EXHIBIT NO. 1

7
3-15-08

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 7, 2008

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING

SUBJECT: PROPOSED TECHNICAL CORRECTIONS TO THE BRADDOCK METRO NEIGHBORHOOD PLAN

The staff is recommending that technical corrections to the Braddock Metro Neighborhood Plan be made after the Council's public hearing on March 15, and, assuming the Council wishes to approve the plan, before adoption of the Ordinance. Corrections would be technical in nature only, and would involve no substantive change.

The technical corrections would include the following:

- Eliminating all references to height and density standards for the blocks that include public housing (these recommendations will be part of the Braddock East process, as recommended by the Plan).
- Ensuring the consistency of development numbers throughout the plan to correspond with the revised Development Chart that has been included in the Plan.
- Adding a land use chart to reflect the diagrams and text in the Plan.
- Reformatting and completing the Compendium of Recommendations.
- Fixing typographical, grammatical and other minor inaccuracies and technical errors.

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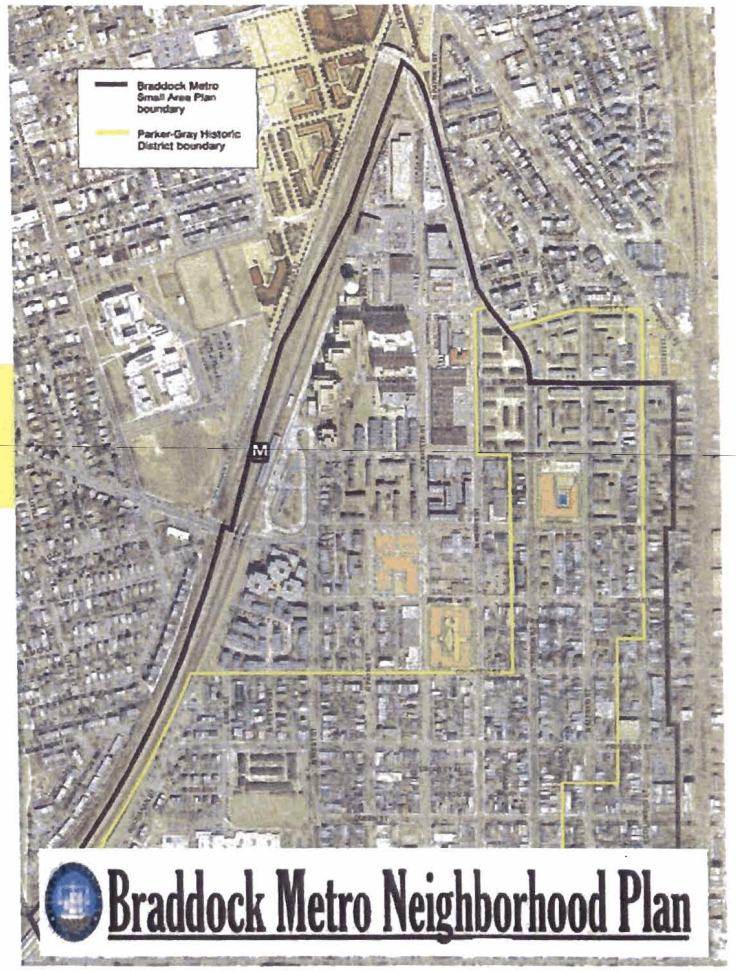
3-15-08

Braddock Metro Neighborhood Plan

Staff Report



Docket Item # 10
MASTER PLAN AMENDMENT
#2006-0005
Planning Commission Meeting
March 4, 2008

Docket Item # 10
MASTER PLAN AMENDMENT #2008-0005
Braddock Metro Neighborhood Plan
Planning Commission Meeting
March 4, 2008

ISSUE: Consideration of a request for a revision of, supplement to, and amendment of the Braddock Road Metro Station Small Area Plan chapter of the City's Master Plan to include the Braddock Metro Neighborhood Plan.

APPLICANT: City of Alexandria, Department of Planning and Zoning

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PLANNING COMMISSION ACTION, MARCH 4, 2008: On a motion by Mr. Jennings, seconded by Mr. Dunn, the Planning Commission voted to adopt the Master Plan resolution, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission supported the Braddock Metro Neighborhood Plan and recognized that the Plan supports the City's Strategic Plan and recommendations of the Economic Sustainability Task Force for transit-oriented development, density at Metro Stations, and shifting the tax base to better balance commercial and residential taxes. The Commission recognized the extraordinary level of community participation and outreach that resulted in the creation of the Plan.

Speakers:

Herb Cooper Levy, a 32 ½ year resident living at 1527 Oronoco Street, currently serves as Vice President of a non-profit organization called A.D.A.M. (Alexandrians Delivering Smart Growth Around Metro Stations). He stated that he has seen many changes both good and bad in the area. He expressed concern about the undeveloped and warehouse areas and stated that the Plan will bring more people into the neighborhood and create destinations. He stated that retail is important and encouraged the continuation of the Metro Linear Park to connect northbound to Potomac Yard.

William Campbell thanked staff and the consultants for their efforts to engage the community in the process, for providing child care at the meetings, and for the members of the Planning Commission for attending and showing support for the community. He stated that density makes sense here and that he supports the Plan.

Mike Ernst stated that he has lived in Alexandria for 12 years and that he supports the Plan because it reflects the principles of smart growth and will help people utilize mass transit. He stated that Alexandria is urban and that he did not want the city to miss this opportunity.

Lisa Litterai stated that she appreciated being involved and supports the Plan. She said that the neighborhood needs more walkable streets and the Plan will encourage that type of development. She said she is looking forward to a better quality of life and good architecture.

Larry Grossman stated that the Plan should include documentation showing change in circumstances over the past 16 years since last plan in 1992: demographics, economics, and policy history and asked for more specifics in the Plan. He stated that the Plan needs more consideration.

Katy Cannady, resident of Rosemont who lives 5 blocks from Metro Station, stated that she objected to the 2006 Plan mainly because of the density and that the proposed Plan shows even more density. She expressed concerns about traffic and the impact it will have. She asked that the Plan be deferred until better transportation planning is done.

Charlotte Landis, 433 N. Patrick Street, stated that the neighborhood cannot support the density the Plan offers, that it lacks the infrastructure. She stated that the traffic study was poorly done, the Route 1 analysis was unacceptable, and asked that the density be reduced.

Sarah Becker, 1200 Princess Street and 20 year resident, spoke about generational change and containment in terms of density. She expressed concern about the parking study and said that some of the density needs to be reduced.

Amy Harris-White, 621 N. West Street, has lived there since 2000. She stated that she and her husband knew the area was in transition when they moved there and that the additions of the Monarch and the Prescott have already made the area feel more safe and secure. She stated that they support the Plan as presented, that the community had ample opportunity to be heard, and asked that the Plan not be deferred.

Margarite Lang, Rosemont Civic Association President, spoke on behalf of the Executive Board. She stated that her comments were focused on the WMATA property at Braddock Road and that it is the only site proposed to more than quadruple in square footage than by-right. She stated that although it is an excellent system, it is not an extensive one, and expressed concern about WMATA's ability for future flexibility or expansion if the site were developed as shown in the Plan. She asked that the Plan be deferred pending additional study of the Metro Station site.

Richard Calderon, President of Colecroft Station Board of Directors, expressed concern about the number of new trips that would be created by office use at the Metro Station. He suggested limiting the office uses to local uses such as doctors' offices to reduce peak traffic and limiting the allowable floor area ratio at the Metro Station to 1.5.

Maria Wilcox, 334 N. Columbus Street resident for 30 years, asked that the Plan be deferred in order to address the traffic and transportation issues. She stated that traffic is already at full capacity and the additional commuter cars the Plan will generate are unacceptable. She expressed concern that the congestion will depress property values as well as quality of life.

John Fay, Colecroft Station resident and member of the Board of Directors, said that he moved to the area a year ago because the Colecroft area is urban and did not have very tall buildings. He expressed concern about the cost to maintain tall buildings and stated that townhouses at a density of 25 to 30 dwelling units per acre is a better use of the land.

Lenwood Harris, born and raised at 833 N. Patrick Street and President of Operation Hope, spoke in reference to the Andrew Adkins project. He expressed concern about the number of families that would be able to move back after the property is redeveloped in the future. He suggested that a cooperative form of ownership be explored at Andrew Adkins and encouraged more outreach to the community.

Heath Wells, 1301 Queen Street, stated that traffic needs to be addressed and asked that the Plan be deferred. He expressed concern about the proposed parking district, the character areas map, and building heights of 60-90 feet and his concern that 90 feet is too tall.

Leslie Zupan, 1309 Queen Street and 28 year resident of the Parker Gray Neighborhood, expressed concerns about the amount of new development and that additional density in the neighborhood approaches the amount of development in Potomac Yard which is a larger geographic area. She also expressed concerns about traffic.

Stewart Schwartz, 1415 Oronoco Street, a 20 year resident and executive director of the Coalition for Smarter Growth, stated that he supported the smart growth and transit oriented development of the Plan and an inclusive process for housing in Braddock East. He stated that the transportation analysis in the Plan shows a significant reduction in auto trips, provides much better connections, and invests in transit.

