor Stakeholders Group and member of the Planning Commission and Don Buch, Vice Chair. They have been asked to discuss the current process and recommendations.

The Stakeholders Group has made progress, however, we have not discussed or approved any recommendations. A draft document has been prepared that includes a variety of recommendations, but no discussion has yet taken place.

City staff with comments from members of the group is preparing a report on the existing conditions—demographics, traffic, transit, schools, recreation, etc. in the plan area. This is part of an effort to ensure proposed future development is compatible with character of the community.

The only vote that has occurred so far was a “straw vote” to basically maintain zoning at the current level. Although the vote reflected the sentiment of residents, it will likely be reevaluated at future meetings.

I request the agenda be revised to show that the Chair and Vice Chair will be discussing “draft” recommendations. It would be

mistake to represent to the public that recommendations have been approved.

The agenda includes an opportunity for City Council and Planning Commission discussion after each agenda item.

The agenda should be revised to include an opportunity for members of the public to speak on ways to make the small area plan process less confrontational and more constructive.

2
9-17-11

City Council Public Hearing

Saturday, September 17, 9:30 am

Mayor Euille and Honorable City Council members,

My name is Margaret Wohler and I'm a 20-year resident of the Delray neighborhood. I recently stopped using a car, for my private transportation. Thank you for the establishment of so many clear bike lanes throughout Delray.

I'm here to suggest the establishment of a safe bike lane that connects four of the five Alexandria high schools along King Street and Braddock Road: TC Williams, Minnie Howard, Episcopal and St. Stephens.

I worked with the fledgling TC Bike Club this past summer to gather signatures on a petition supporting the creation of more bike lanes. We visited farmer's markets on Saturdays and stopped everyone we saw to talk about cycling in Alexandria, as a safe, clean, cheap, healthful, quiet and environmentally attractive transportation choice. The response was overwhelmingly favorable. We gathered 59 signatures of support.

We have also been working with the staff of Velocity Bike Co-op to implement a bike mechanics course at TC Williams; I spoke to the ACPS School Board on that topic last week.

I understand that a few Alexandria city residents do not support cycling on city streets; they fear collision and cite the inability to appropriately see, or predict, the actions of cyclists as reasons to oppose sharing the city streets with bikes. I can honestly say that, when cycling in a designated bike lane, I not only feel safer because everyone knows their place, but car drivers tend to treat me, as a fellow commuter, with greater respect. A real bike lane is Alexandria's tacit approval of cycling and makes us feel like we're supposed to be there. Most of the illegal and unsafe biking practices, like riding on the sidewalk, occur because there is no designated bike lane and the cyclists are trying to protect themselves. King Street and Braddock Road, near the schools, have plenty of room for the establishment of a 3-foot bike lane.

The creation of a bike lane for high school commuters will send the message to teenagers, who already know traffic patterns, that we support responsible cycling as a true alternative to the bus or private car. It will encourage fewer kids to drive to school, reduce traffic during rush hour, discourage group joy riding around town, and let Alexandria's students know that we are serious about green transportation options. The city's strategic plan, from June 2010, also lends support for commuter cycling: Goals #2, (health of citizens and the environment), #3 (multimodal transportation), and #4 (well-being of children and families) all can be interpreted as supporting the creation of this bike lane.

I did some research on the BikesAtWork.com website which analyzes city census data to gauge the greenness of individual cities' transportation habits. Alexandria City, in a ranking of small cities, placed 44th out of 597 cities studied. I thought that was pretty good! , but we can do better: while 20.58% of

Alexandria's residents don't drive to their jobs, only 0.55% rode a bike. Davis, California won that category, with 15% of their residents cycling to work.

Let's work together to beat Davis at their green transportation bona fides: September 22 is Car-Free Day in metro DC. I'd like to challenge the whole city council to go car free, next Thursday, and get to know your city from the seat of a bike. I guarantee: you'll like it so much that you'll be tempted to dump the car, and the traffic hassles, gas prices, poor air quality, and any obsessions you have regarding perfect hairstyles, permanently.

Thank you for giving me the opportunity to speak to you about the creation of a safe bike lane to the city's high schools.

