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2-23-08

HESS

Mayor Euille, Ms. Pepper and City Council,

I am Holly Hess, I live at Colecroft Station and I am a planner in a neighboring County.

On February 5, 2008 Alexandria Planning and Zoning released a "trial-balloon" to assess community reaction to proposed density and height increases in the Braddock Road Area Plan. The proposal includes two very big office towers on the Braddock Metro Station parking lot housing 3,020 office workers and generating 1,500 – 2,100 cars and 900 – 1,500 bus and metro transit commuters under unrealistically optimistic transit assumptions. The resulting large increase in peak traffic would effectively lock-down traffic under the Braddock Road metro-bridges, Wythe and West Streets for many hours during rush hour.

Last November, a Colecroft Station questionnaire was answered unanimously that the parking lot in front of the Metro Station should remain open and, preferably, be enhanced with better landscaping, park benches and more green-space. This community opinion has never wavered over the years as Alexandria Planning and Zoning during the same period has inexorably whittled down the open area adjacent to Colecroft Station to a sidewalk.

Looking at the bigger picture, the 5 February 2008 "trial-balloon" proposes that development grow our neighborhood by 2,345 new apartments, 231 townhouses and 4,240 office workers, generating 4,053 additional morning commuter car trips and 3,394 additional transit commuters. As Patrick and Henry Streets, can each funnel 1,000 cars per peak hour and are already operating at full capacity between 7:00 and 9:00 AM and 4:30 and 6:30 PM, added vehicular burden can be accommodated only by lengthening the period of peak traffic congestion by many hours. Truly the 5 February "trial-balloon" ignores transportation impacts and thus fails to address a basic comprehensive plan component.

Once you receive this anti-transportation-plan, I urge you to.

1. Eliminate proposed office development on the Braddock Road Metro and on 1261 Madison Street sites and enhance these open-spaces as parks. This would reduce peak traffic by 2,120 commuter cars.
2. Cap FAR (Floor Area Ratio) at 1.5 and thereby reduce peak traffic by a further 486 commuter cars.

The combined effect of these changes would lower peak hour loading on our narrow local streets and overloaded arterial/collector roads by over 2,600 commuter cars. The Braddock Road Area may be able to absorb some 1,400 additional peak period commuter cars but not the 4,000 – 4,800 generated by the 5 February "trial-balloon."

Thank you.

**HOUSING, HOTEL, OFFICE AND AM PEAK TRAFFIC IMPACT
OF
2008 BRADDOCK AREA PLAN DEVELOPMENT
PROPOSED FEBRUARY 5, 2008**

TRACT	Name	Site Sq.Ft. K	FAR	Building Sq.Ft. K	Residence Hotel Rm Offices	Cars	AM Peak Cars	AM Peak Transit
1	Jaguar	308	2.5	777	863 Apt	1,035	683	342
2	Yates	23	2.5	57	63 Apt	76	50	26
3	WaterTwr	20	2.5	50	55 Apt	66	44	22
4	Tony's	41.6	2.5	104	115 Apt	138	91	47
5	1261Mad.	49	2.5	122	1,220 Off	610	610	610
6	Metro	97	3.1	302	3,020 Off	1,510	1,510	1510
7	Atkins	175	2.6	462	190 Apt 38 Town 281 HotRm	63 68 221	42 45 221	21 23 80
8	FayWare	42	2.0	84	93 Apt	112	74	38
9	RtelTri	134	1.5	201	105 Town	189	125	64
10	Madison	49	2.5	262	291 Apt	349	230	119
11	Bland	390	0.75	292.5	150 Apt 88 Town	50 106	33 70	117 36
12	Madden	166	0.75	124	138 Apt	46	30	108
13	Henry A	56	0.75	42	47 Apt	15	10	37
14	Ramsey	28	0.75	21	23 Apt	8	5	18
15	Henry B	30	0.75	22.5	25 Apt	8	5	20
16	Post Off	87	2.0	174	193 Apt	232	153	79
17	Carpenter	35.8	2.5	89.5	99	33	22	77
TOTAL					2,345 Apt 231 Town 281 Hotel 4240 Off	4,935 Cars	4,053 AM Peak Cars	3,394 AM Peak Transit

ASSUMPTIONS

Townhouses	=	1,800	sq. ft.	1.8 cars	1.2 cars Am Pk – 33% transit
Apartments	=	900	sq. ft.	1.2 cars	0.8 cars Am Pk – 33% transit
Offices	=	100	sq. ft.	0.5 cars	0.5 cars Am Pk – 50% transit
Hotel Rm.	=	312	sq. ft.	.75 cars	.75 cars + 10 Am Pk
Apt. Public	=	900	sq. ft.	0.33 cars	0.2 cars Am Peak