Heidi Ford, 1022 Oronoco Street, stated that the level of density is detrimental to her quality of life, that she likes the small scale character and trees of the neighborhood and does not want to live in an environment like Ballston or Crystal City. She stated that Plan does not adequately address traffic and the increase in Route 1 traffic. She said that she lives next to Route 1 and a rush hour lasting 5 hours/day will impact her quality of life. She expressed concerns about the inclusively of the Plan's language as it references "threat of gentrification."

Lyndl Thorsen Youssef, stated that she believes that history binds the area together and that General Braddock has been forgotten; no one remembers why Braddock Road is named after him. She expressed her desire for large scale public art at the Route 1 gateway to recognize the history and provide the context for the existing cannon located

at Braddock and Russell Roads that was left behind by General Braddock. She stated that her plan has been endorsed by Mt. Vernon Ladies Association and the Masonic Temple.

Carolyn Nash, 523 West Street, said that she wants a safe, walkable neighborhood and is concerned about pedestrian safety. She said that the Wythe-West-Braddock intersection is extremely dangerous for pedestrians. She stated that there is no parking at night near Colecroft and is concerned about reducing parking below what is required.

Jonathan Rak, representing EakinYoungentab (EYA), stated that he has prepared a letter of support recommending study of the Alexandria Redevelopment and Housing Authority (ARHA) blocks in the Braddock East planning effort. He said that EYA endorses the adoption of the Plan and wants an inclusive process with significant outreach to public housing residents in Braddock East.

Salena Zellers, president of Braddock Lofts HOA, stated that she supports the Plan though a little bit of work is left and asked for clarification in the Plan on the height of buildings, particularly those shown on the Andrew Adkins site. She stated that a reasonable amount of density is necessary but asked for a block by block analysis in order to understand the height and scale for each block. She suggested that once the Plan has been revised to incorporate all feedback and re-released, that another community meeting be held to ensure everything is incorporated.

Daniel Johnson, 305 West Street, a resident in Parker-Gray for 5 years and at this address for 3 years, stated that he has already seen some changes that the streets are safer but there is still a lot of work to be done. He expressed concern about the Plan's impact on West Street, the future location of kiss and ride and taxi stand, and said that West Street is not large enough to handle it. He stated that parking at night, not during the day, is a problem that needs to be addressed before the Plan is approved. He asked that the Plan be deferred a month to consider these issues.

Engin Artemel stated that planning for this area began in the early 1980s and that much more needs to be done, including retail and safe streets. He stated that the proposed floor area ratio in the Plan ranges from 2.0-2.5, not 4.0 to 7.0 which is the density of Ballston, a considerable difference. He stated that the Plan capitalizes on the Metro Station and asked that the Plan be adopted.

Andreas Doymeko stated that he supports the comments made by Engin Artemel and Stewart Schwartz.

Gillian Chen, moved in to the area in the last 5 years, came here via Braddock Road Metro, and stated that there are small public housing units behind her house. She stated that the Metro site density is too big, the wide plaza will create a wind tunnel between buildings, and that she does not want to see a 77' building at Metro. She said that with regard to the redevelopment of James Bland, she is concerned about the potential for tall buildings there and the impact on the rest of the houses in the block that are privately owned and located across the alley from James Bland.

Bill Cromley, long time resident of Parker-Gray, stated that staff provided information to help teach the basics, such as by-right development. He said that he supports the Plan completely, and that it is a compromise, in that everybody has an issue, and nobody got everything, but the overall result is good. He stated that density is good and its impact is lessened by putting it where it has least amount of impact.

Mark Freeman, lives in 400 block of North Patrick Street, stated that a public park is an essential community benefit, and that this is the biggest single benefit and is the difference from the 2006 plan but need to involve the Post Office. He expressed concern about traffic and the increase in trips in Route 1.

Steve Carman, said he is uncertain about the plan and that there are issues affecting the neighborhood, such as public housing, density, open space and traffic. He stated that the Andrew Adkins public housing will stay that way another 15 to 20 years according to ARHA. He said that there needs to be a plan to relocate units somewhere else consistent with Resolution 830. He said that the two buildings at the Metro site at a 3.0 FAR is unnecessary. He said that only a portion of 1261 Madison is shown for a park but that he would like the whole parcel to be used as a park.

Steven Troxel, 20 year resident of North East neighborhood, expressed concern about the potential for pedestrian access through Powhatan Park and sought clarification that what was proposed was a pedestrian connection to the neighborhood, not specifically the park.

Debra Sabourin, expressed concern about the amount of future development and the length of time it has taken for traffic calming improvements to be made.

Poul Hertel, 1217 Michigan Court, stated that urbanism requires diversity in incomes, transit and buildings that relate to the street. He said that he supports pedestrian access from Jaguar through Braddock Place. He stated that a doctrine of fairness should be adopted for communicating in Braddock East for existing and future residents.

Shannon McGahey, expressed concern about the amount of density in the Plan. She stated that the neighborhood's character is comprised of 2 to 3 story buildings where people get to know each other. She expressed concern about the amount of existing cut-through traffic on West and Columbus Streets and said that the Plan does not address it.

Kevin Hays, resident of Potomac Greens, stated that it is difficult to park on Friday and Saturday nights due to the overflow parking from the restaurant. He stated that the Plan packs density into an existing situation that is difficult, and expressed concern about the building heights and density.

Noah Teates, just bought a house on Wythe Street in Braddock Lofts. He said that he has heard two themes: displacement and congestion, and also public safety. He said the Plan replaces industrial uses with people, and that traffic is coming but we can take action now to address and mitigate it.

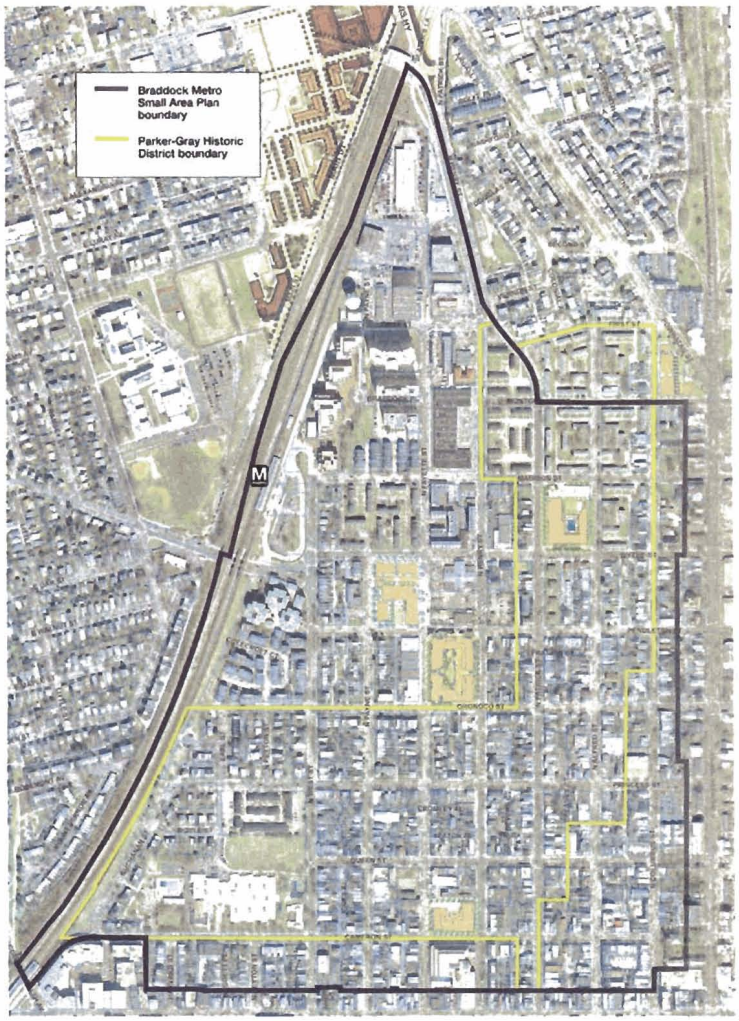
Vallery Vandegrift, lives on Columbus Street, expressed her thanks to the Planning staff for handling a difficult situation well. She stated that the presentation made by Director Hamer presented the compromise of the groups at the meetings and respects their concerns. She stated that she supports the Plan wholeheartedly.

Captain David Huchler of the Alexandria Police Department responded to questions about public safety. He reviewed the crime rates for Andrew Adkins and Chatham Square and Samuel Madden between 2000-2003 and 2004-2007 and noted that crime had gone down 43% at Chatham Square. He stated that at Andrew Adkins there was a 20% increase in crime; however, the increase was due to a series of offenses committed by a single individual who was arrested. He noted that both areas have community police officers and an officer resides at Andrew Adkins.