2
9-17-11

City Council Public Hearing

September 17, 2011

Mayor Euille and Honorable City Council Members

My name is Alex Wolz, and I am a junior at T.C. Williams High School. I am a member of the soccer team, and of the marching band. And everyday, I bike to school. To me, it is not a big deal, because I have done this the past to years. But the look on people's faces when I tell them I bike to school is one of shock, disbelief, and skepticism. I wonder why this occurs; why it is so out of the ordinary for someone to bike to school, or to work, or to the grocery store in the City of Alexandria. The answer to this question is in the many paved roads throughout the city, where traffic is dominated by cars in the two lane streets, and where bicyclists are pushed to the shoulder and eventually the sidewalk. The city has done an excellent job with many streets, but some of the most important roads, including King Street, Mount Vernon Avenue, and Janney's Lane, still have no bike lanes.

With an undeniable increase in car pollution, rush hour traffic, and sedentary lifestyles, biking is a growing form of transportation and way of life. From the 2010-2011 school year at TC, there were on average five bikes parked in the school bike racks. This school year, I have consistently seen 10-15 bikes, and ACPS has purchased a new rack to accommdate the influx of cyclists. While these numbers may be small, the show us that more students are realizing that their habits of transportation will affect the earth. For some, cycling to school or work is not possible. But for many,

and possibly some people in this room today, the only thing holding them back from riding a bike is the easiness of a car, the perfect temperature of air conditioning or heating, the speed of the gasoline powered engine, and the lack of bike related services provided by the city. For those of you who may have these thoughts, I encourage you; try commuting to work, or school, or to the grocery store on your bike. You will feel the bliss of riding as the wind rushes past you, the satisfaction that you are positively impacting the world, and leaving it better for next generations.

With these words of encouragement, I also have words of urgency. The main routes to the schools of Alexandria need bike lanes. This will show people that the City of Alexandria supports cycling, and looks towards a bright, cleaner future. I have biked all across the city, and to school every day, and I know that with bike lanes, people will take notice, and people will accept biking as not a mode of transportation, but their mode of transportation. And when this happens, we will know that the great City of Alexandria is peddling in the right direction.

Margaret Kohler 2
9-17-11

City
Bike

Cycling in Alexandria

Pedestrian

1. Would you support the City Council investing in more bike lanes?
 2. If Alexandria had more, safer, bike lanes would you bike more and drive less?

Name	zip code	yes or no?
1. Alex Wolfe	22302	Yes!!!
2. Sam Carrier	22305	YES
3. Kiptine Carrier	22305	Yes
4. Tom Niedbala	22314	yes
5. Grace Reed	22301	yes.
6. Kris Mann	22202	Yes
7. Musri Aubucher	22305	yes
8. Angie mistretta	22305	yes
9. Jessie Sudo	22301	yes
10. [Signature]	22301	yes
11. Collette Hzmuli	22305	yes
12. Brian DeRoche	22301	yes
13. SAVANNAH NORRIS	22202	yes
14. Catharina Sacra	22301	yes

City
Council
Public
Hearing
Sept 17
9:30

Safe Routes to School
Part children

noto@comcast.net

Mr. McGill
 World History 10^{1/2}
 Cycling in Alexandria

1. Would you support the City Council investing in more bike lanes?
2. If Alexandria had more, safer, bike lanes would you bike more and drive less?

Name	zip code	yes or no?
1. Pablo Munoz	22314	Yes!!!
2. Tyler Young	20008	Yes
3. John Ross	22305	Yes <u>AND</u> more bike racks
4. Margaret Whiter	22301	yes 22301
5. Scott Biernat	22202	Yes
6. Debra Eliezer	22202	Yes
7. MaryAnn Lawler	22202	yes yes!
8. Neal Sigmund	22202	yes
9. Don Gray	22305	yes
10. Doreen Gray	22305	yes
11. Todd Wiseman	22302	yes
12. Megan Mitchell	22204	yes
13. Brett Wohler	22301	yes
14. John Street	22301	yes
15. KEN McCoy	22041	yes
Mr. Gynelle Diaz	22314	yes

Cycling in Alexandria

1. Would you support the City Council investing in more bike lanes?
2. If Alexandria had more, safer, bike lanes would you bike more and drive less?

Name	zip code	yes or no?
1. AEGON HUEZO	22301	<u>Yes</u>
2. JAN Baker	22310	Yes
3. Kadian Mitchell	22310	Yes
4. Laticia White	22310	yes.
5. Mary Jo Smet	22301	yes
6. Patrick McNabb	22301	Yes
7. Nick Hanson	22046	Yes
8. RANDALL P. STAFFAR	22314	YES
9. Linda Shaffer	22314	Yes
10. David Bohner	22307	Yes
11. Jake Greenlun	20895	Yes yes
12. Sonya Bailey	22207	Yes
13. Mark Reed	22314	Yes
14. Phil Wye	22302	Yes

Cycling in Alexandria

1. Would you support the City Council investing in more bike lanes?
2. If Alexandria had more, safer, bike lanes would you bike more and drive less?