Maria Wasowski asked the Planning Commission not to defer the plan and stated that the Metro Station is a public asset that should be used for all. She stated that it is typical in cities to have more density and varying heights in certain areas than others and noted that future development will occur on sites that are ¼ to ½ mile away from the Parker-Gray neighborhood.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission, on its own motion, initiate an amendment to the Braddock Road Metro Station Small Area Plan to include the Braddock Metro Neighborhood Plan.



BACKGROUND

The Braddock Metro Neighborhood Plan provides a long-range vision for the Braddock Road Metro Small Area planning area as outlined in the map at right. The planning area overlaps with a portion of the Parker-Gray Historic District and includes the Braddock Road Metro Station, a section of Route 1, and a mix of residential and commercial uses, new and old. This Plan is the result of an intensive community planning process that began in the fall of 2007.

INTRODUCTION

A number of factors present unique opportunities in the Braddock neighborhood, including the Metro Station itself, numerous sites that have recently – or soon will – redevelop, a concentration of public housing likely to redevelop at some time in the future, historic cultural and architectural assets, and a walkable, human-scaled residential district. The Plan focuses on preserving and enhancing those aspects of the neighborhood that are beloved—particularly its traditional scale and character and walkable streets—while at the same time helping the neighborhood adapt to emerging opportunities and challenges—the changing nature of its diversity, the increased importance of transit, and the increased value society places on sustainability. The purpose of the 2008 Braddock Metro Neighborhood Plan is to frame and document the community's vision for the future, to build on the neighborhood's assets and highlight its unique sense of place by celebrating its history and diversity, creating pleasant, tree-lined walking streets, a central park, vibrant neighborhood retail, redeveloped mixed income housing and high quality development at a human scale.

DISCUSSION

I. Conformance with Existing City Plans and Policies

The Braddock Metro Neighborhood Plan embraces the goals outlined in **City Council's 2004-2015 Strategic Plan** and the **City's Master Plan:**

- *Quality Development and Redevelopment:* The Plan establishes urban design guidelines for the height, mass and architecture of new development to ensure quality building materials, longevity, and consistency with the neighborhood context.
- *Respects, Protects and Enhances the Natural Environment:* The Plan supports and enhances the natural environment both by recommending new green spaces, such as a major new neighborhood park, pocket parks, a plaza at the Metro Station, street trees, and enhanced landscaping; and through strategic recommendations for encouraging biking and walking and reducing vehicle use. In addition, new development must integrate greenbuilding design.
- *Integrated multimodal transportation system:* The transportation chapter of the Plan outlines recommendations for transforming the neighborhood into a more multi-modal community, using the Metro Station more effectively and better incorporating it into the community fabric. The goals in that chapter are consistent with the City's **Draft 2008 Transportation Master Plan**, including transportation demand management (TDM) recommendations and a district-wide transportation management program (TMP).
- *Strong economy with varied small businesses:* One of the community's primary redevelopment goals is an infusion of new retail opportunities, particularly neighborhood serving retail, as well as additional office, residential, and hotel space as the market dictates. In support of the recommendations of the **Economic Sustainability Task Force** for higher density development at the City's Metro Stations, the Plan recommends a development concept for the Metro Station site with approximately 300,000 square feet of office and ground floor retail uses, attempting to balance the community's desire for appropriately scaled buildings near established neighborhoods with sufficient height and density from a market perspective to develop the site and reap the economic benefits for public amenities. In addition, the Plan recommends financial assistance to maintain small businesses and local retailers and recruit new ones, especially at key areas for neighborhood-serving retail, such as at the Metro site and along Queen Street.
- *Community that is diverse and affordable:* Finally, the Plan outlines principles for the redevelopment of the Andrew Adkins public housing complex into a mixed income community, with clear guidelines for one-for-one replacement of public housing units in the neighborhood and elsewhere in the City in accordance with **Resolution 830**. The mixed income environment will incorporate a true range of affordability, from publicly assisted units to affordable/workforce units to market rate units, ensuring preservation of racial and economic diversity within the community. The Plan also recommends the redevelopment of James Bland, Bland Addition, Samuel Madden Uptown and Ramsey Homes public housing

developments. The planning for that area will occur during the Braddock East planning process to begin at the end of February 2008.

II. What distinguishes the 2008 Braddock Plan from the 2006 Draft Braddock Plan?

A. **Renewed Planning Process:** The 2007-08 process has been more inclusive, more transparent, and more about providing the tools and information needed for the community to make informed decisions about their future.
B. **Community Building:** This Plan has been about building a great community, respecting its historic scale and creating urban amenities, not reacting to development proposals.
C. **Public Housing:** This Plan addresses all public housing blocks in the planning area, not some, and sets forth a general concept and urban design guidelines for the Braddock East Plan going forward.
D. **Transportation:** This Plan re-examined transportation impacts and strategies to include ALL redevelopment sites, and recommends a district-wide TMP and TDM strategies.
E. **Implementation**
    - **Implementation Advisory Group:** The Plan recommends establishing a neighborhood-based group to provide input on and monitor priorities and phasing of public amenities and other implementation actions.
    - **Funding:** Last but not least, this process, and the Plan itself, includes a thorough analysis of the financing required for public amenities, and lays out a strategy for developer contributions to fund public amenities district-wide rather than exclusively on-site, and represents the first time that the City has committed to funding neighborhood amenities based on tax increments from new development.

A. Renewed Planning Process

Over the course of the summer of 2007, the consultant team interviewed more than 100 stakeholders and residents from the Braddock Metro neighborhood. The purpose of the interviews was to air community frustration regarding the nature of the previous planning process in the Braddock area and to identify key planning themes to be addressed going forward. Many interviewees expressed strong frustration with the lengthiness of the previous planning process, a perceived lack of communication from the City and among City agencies, and ultimate concern that the 2006 Draft Plan was not a true response to public input.

Armed with information from the stakeholder interviews, planning staff and the consultant team embarked on a new Braddock Metro Neighborhood Plan process in the fall of 2007 with a focus on consistent, systematic public outreach and engagement, improved communication with the community and among city agencies, and a clear sense of the issues that would need to be tackled in the ensuing months. The City's outreach plan successfully engaged a broader cross section of the community with meeting notices

and ongoing updates regarding plan progress provided in key locations throughout the neighborhood, on the City's Braddock website, via periodic eNews updates, and in the Braddock Bulletin, a regular newsletter providing details on the planning process.

The intensive, four-month community planning process culminating in the February 2008 Braddock Metro Neighborhood Plan began in late September 2007. From the start of the process, community members were urged to attend all meetings, and to express their views and goals throughout the process rather than waiting until the public hearing. In October, more than 160 stakeholders attended three educational workshops, where regional and national experts shared current thinking about planning issues affecting the Braddock neighborhood. The sessions introduced ideas and potential tools that could help the community and the City make decisions and trade-offs to facilitate a mutually supportable plan for the neighborhood. These sessions helped lay the foundation for a community charrette, held in November, and five subsequent worksessions over the course of the winter, where stakeholders evaluated and ultimately supported many of the principal recommendations of the Plan.

B. Community Building

From the beginning, the staff and consultant team worked with the community to establish general agreement about what redevelopment in the neighborhood would look like, responding to residents' concern that new development not overwhelm the character of the existing neighborhood. The Plan strives to integrate the value of the land while preserving the qualities of the area that the community likes: its historic character, appropriately-scaled buildings near existing homes, green spaces and walkable streets, and incorporating those elements into the underutilized or obsolete industrial areas predominantly to the north of the Metro station.

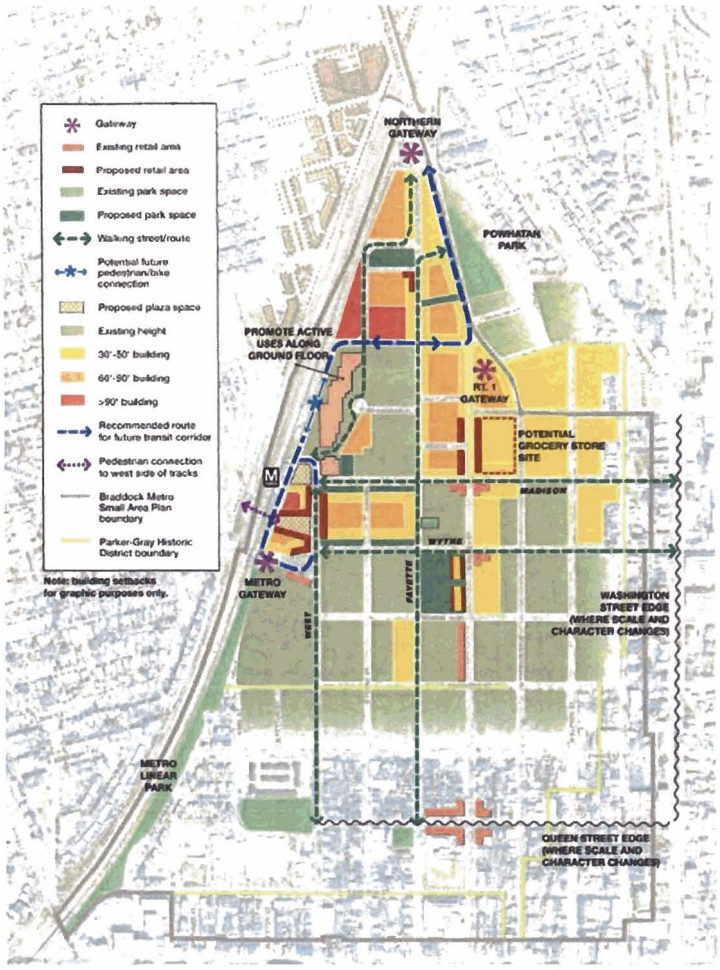
The Plan is composed of seven main chapters – one for each of the seven principles created and unanimously supported by the community – that lay out the planning ideas and public policies that will further enhance the Braddock Metro Neighborhood's livability for years to come. The seven principles represent the community's aspirations for integrating and finding the right balance between preservation and change. All of the plan's recommendations are shaped around achieving this integration and balance.

The principles are:

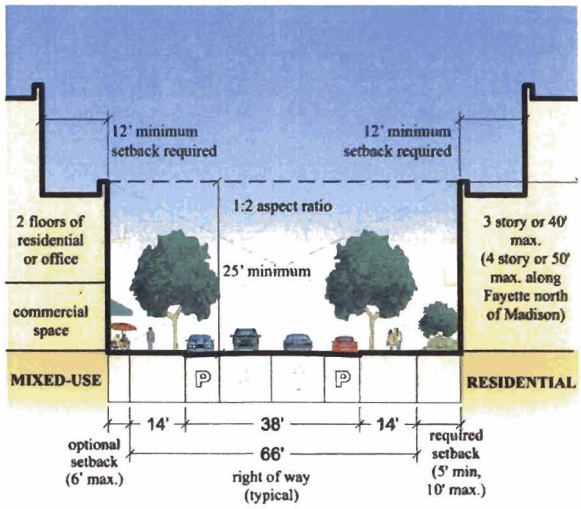
- Create a sense of place/neighborhood identity, vitality and diversity
- Establish a variety of community serving, usable open spaces
- Provide walkable neighborhoods that are secure and feel safe
- Promote mixed-income housing and follow an open, fair and inclusive process to deconcentrate public housing
- Encourage community-serving retail and services
- Manage multi-modal transportation, parking and road infrastructure

- Achieve varying and transitional height and scale

The Plan's Urban Design Framework, at right and in Chapter 9, is a composite graphic map developed over the course of the planning process and comprised of a handful of layers that geographically articulates the Plan's principles. In this case, the layers include the Character Areas diagram, the Urban Design Concept diagram, the Building Heights and Massing diagram and the Open Space Framework diagram. Each of these diagrams form the building blocks of the Plan: parks and plazas, walking streets, landscaped "green edges," recommended transit corridors, retail locations, gateways, and recommended heights of the buildings that together represent the community's vision for the future of the Braddock Metro neighborhood.



Urban design guidelines included in the Plan will help to ensure high quality architecture, compatible urban design and improved walkability. In response to community concerns regarding height, the 2008 Plan recommends lower heights at the Metro and Andrew Adkins sites than those recommended in 2006. The 2006 Plan showed heights at the Metro of 77-100 feet over the entire site; the 2008 Plan limits heights to 77 feet. The 2006 Plan showed heights at Andrew Adkins of up to 90 feet; the 2008 Plan establishes an FAR of 2.5, with somewhat more flexibility for site design to occur during the Braddock East planning process. The other distinction related to heights is that the 2008 Plan



illustrates the location of "building shoulders" on the height map; the 2006 Plan referred to the importance of step-downs and transitions, but did not specify how or where this should occur. The Plan's detailed requirements for "building shoulders" (see graphic illustration, above) will restrict building height on the block faces to preserve the neighborhood scale that the community values, while allowing some additional height in the center of the block.

Metro Site and Adkins Site Plan

The Plan's conceptual drawing for the Metro Station site (shown at right) depicts two 77 foot tall buildings with approximately 300,000 square feet of office and ground floor retail uses. A large plaza provides a desired community amenity and a recognizable entrance to the Metro station. The concept also shows the reconfiguration of bus circulation, provides additional bus bay capacity to accommodate future needs, kiss and ride and taxi stands as well as better pedestrian access to the site.

Throughout the planning process, the community expressed its desire to preserve and strengthen their neighborhood's sense of place. One of the keys to this is celebrating the neighborhood's rich history. In addition to the Braddock Metro Neighborhood Plan and the Braddock East Plan, the City is also working on a third coordinated initiative in the Braddock area – the nomination of Uptown/Parker-Gray to the National Register of Historic Places (completed in January 2008, with a determination from the Park Service anticipated in Fall of 2008). City preservation staff held a meeting with the community in early February 2008 to provide information about the nomination process and to solicit ideas about how best to celebrate the neighborhood's history and make it come alive in the context of the built environment. Suggestions from residents that will be further explored in the implementation phase of the Plan include the creation of an Uptown/Parker-Gray walking tour/trail (with an accompanying booklet and podcast), interpretive/wayfinding signs, and the installation of pavers imbedded with writing/art along walking corridors and at key locations, both to commemorate the neighborhood's history and also to set it apart as a unique district with a cohesive character.

C. Public Housing

The Braddock Metro neighborhood is home to one of the highest concentrations of public housing in the City. One of the clear concerns expressed by community members is for the deconcentration of public housing and the creation of mixed income communities. The Plan's recommendations recognize the City's commitment to public housing and established policy (Resolution 830) with regard to requiring the replacement of existing public housing units on a one-for-one basis. The Plan calls for redevelopment of the public housing developments in the Braddock Metro neighborhood with a mix of housing types for people of all incomes. This will be achieved through the Braddock East Plan in an inclusive planning process where the City, the Alexandria Redevelopment and Housing Authority (ARHA), public housing residents and other Braddock residents will plan together for the future of these sites.

The Braddock East Plan will focus on redevelopment guidelines for the public housing sites within the larger area including James Bland, Bland Addition, Samuel Madden Uptown, Ramsey Homes and Andrew Adkins. That plan will take the principles outlined in the Braddock Plan and go into further detail to determine height, site planning, types of units, parking, appropriate mix of incomes, location of replacement units, and management.

D. Transportation

Traffic analysis was conducted on projected build-out of the entire area, including redevelopment of public housing sites that had not been included in the 2006 traffic analyses. Analysis showed that traffic congestion in the Braddock area will persist regardless of whether or not new Braddock development occurs. In fact, because of capacity constraints on Route 1 and elsewhere, analysis showed that any increase in local traffic volume due to new development will likely displace regional (cut-through) traffic volume on neighborhood streets.

Transportation demand management (TDM) programs that encourage travel modes other than single occupancy vehicles will contribute in a significant way to creating a livable neighborhood. Because of the public amenity improvements that will be achieved as a result of new development, and the fact that traffic will be an issue in the Braddock area regardless of new development, and the fact that TDM can provide effective mitigation – the community was urged not to look at traffic impacts as the primary criterion when evaluating proposed development. The bottom line showed that new development can be the source of funds for making desired improvements in the neighborhood, and that traffic 10-20 years from now will not feel significantly different to most residents. The changes proposed in this Plan will not result in a diminished quality of life for residents and the City is committed to monitor the traffic and parking impacts and ensure that the programs designed to mitigate traffic are working as planned.

First, the Plan recommends establishing a district-wide transportation management plan (TMP), managed by a coordinator to oversee TDM strategies and ease the demand for drive-alone vehicle trips within the neighborhood. A TMP Coordinator will establish benchmarks and evaluate current and future TDM strategies and make necessary adjustments to achieve the goals of the plan to reduce single occupancy vehicle trips and increase travel by other modes. All new development will be required to participate in the TMP district. Strategies include ridesharing programs, incentives to use transit, pedestrian and bike facility enhancements, and management of shared parking lots and garages.

Second, the Plan recommends revising current parking requirements for properties located within 2000 feet of the Braddock Road Metro Station, as the City has successfully done at the King Street and Eisenhower Avenue Metro Stations in an effort to encourage transit use and reduce the number of vehicles on neighborhood roads. After a careful review of existing parking requirements in those locations and new developments at Carlyle and in the Braddock area, the Plan recommends detailed requirements that seek to balance the community's concerns about "under-parking" new development with the high level of existing and future transit service in the Braddock Metro neighborhood. It should be noted that much of the redevelopment anticipated in this Plan over the next 20 years will occur on properties north of the existing neighborhood, in close proximity to the Metro station, buses, and Zipcars, and between Route 1 and the Metrorail tracks. The benefits of appropriate parking ratios include not burdening new developments with the cost of excess parking that goes unused, encouraging non-automobile modes of travel, discouraging car ownership in general and multiple vehicle ownership in particular, and enhancing the walkability of the neighborhood.