Name	zip code	yes or no?
1. Linda Croom	22314	Yes
2. Pam O'Quinn	22314	yes
3. Dick Platt	22314	yes .
4. Karen Platt	22314	yes
5. Chris Kauer	22204	<u>yes</u>
6. Jan Grad	20010	yes
7. Amy Cox	22314	yes
8. Ketur Wells	22060	yes
9. Lillie Finkler	22314	yes
10. James David	22300	Yes
11. Greg Zink	22314	Y
12. Carlene Gong	22314	YES!
13. Mike Pithers	22305	Yes!
14.		



Cycling in Alexandria

1. Would you support the City Council investing in more bike lanes?
2. If Alexandria had more, safer, bike lanes would you bike more and drive less?

Name	zip code	yes or no?
1. Amy N. Thomas	22301	yes
2. Joan SINGER	22302	yes
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Carol James

Testimony for the Alexandria City Council, September 17, 2011

2
9-17-11

Our city and our nation have had many ceremonies during the past week to remember first responders - the real heroes of 9/11. Who could forget?

Amazingly, the Department of Defense has either forgotten or never fully absorbed the very real lesson of their ultimate sacrifice. With 9/11/01 as its impetus and the Base Relocation and Closure Act of 2005 as its congressional mantra, DoD has erected a nearly billion-dollar Ft. Belvoir beachhead 8 blocks from where I live - and have lived for 30 years - at 1000 North Vail St. in Alexandria.

The Army Corps of Engineers turned over keys to the facility last month to DoD's Washington Headquarters Service with assurances the building meets all metrics. The move-in for 6,400 workers began Aug. 9.

Mission accomplished? WHS, the Army Corps, and the City of Alexandria all admit to having zero - nada, no, none - first-responder strategy for protecting: (a) workers at the site, (b) Alexandrians who live nearby, and (c) commuters along one of the most heavily-trafficked corridors in the nation.

City Fire Chief Adam Thiel says his personnel probably couldn't even reach someone having a heart attack at the BRAC building in time to save a life. The reason: Alexandria has no fire station west of 395.

On Monday night, Council will hear a "progress report" on the Beauregard Stakeholders Group Plan. You likely will hear that the developers adjacent to the Ft. Belvoir annex are being asked to pay - and are agreeing to pay - for a new fire station as part of a "bucket list" exchange of proffers to purchase community approval in return for more than tripling population density in the neighborhood. Did those of us who attended these stakeholders meetings agree to any such quid pro quo? WAY "NO"!!! Just as we never agreed to being annexed by Ft. Belvoir.

DoD's own employees are nervous about the safety of the site, as TIME Magazine (Sept. 6) and The Washington Times (Sept. 12) both have reported. The real lesson of 9/11 too often seems to be: Act first, figure out systemic risk later.

Public safety is the responsibility and sacred trust of city - local - government. We must build this new first-responder structure, build it now, and pay for it ourselves. We are all stakeholders. Public safety is not up for negotiation; certainly it is not a bargaining chip.

We need to do better than to ceremoniously remember the dead 9/11 first responders. It's time to think how to live smarter, safer, more deliberately; to value life, community, and the systems of support that make both life and community possible; to listen to the first responders who are still alive. And to listen to the needs of the people whose duty it is for you to serve.

-- Carol James, 1000 North Vail St., Alexandria, VA 22304 phone: 703-998-7137 email: cjcomm@cjcomm.com