E. Financing Strategy for Public Amenities

The Plan recommends harnessing the growing wealth of real estate in the Braddock Metro neighborhood to implement the improvements to the public realm that are the essential elements of a great community. Most of the funds for public improvement projects will come from contributions obtained through new development and by capital improvements that can be supported through the increased tax revenue that new development will create. The plan assumes a 20-year buildout period where developer contributions and public funds will gradually pay for the amenities that the community helps to prioritize in the implementation phase of the plan. The recommended public improvement projects include:

- A nearly one-and-a-half acre neighborhood park on the site currently occupied by the Post Office distribution facility.
- A half-acre public square on the Metro site surrounded by office and hotel buildings and activated by community-serving retail on all sides.
- A handful of small and medium-sized green spaces on parcels soon to be developed, such as the Jaguar and Madison site and more long-term locations, such as at the Andrew Adkins public housing site.

- Streetscape improvements such as additional street trees, new lighting, landscaping and traffic-calming features along Fayette, West, Wythe and Madison streets, the four designated "walking streets."
- Intersection improvements at the Braddock-West-Wythe juncture to ease pedestrian access to the Braddock Road Metro station.
- Utilities that are buried underground on key blocks throughout the neighborhood.

III. Implementation

A. Zoning

The Plan does not rezone any portion of the planning area, but rather recommends a Coordinated Development District (CDD) in the Northern Gateway area. The CDD Guidelines implement the principles established in the Urban Design Framework and provide details regarding massing and height. The Plan also recommends the future designation of the Metro Station and Andrew Adkins blocks and the James Bland, Bland Addition and Samuel Madden Uptown blocks as coordinated development districts.

B. Implementation Advisory Group

This Plan represents a significant new step toward involving the community in managing implementation. While Alexandria has long embraced community-based planning, this Plan makes the community a partner with the City in implementation. Although the Plan provides a framework for the future, many details will need to be worked out with the community following the Plan's adoption. Therefore, the Plan recommends establishing a Braddock Metro Neighborhood Plan **Implementation Advisory Group** comprised of area residents, local businesses, public housing residents and other community members to oversee implementation of the plan. The group will work with City staff to prioritize and provide input on community improvements, such as streetscape and park programming, retail recruiting and support, and to monitor ongoing development to ensure that public amenities are provided.

The Plan also recommends that an internal City staff working group meet regularly to coordinate the implementation steps that have been or need to be taken. This group will provide quarterly reports to the advisory group and citizens as well as a yearly progress report docketed for Council, with all information regarding the process posted on the web and made public. This process will be a regular and public way to show what the City is doing to implement the Plan. There will be some technical or code issues that are not open to debate, but they will also be reported to the public. This new process does raise staff resource issues, but will be proposed as part of the Plan.

CONCLUSION

The 2007-2008 Braddock Metro Neighborhood Plan is the result of an exhaustive, extensive and inclusive process. It engaged a broad cross-section of the community and addressed difficult issues head-on with the benefit of tools and information to ensure that the community could effectively discuss tradeoffs and reach an informed consensus or community vision as laid out in the Plan.

This Plan takes advantage of a new approach to financing and implementation not available during previous rounds of planning—tapping into the neighborhood's growing wealth and real estate values (stemming both from access to Metro and increased interest in living in close-in and walkable neighborhoods) to implement significant community improvements. The result will translate market support and community benefit dollars generated by new development into a new neighborhood retail square, amenities such as walkable streets and a new neighborhood park, and take advantage of the underlying value of public housing sites to transform islands of public housing into mixed-income housing that is part of the larger community.

This Plan is about writing another chapter in the story of a great neighborhood – a true community building effort that sought to achieve the appropriate balance between preservation and change, between building on opportunities and overcoming challenges, with a series of achievable recommendations that will improve the neighborhood's quality of life for generations to come.

RECOMMENDATION

Staff recommends adoption of the master plan amendment to include the Braddock Metro Neighborhood Plan.

STAFF

Faroll Hamer, Director, P&Z; Kathleen Beeton, Division Chief, Neighborhood Planning; Jeffrey Farner, Division Chief, Development; Tom Canfield, City Architect; Andrew Spurgin, Urban Planner; Carrie Beach, Urban Planner; Rich Baier, Director, T&ES
Roy Priest, Acting Executive Director, ARHA; Mildrilyn Davis, Director, Office of Housing; Kirk Kincannon, Director, RPCA

RESOLUTION NO. **MPA 2006-0005**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the City initiated an extensive community participation process to establish a shared vision and direction for the future development and enhancement of the Braddock Metro Neighborhood; and

WHEREAS, the community planning process culminated in the development of the Braddock Metro Neighborhood Plan that represents a comprehensive approach to guide and manage future development in the Braddock Metro area; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on March 4, 2008, with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Braddock Metro area as part of the Braddock Road Metro Station Small Area Plan section of the City; and

2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan; and

3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the Braddock Road Metro Station Small Area Plan; and

4. Based on the foregoing findings, maps, and other descriptive matter, and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The Braddock Metro Neighborhood Plan is hereby adopted in its entirety as an amendment to the Braddock Road Metro Station Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of March, 2008.

Eric R. Wagner, Chairman
Alexandria Planning Commission

ATTEST: Faroll Hamer by RMO
Faroll Hamer, Secretary

Washington - Braddock
Gateway to Old Town Alexandria

Stand Therefore:
Y. H. Servant, 2008
Oil on linen, 34 x 64 in.

The Braddock Metro Neighborhood Plan:

The planned urban design concept identifies Large Scale Public art as an element with which to define a gateway into Old Town Alexandria. This proposal is for a large scale public sculpture of Washington and Braddock at the Route 1 Gateway which is intended to create a sense of place and an identity through the use of historic preservation. The proposed sculpture tells "The Rest of The Story" of the cannon left behind by General Braddock at the bottom of the hill at the intersection of Braddock and Russell roads.

This historical event which occurred in the summer of 1755 marks an ending and a new beginning much like the Braddock Metro Neighborhood plan of today.

The Cannon Left Behind

Endorsements:

The Mount Vernon Ladies Association of the Union.

Mr. James Rees
Executive Director

The George Washington Masonic National Memorial Association.

Mr. George Seghers
Executive Director

Contact: Lyndl Thorsen at Great Seal Incorporated 211 North Union Street, Suite 100 Alexandria, Virginia 22314
Office: (703) 519-1259 Fax: (703) 780-4070 Email: e-plans@msn.com

Washington - Braddock

Excerpts from Neville Craig's "Washington's First Campaign" with interjections by the Artist Y. H. Servant.

His Story, The summer of 1755

A *tailor in the city of Alexandria, Virginia was commissioned to make a blue coat* and vest for a young Colonel of a Virginia regiment. The Colonel, though unpaid had accepted an appointment as guide and Aid de Camp to General Braddock, who had two divisions of British troops headquartered in Alexandria. In April of 1755 the young Colonel guided General Braddock's force of approximately 2000 men, which included a Virginia regiment of 100, on a westward journey to expel the French from Fort Duquesne. The force maneuvered their wagons and equipment through the rugged country, and the ruff terrain of the Allegheny Mountains and Monongahela River. Just ten days prior to their arrival at Fort Duquesne, outside of what is present day Pittsburg the Colonel fell ill and had to be carried in a wagon, unable to mount his horse. On July 9th, the soldiers made their final approach to Fort Duquesne:

Every man was neatly dressed in full uniform; the soldiers were arranged in columns, and marched in exact order; the sun gleamed from the burnished arms; the river flowed tranquilly on their right, and the deep forest overshadowed them with solemn grandeur on their left. Officers and men were equally inspirited with cheering hopes and confident expectations. (Craig 26)

At this point the young Colonel joined the advanced party of 1300 select troops donning his red vest and handsome blue coat managing only to mount his horse seated on a pillow. The slender column continued on a twelve-foot-wide road over uneven country covered with woods. After crossing the river the detachment reached area, with a hill on their right, in dense undergrowth and a hollow on their left when all at once a:

Heavy discharge of musketry poured in upon their front All were unaware that the French and Indians were lying in wait. The terrible destruction and confusion of that early afternoon over took the British forces as they all struggled to respond to the ambush.

The Virginia provincials were the only troops who seemed to retain their senses, and they behaved with a bravery and resolution worthy a better fate. They adopted the Indian's mode, and fought each man for him self behind a tree. This was prohibited by the General, who endeavored to form his men into platoons and columns, as if they had been maneuvering on the plains of Flanders.

Common sense instructed the British soldiers to break rank and take cover from their unseen enemy foiling officers' efforts to rally their troops. The Colonel, however, despite his knowledge and experience fighting Indians, dismissed his common sense. Embracing instead, his devotion to duty and honor, he held his ground with General Braddock and other British Officers.

The officers were absolutely sacrificed by their good behavior, sometimes advancing in bodies. Sometimes separately hoping by such example to engage the soldiers to follow them, but to no purpose. (Craig 27)

In just three hours, 714 soldiers lay dead. Of the 86 officers, 26 were killed and 37 wounded.

The General had five horse shot under him and at last received a wound through his right arm into his lungs. The Colonel had two horses shot under him and his clothes shot through in several places behaving the whole time with the greatest courage and resolution. (Craig 27)

Those left alive retreated with what remained of their Force leaving their dead and their equipment on the field of action as they headed eastward. Four days later the General died of his wounds. To prevent the Indians from desecrating his grave the Colonel buried him the road that bears his name today. Still week from his illness the Colonel wrote to his mother and brother explaining:

That is was by the all powerful dispensations of Providence, I have been protected beyond all human probability. I had four bullets through my coat, and two horses shot under me yet escaped unhurt. (Abbot, Series I 343)

Seventeen years later, the now General while exploring the Kenhawa with his close friend Dr. Craik, and a hunting party encountered Indians again in the forest. The now friendly Indians led them to their Chief's Council's fire, where through an interpreter *he said:*

I am chief and ruler over my tribes. My influence extends to the waters of the great lakes and the to the far blue mountains. I have traveled a long and weary path that I might see the young warrior of the great battle. It was on the day when the white man's blood mixed with streams of our forest, that Menawa first beheld the Chief. He called to his young men, and said, mark yon tall and daring Warrior, he is not of the Red Coat tribe, his warriors fight as we do, himself is alone exposed. Quick! Let your aim be sure, and he dies. Our rifles were leveled, rifles which but for him, knew not how to miss; 'twas all in vain, a power mightier far than we, shielded him from harm. He can not die in battle. Menawa is old, and soon will be gathered to the Great Council fire of his father in the land of shades; but ere he goes, there is something here, Listen! The Great Spirit protects that man and guides his destinies --he will become the Chief of Nations, and a people yet unborn, will hail him as the Founder of a mighty Empire! I am come to pay homage to the man who is the particular favorite of heaven and who can not die in battle.

(Custis 35)

Contact: Lyndl Thorsen at Great Seal Incorporated 211 North Union Street, Suite 100 Alexandria, Virginia 22314
Office: (703) 217-7995 Fax: (703) 780-4070 Email: e-plans@msn.com

#10 Larry Grossman

General Comments on the Planning process

A Plan is based on analysis which provides the background conditions for the Plan recommendations. This Plan is the result of a process which seems to be based not on strong analysis but on politically gaming the community to what will fly – a consensus of those perseverant enough to endure long meetings and a willingness to be "educated" but not necessarily informed. The Plan seems to float in the clouds rather than touching earth. It's conceptual and my question is why it isn't real, factually based an inductive process rather than declarations from the heavens?

The last time the Braddock Road Station Small Area Plan was adopted was 1992 – 16 years ago. There are many conditions that have changed- demographic, socio-economic and physical and there are changes that have occurred surrounding the area which are of note particularly the Potomac Yard development which are also affect the community and which should be considered for analysis. These changed circumstances require the Plan update to document what these changes were and how they may affect public polices, community needs and public investment to address those needs.

The draft plan does not do any of this. Despite new development and changes to the size, composition and social and economic characteristics there is nothing in the plan that talks about people and who the community is now as opposed to 1992.

There is no policy history and history of the development of the area. There is no explanation of how we got to where we are and whether what was done and where we is acceptable or not or in need for improvement or not or whether there were errors or corrections that needed to be made or changes in direction. There is no comprehensive examination of the area; rather a very selective focus on development sites and their potential revenue and extraction yields. Metro access issues are ignored and the impacts of future ridership emanating from future Potomac Yard residents, bus service demands and traffic from the BRT and pedestrian needs from existing and future demand are not addressed.

The City Staff seemed to have taken a secondary if not non-existent role in this process which was totally monopolized by the "consultant team". It is as if the staff had no expertise or thoughts or had nothing to contribute which they could share with the citizens. Staff seemed peripheral to the "process". For example, there was no presentation by T&ES on traffic, no presentation by the Parks/Recreation staff on open space needs. No presentations by DASH/WMATA personnel on future transit service needs.

Major land owners, area commercial brokers, retailers, employers, employees were also conspicuously missing. What is community in an urban setting if not all the stakeholders who use the area, know the neighborhood, come to work, shop, sell services, service customers and all those who are affected by the planning process and who have useful

information, thoughts, feelings, experiences, opinions that should contribute to a more informed, sensitive and inclusive planning process.

To call this Plan a community based plan begs the question of who defines community. It is the responsibility of the Staff to seek out all the stakeholders in the process. In that process the "community" gains knowledge, understanding and a dialogue with people that they might never otherwise meet yet who have things to say and information to share to the benefit of all involved.

The Braddock Road Metro Area Plan is too important to the neighborhood to consider in one quick Planning Commission Meeting. We need to consider this draft Plan in a deliberative and proper manner not rushed by the need to vest developers as quickly as possible and so fast on the heels of considering the Plan itself. After all this time in meetings/charettes/work shops etc. I think the Plan deserves sufficient time for discussion before the Commission makes a decision. We seem to be long on the front end of community meetings and short on the back end of reviewing a document that was just published for public review.

More specific comments

1 As a procedural matter, perhaps a legal one and certainly a common sense matter I don't think it wise, fair or reasonable to docket a CDD proposal submitted by a developer at the same time that the CDD itself is being considered. The Coordinated Development District is part of the Master Plan and Zoning Ordinance and needs to be established as such before a developer applies for that zoning designation. What if in its deliberations on the CDD Land Use and Zoning designation for the Jaguar property there are major amendments to the guidelines –then what CDD zone would the Braddock Gateway Concept Plan be applying for? The Payne Street and Madison Properties were approved prior to the Braddock Road Plan update but at least these site plans were using existing zoning based on the adopted Master Plan. The Braddock Gateway Project is requesting new zoning that isn't even established and may not be as of March 4th. The public should be evaluating the recommendations of the CDD zone as applied to the Jaguar site in the context of the entire Braddock Road Small Area Plan.

2 The Braddock Gateway docket item is requesting an amendment to a Plan that has yet to be adopted – so I assume it is recommending an amendment to the 1992 Plan when what is before you is an update to that Plan as an amendment to the Master Plan. If the amendment to the Small Area Plan is adopted by Resolution on March 4th then the Braddock Gateway application for an amendment to the Plan you just adopted makes no sense. Similarly, if the Small Area Plan is adopted then the next step is to amend the Zoning Ordinance and Zoning Map to reflect a new CDD#15. The Jaguar developer would then apply for a Concept Plan approval not a rezoning which would already have been enacted.

3 The Coordinated Development District is just that- a District- which may include multiple properties and ownerships. The intent is to coordinate the planning and development of these properties and to provide incentives to do so either through assemblage or cooperation among the different property owners. The strategy has been to lower the development density by right and to provide density incentives to submit a Special Use Permit application under a plan that conforms to design guidelines established for that particular CDD. Unlike conventional zoning each CDD is unique and tailored to the circumstances, conditions and opportunities appropriate to the properties in the context of the surrounding neighborhood. For example, the underlying zone for the Potomac Yard CDD is industrial which is very restrictive in terms of allowable densities and uses. We don't as yet know whether the CDD in the Braddock Road Plan meets the intent of the CDD Land Use and Zoning Designation.

4 The proposed CDD#15 for the Braddock Gateway includes the Water Company tower and the Yates one story warehouse sandwiched between two large scale buildings. The underlying zoning for this property CRMU-H makes no sense because it cannot be developed as such being a small parcel and being that it will be bound by two high rise buildings. I also believe the Plan is errant in not including the Dwyer property, other Yates property and the self storage building in the CDD. The Plan makes no mention of what is desired for the properties yet shows on its illustrative development plan redevelopment of these sites and even specifies the development levels.

I would recommend that the CDD#15 be expanded to encompass these key properties which have extensive frontage along N. Henry Street and are the real "face" of the Braddock Gateway project. I would establish the underlying zone for the CDD as Industrial which means that the existing owners who are not participating in the redevelopment proposed by Jaguar can continue to use their properties for the existing uses but that redevelopment will require a Special Use Permit subject to conformance with the CDD principles and procedures. I would establish guidelines for how the frontage along N. Henry Street should look and function. I believe we need to transform this highway into an urban looking arterial with buildings fronting the street and urban streetscape.

The issue of non-cooperation of owners within the CDD is not a problem for the City to fix; however, there are procedures for trying to achieve such cooperation and if nothing else the zoning can provide incentives for coordinating the development when it happens and disincentives if not prohibitions for redeveloping in a manner not consistent with the CDD principles. The assemblage of the Mt. Vernon Commons CDD on Commonwealth and Mt. Vernon Avenue (the Triangle Properties) was successful because the four owners understood they had more to gain pooling their properties for sale to a developer for higher density development under the CDD SUP provisions than in trying to individually develop their properties under the underlying CL zone provisions.

5 The Braddock Station Area Plan is very conceptual and seems to leave the feasibility of its recommendations to an implementation committee. In many cases, the Plan states that if its recommendations aren't feasible then we should do something else somewhere else.