2

9-17-11

**Comments to Council at Public Discussion, 09/17/11
Advocating for Better, Community-based Planning**

- 1. Owen Curtis, 5465 Fillmore, transportation consultant in No VA for nearly 40 years, conducted multi-modal planning from ME to CA, past President of the VA Section of the Institute of Transportation Engineers (ITE), and co-chair of the ITE Committee which just published a *Recommended Practice for Planning Urban Roadway Systems*. This is the first stop on my “book tour.”**
- 2. Purpose: advocate for better community-based planning**
 - a. Planning which reflects the values of the citizens, voters, and business interests of the impacted neighborhoods**
- 3. BRAC Advisory Group, Beauregard Corridor Study, and the High Capacity Corridor Working Group: 3 interrelated efforts have taken up far too many hours of citizen time, too many of our precious tax dollars, and generated significant concern about the impacts we are beginning to feel in the West End. None of these would be characterized as good community-based planning:**
 - a. BRAC fails because it was “planning after the fact.”**
 - b. Beauregard Corridor fails because it is in response to developers, developer-based, and developer-driven. The other night, when a citizen had the nerve to suggest that the community might want to have the Small Area Plan reflect no increase in density for the developers’ properties, the developer’s rep stated that “without the increases we want, there is no Small Area Plan.” That pretty much says it all: :”if we can’t have it our way, we’ll**

take our ball and go home.” The Beauregard Corridor is NOT an historic planning area for our city – we have small area plans with which we are generally comfortable. City staff, over citizen objections, Gerry-mandered the area to cut out all of the single family homes around the Mark Center developer properties with the exception of the West Ridge townhouses and the Foster/Fairbanks single-family detached homes, where the residents are tired of the surrounding developer pressures and are looking to sell out for what they hope is a decent price. That is NOT community-based planning. That is planning for a specific set of commercial properties owned by organizations who are NOT part of the Alexandria community of the West End. If the City is to achieve a plan, I strongly urge staff and leadership to revisit what area needs to be planned, stop the charade of doing the developers’ bidding, and truly create a community-based planning effort. I think you will find that very easy, as the community’s desires are simple:

- i. Preserve the many assets we have.**
- ii. Fix the multi-modal transportation issues which the City has permitted to develop due to its failure to stop BRAC, and its earlier approvals of density levels beyond what the transportation system can sustain.**
- iii. Cap the development at current by-right levels, and permit them CDD projects to be implemented only when Planning Commission and Council can honestly**

state that the approval of a DSUP or a DSP will not threaten the health and general welfare of the area.

c. The High Capacity Corridor Study fails the test of good planning. Planning takes on chiefly 3 forms:

i. “we have a problem – let’s look at something to fix it.” This is planning which is too short-sighted.

ii. “I have a good idea that worked somewhere else. Let’s do that here.” This is planning which presumes an answer. This is what the High Capacity Corridor Study has been doing.

d. The 3rd and proper form of planning is community-based, it is corrective of current problems, and anticipates future issues. It takes an open mind on appropriate solutions, and looks at transportation as an investment in the future of the community, one for which the costs are considered against a fair assessment of the benefits.

I’ll be back to speak with you again on Item 12 with some ideas on what needs to be done to apply the guidance in this Recommended Practice so that any planning for the City’s future transportation makes a positive contribution to our neighborhoods.

2
9-17-11

City Council of Alexandria, Virginia
Public Hearing Meeting
Saturday, September 17, 2011

Open Mike
Agenda for the City Council and Planning Commission Joint Work Session
on the Beauregard Corridor Small Area Plan—Sept 19, 2011

Comments of Nancy Jennings

My name is Nancy Jennings and I live at 2115 Marlboro Drive. I have reluctantly participated in the process to develop the Beauregard Corridor Small Area Plan since 2009 and was surprised to see on your agenda for the Joint Work Session with the Planning Commission this Monday night—Item IV—an “Overview of Beauregard Corridor Stakeholder Group Process/Recommendations.” While the group is in a process, to say it has recommendations is premature.

- Many are opposed to some of the “recommended language” in the 13-page Sept. 1 DRAFT called “Recommendations for Beauregard Corridor Small Area Plan (SAP).”
- I have yet to review the Working Draft of “Appendix 1: Existing Conditions in the Corridor” that staff sent to us a week ago. It’s 43 pages and incomplete. The transportation section is yet to arrive.

The Stakeholders Group has no recommendations.

- Stakeholders have yet to decide if there should be a bucket list of amenities that the developers should proffer, much less what should be on that list or how to rank the items.
- The only consensus I recall is that there should be a fire house on Beauregard where the Fire Marshal wants it. Some Stakeholders have said that the City should provide this service in conjunction with the Army.
- Rich Baier’s meeting with homeowners on Seminary Road west of Beauregard Street has brought more citizens to the Stakeholders group and, at the meeting last Monday; they wanted to discuss additional issues.

So, come Monday night when you get an update on activities related to the Beauregard Corridor Small Area Plan, bear in mind that the Stakeholders have yet to agree on recommendations.

Thank you.

2
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