For example, if the Post Office/Moll properties aren't feasible for acquisition then let's go back to the Braddock Place site as a candidate for acquisition for a public park. If the walkway connecting Braddock Gateway to Braddock Place is not feasible then let's expand the sidewalk along the Metro Access Road, though supposedly, this road will be heavily used by the BRT vehicles. The development of the Metro Station parking lot is illustrated yet the text recommends that T&ES study this intersection. What if T&ES recommends a solution that does not allow the retail building at the corner of West and Braddock? Wouldn't it have been more logical to figure out the intersection design first and then see where a building on the Metro Station could be sited if at all?

6 I believe the Plan has too many theoretical scenarios that seem to float as a cloud above the area. When does this Plan become real based on good analysis including feasibility? I can't see how an implementation committee can implement what hasn't proved to be feasible as analyzed in the Plan itself. That is the responsibility of the Planning staff and City Departments who participated in this process and they didn't do their job.

7 I reviewed the Braddock and King Street Metro Station designs when they were submitted to the City for approval back in the 1970's. I noted at that time that these suburban commuter stations dominated by bus circulation and parking were inhospitable to pedestrians ignoring their needs for safety and convenience. Nothing in the design of the Braddock Road Metro Station has changed since first designed yet the predominant mode of access to these stations is walking. This Plan doesn't remedy this problem which is no surprise since the Plan didn't recognize or analyze the issue to begin with.

8 The idea of redeveloping the Braddock Metro Station parking area is one I've examined. The existing lot is ugly and a poor use of prime public property. Something needs to be done. I'm not against redevelopment of the parking lot per se; I support air rights development of the King Street Metro kiss/ride lot as was proposed by the Abramson brothers some years ago. However, the King Street Station lot is larger than Braddock Metro and has access to two major streets. The lot at Braddock has poor access. The illustrative development shown in the plan for up to 300,000 square feet of development (comparable to Braddock Place) is plopped on this site with no analysis of how this level of development would affect traffic and metro access for pedestrians and buses or how projected bus and pedestrian traffic will affect Metro access even without new development on the Metro lot. The illustrative scheme doesn't show where the garage entrances for the development would be located. There is no analysis of how this development would affect sunlight/shadows/cold/viewsheds/ orientation for metro patrons and whether development in conjunction with proposed redevelopment of the West Street frontage and the Andrew Adkins Homes would create a tunnel affect.

The first and fundamental obligation of a Plan for the Metro Station is to show how pedestrian access and safety can be improved. The redesign of the intersection of Braddock/West Street should have been studied in the context of this Plan not as a post planning exercise. I have recommended that the road loop between West Street into the station be converted to an extension of the Braddock Place pedestrian plaza and that Madison Street be extended into the metro station with sidewalks leading to the station. I

also believe that the section of Braddock Road between West and Mt. Vernon Avenue needs to be redesigned and necked down. We still have a problem with the mid block crossing of Braddock Road between the Metro Station and the bike/walk pathway. The pathway itself could use a less brutal approach of asphalt and be replaced with a greenway and more environmentally sensitive paving material. We need a much better approach to providing for bicycle storage at the Station since the available facilities are inadequate and exposed to inclement weather conditions.

If the redesign of West and Braddock calls for a more fluid connection between Wythe and Braddock then it is premature to site the south building on the Metro lot in a way that would obviate this design. In other words, if you call for T&ES to design the intersection why posit a metro site development plan, however, conceptual, that predetermines the outcome. It is not clear whether designing a jog between Wythe and Braddock solves anything. Again we have no analysis of the traffic impact of the metro site development on these very tight intersections that have limited capacity yet are expected to accommodate increased bus, vehicular and pedestrian activity?

9 The First Street Extension or Metro Access Road which parallels the rail structure at the north end of the Station site should be converted into a plaza (eliminate the sidewalk and make this one level with painted scored asphalt that is multi-purpose which could be used for bicyclists and buses if need be (the Plan recommends this on page 40).This is an unlikely pathway for pedestrians who should be walking through the Braddock Place Plaza than along the edge of the Metro wall. I would prefer to convert the roadway to green space with a bike path but I recognize that if there is a BRT it would be preferable not to clog the residential streets with buses if this access way provides a better alternative. Of course, if the BRT proves unnecessary then tear up the asphalt and green the street.

10 It would have been obligatory, one would think, to involve WMATA and DASH representatives to talk to the community about future bus service and how to improve bus circulation and pedestrian access to the station. This didn't happen so the community never got the facts and the answers to these questions. The issues of access to the station from west of the rail corridor emanating from Del Ray and Potomac Yard development were raised but never addressed as if Potomac Yard was still an active rail yard.

11 Braddock Place plaza serves as a car free pedestrian walkway and amenity that provides important access to the Metro Station. However, access to First Street for pedestrians is cut off by a driveway and fencing on private land. It would be logical in the context of a study which recommends that pedestrian access continue to First Street that the Planning Staff would have asked the owners of these properties whether they would allow a public easement and allow the City to construct this access way if feasible (not studied). This was not done; instead the study calls for another study to determine "whether the property owner would support a public easement through an area that is currently blocked by a fence".

12 The proposal to acquire the Post Office on Wythe Street and the Ken Moll commercial/office property which compose an entire city block for a park and a reconfigured Post Office is unstudied as to feasibility, cost – I could go on but the bottom line is that whatever the merits of this idea the fact that nothing beyond intent was studied is worrisome The Post Office provides a much needed public service. I have nothing against redevelopment of this block to reincorporate a Postal Facility but this was not studied. Nor did the Plan look at the implications or consolidating Postal Service employee parking into redevelopment of the Postal Service block to free up this surface parking lot for redevelopment

I guess I can't get used to the idea that a Plan can make recommendations it doesn't study but rather makes these recommendations because the "community" votes to make this block a park and that somehow the GSA or the Postal Service is an easier mark than buying the un-built upon land at Braddock Place from a private owner with a vested plan to construct a residential high rise building. Of course, the Plan says that if the Post Office site is unfeasible then the Braddock Place site is "it" for the park. No analysis of whether this site makes sense as a park and no background on why it wasn't planned as a park and why it is still vacant after the Braddock Place Plan was approved by the City 28 years ago or so.

13 The Plan contains a proposal to raise $4-6 million from developer extractions to fund subsidies for "high quality retailers" to rent in new and existing retail space in the study area. Why would high quality retailers need a subsidy and what is this subsidy and where does it enter into the marketing and leasing of commercial space? This is a lot of money to extract from private sources to subsidize commercial rents or other activities which may very well affect the very development projects that provided the money for the subsidy. As a commercial real estate agent I don't know whether these monies would pit my client against another potential user who is seeing subsidies that would adversely affect my client's ability to lease the space. Is the money to be used for pre-selected tenants based on social-economic characteristics or other criteria?

If affordability is an issue wouldn't is make more sense if the City didn't tax commercial property at a higher rate and therefore price tenants out of retail commercial space than to create subsidies to pay for the very costs created by the City? What about not increasing assessments for small retail businesses in the City so that the real estate property tax passes through in a lease is not so onerous?

As with so much of this Plan there is great precision in calculating money extractions just not such precision in defining how the money would be used – from to whom and why.

14 Queen Street – Much ado about a small number of commercial buildings along at best two blocks of Queen Street in terms of preserving the businesses. There is much flowery verbiage about heritage preservation but no facts about the businesses, who owns the property, what the rents are. The owners have not been contacted about their plans, the likelihood of further redevelopment on these blocks – nada. Everything is in the abstract and nothing in the real.

15. When the King Street Station Area Plan was adopted in 1978, per the Plan recommendations a capital account was created to fund public projects such as road improvements, land acquisition for parks and pedestrian improvements. The creation of a capital account to implement the Plan was a commitment by the City to bond and expend funds for the improvement of the area. It was understood that the development these public monies were intended to support would in turn create a greatly improved tax base that would contribute to the general welfare of the citizens.

The Braddock Road Metro Station Update seems to focus exclusively on extractions from developers to fund "public benefits" and the extensive redevelopment (overdevelopment?) of the Metro Station parking lot and the Andrew Adkins Homes. It seems that the development levels proposed are almost driven by the "public benefit" yield for a park of dubious merit but considerably real expense and for "subsidies" for "quality retail". There was also discussion of creating a Tax Increment Financing District.

I asked the consultant team whether they identified the streets with unsightly overhead poles and wires that might be considered for undergrounding and they said no they hadn't. There seemed to be no intention to examine undergrounding of these utilities on streets which were not subject to redevelopment projects yet which were unsightly and usurped sidewalk space for pedestrians.

I think that there should be a capital account for Braddock Metro and that non-site plan generated public benefits should be funded through the capital budget and with City bonds and should be implemented not necessarily tied to development but tied to community improvement goals. Some of the Braddock Road Area development projects might not happen or might be delayed for years due to unfavorable market circumstances. Tying all betterment projects to development activity places the community at risk not seeing any public benefits in a timely manner. I believe some $7 million was spent to underground utilities along Mt. Vernon Avenue. None of this public money was tied to or dependent on development activity along the Avenue. Yet though it took many years the result of the City investment are undeniably positive as we have an attractive tree lined main street with new businesses and shops and increased pedestrian activity.

Of course when we depend on area specific development to fund public benefits there may be a tendency to use increases in density as the tool to achieve more funds for public improvements yet some of these density increases may be inimical to the community – thus this strategy may have the ironic affect or unintended consequence of ruining the neighborhood to raise the funds for public benefit-or by the means can destroy the end. Land use and development design decisions should be evaluated based on those factors which will affect the community and the quality of life for the residents living within that community. Public benefits should be funded by the City wide tax base.

16. Whatever happened to the idea of a green street? North Fayette Street was to be recognized as a green street meaning a special design of the public right of way to emphasis or favor non-motorized forms of mobility and environmental considerations about reducing the impact of impervious road service on water quality and runoff into the storm system and urban heat island effects. Apparently this idea which came out of the charrette got downgraded to a "walkable street" whatever that means. This Plan doesn't take a fresh and innovative approach to environmentally responsible public infrastructure – this despite the 'transit oriented" location of the area – storm sewer issues – and the low capacity and relative use of many of the streets in the area (not talking about Route I).

17. There is no discussion about the future of Carpenter's Shelter for the Homeless. Is this site to be redeveloped? The site is zoned for redevelopment. What is the city policy for this property and for the continuation of this non-transit related use when we are trying to promote metro-related development?

18. It would seem that the intersection of First and Fayette where three of the corners would be subjected to redevelopment would be studied in terms of how the buildings would relate to each other to create a retail square or special place. The Plan doesn't address these potential to start relating buildings to each other. The Braddock Gateway redevelops one of these corners but it is not clear what place will be created or what is desired. This is what Plans do as opposed to site plans. I don't know how to respond to the Braddock Gateway submission since the buildings are plopped amidst and in the middle of other unplanned sites.

Braddock Place was the first transit related development in the area. It was planned on a seven acre site similar to Braddock Gateway yet Braddock Place is a harmonious composite of buildings that are physically connected and flow towards the Station linked by a pedestrian plaza that brings the pedestrian to the Station. There is no comparable organizing principle for Braddock Gateway yet the opportunity is there if we can encompass the missing pieces and create a rhythm and connectivity of the buildings and amenities that also flow to some landmark place and to the station.

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March 4, 2008

Eric R. Wagner, Chairman, and Members
Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

RE: Braddock Road Metro Small Area Plan Amendment, March 4, 2008 Docket Item #10

Dear Chairman Wagner and Members of the Commission:

On behalf of EYA Development, Inc. ("EYA"), I would like to provide you with our comments regarding the Braddock Road Metro Small Area Plan Master Plan Amendment. EYA currently has a development agreement with the Alexandria Redevelopment and Housing Authority ("ARHA") for a project which would redevelop the current James Bland and James Bland Addition public housing projects into a mixed income community including both public housing and market rate units.

EYA is encouraged by the proposed Braddock Road Metro Small Area Plan's incorporation of provisions which will encourage a vibrant neighborhood. First, providing walkable neighborhoods will encourage the use of neighborhood retail and provide better access to the Metro. Providing community serving retail spaces will help alleviate traffic by encouraging residents to walk to services rather than having to drive. Lastly, usable public open spaces will encourage community bonding by providing residents with a common area to gather which will promote a strong neighborhood. The process which led to the draft plan involved an extensive community outreach effort that not only provided the community with the ability to give input and feedback along the way but also provided much substantive information for the participants. The workshops on various development issues, coupled with the open forums for discussion enabled the community to provide educated input.

It is our understanding that the site specific recommendations for the property owned by ARHA, including the James Bland and James Bland addition properties, are being deferred to the Braddock East Small Area Plan Amendment which is currently underway. We concur with the note on the Corrected Development Table dated 2/28/08 which states for the ARHA Properties: "Properties To Be Determined Through the Braddock East Planning Process". Although the Table includes proposed limits on height and ranges of floor area for the ARHA blocks, EYA believes it is premature to lock in these limitations. The Braddock East planning process may determine that certain properties should exceed these limits and ranges. As we understand the proposed Table, it does not prejudge these issues and we are moving forward with the development proposal for James Bland and James Bland Addition with this understanding.

Thank you for your consideration of our comments.

Sincerely,

Jonathan P. Rak

cc: Robert Youngentob, EYA
Brian Jackson, EYA
Connie Ring, ARHA
Faroll Hamer, Director, Planning and Zoning

\5129545.6

PC Docket Item # 10
Case # MPA 2006-0005

Cicely Woodrow/Alex
03/04/2008 02:49 PM

cc
bcc
Subject

----- Forwarded by Cicely Woodrow/Alex on 03/04/2008 02:49 PM -----

"Salena Zellers Schmidtke" <salena@bioinjury.com>
03/03/2008 04:25 PM

To <pnzfeedback@alexandriava.gov>
cc
Subject

March 3, 2008

Planning and Zoning Commission
Alexandria, VA

Re: First Draft of the Braddock Metro Neighborhood Plan

Dear City Officials,

We at the Braddock Lofts are please to have been involved in the community planning that has resulted in this first draft of the Braddock Metro Neighborhood Plan. It is clear that the Planning and Zoning Staff and the City's Consultants have put an incredible amount of effort into the planning process and resultant Draft Plan and we believe it is a good start.

Because of the time limitations between its release and the upcoming Planning Commission meeting on March 4th, we are limiting our comments to the areas of the Draft Plan that need additional work and correction rather than commenting on the entire Draft Plan. While we realize our attached comments are very long, we hope that each of you will take time to seriously consider these comments and requests as we have put an enormous amount of time and effort into the planning process, review of this Draft Plan, and development of our comments to this Draft Plan. We've taken this process very seriously as it directly affects our individual futures in this city, our quality of life, and our property values.

Our original comments included a detailed account of the height and density described in the Draft Plan. Because of a lack of agreement during the planning process Planning and Zoning Director Faroll Hamer personally guaranteed that the height and density recommendations for Adkins and the other public housing sites would be developed during the Braddock East planning process and *not* included in the Braddock Road Metro Neighborhood Plan. In trying to release the Draft Plan to the public as soon as possible, height and density for the Adkins block was included. We have been assured by Director Hamer that this information will be removed from the Plan before approval therefore we have removed our detailed comments on this issue from our response.

Appropriate scale, achieved by considering both height and massing is fundamental to finding the right balance between preservation and change. In addition, a reasonable amount of density is acceptable and necessary for the neighborhood to develop into a safe, walkable and livable community that we all desire. However, the density must be planned for very carefully and we do not feel the Plan has thoroughly examined this issue.

Redevelopment and deconcentration of public housing is essential to our neighborhood development and remains the number one issue for all of us that live in the Braddock Road Metro area. A combination of public and private development incorporating a mixed use of affordable housing and market-based homes are positive options that the Braddock Lofts residents would consider a real step forward. Redevelopment that lumps all of the public housing projects together into one large area, rather than spreading it throughout the community, will only result in the continued safety problem that is present today. This is not about dismantling a black community, this is about creating a community in which we all live and work together in harmony, in a home that we are proud of. We understand that these issues will be examined during the Braddock East planning meetings and are pleased to be involved in this process.

We recommend that the Planning and Zoning staff incorporate all of the feedback that it has received from the community into the Draft Plan and re-release it. We then request an additional community meeting and an urban design Charrette to "test drive" the proposed zoning on a block-by-block basis to evaluate the viability of the Plan. We are very pleased to have as one of our owners, Peter Katz, who is a strategic consultant on state-of-the-art planning practices for government, public agencies and private-sector clients. Peter has played a key role in shaping and implementing a range of nationally significant community design and development projects. As I mentioned to Director Hamer, Peter has volunteered to speak before the City and the community regarding his expertise in urban design.

I have attached our comments in a pdf file. As the representative of the Braddock Lofts, I will be pleased to meet with or speak with each and every one of you regarding our comments. Thank you again for your time and attention to this matter.

Sincerely,

Salena Zellers
President, Braddock Lofts HOA
1122 Madison Street
Alexandria, VA 22314
703-837-0991

703-980-2047 (mobile)

Salena Zellers Schmidtke
BioInjury, LLC
703-837-0991
salena@bioinjury.com

BRMN Plan Response 030308.pdf

PC Docket Item # 10
Case # MPA 2006-0005

Kendra Jacobs/Alex
03/04/2008 02:46 PM

To
cc
bcc
Subject Fw: Re:Braddock Road Planning Commission Meeting

----- Forwarded by Andrew Spurgin/Alex on 03/04/2008 02:25 PM -----

"Ed Ablard" <eablard@ablard.com>
03/04/2008 02:15 PM

To <Andrew.Spurgin@alexandriava.gov>
cc
Subject Re:Braddock Road Planning Commission Meeting

Hello Andrew:

Please add this to the material available for the hearing tonight on the Braddock Road Plan. The attachment should open with Excel. I will send .pdf too shortly.

To the Planning Commissioners:

I have reviewed the "mixed use" portion of the proposed Braddock Road Plan and it appears to me that it would exclude a Federal Program for Homeless Veterans providing transitional housing and funded straight out of the US. Treasury such as I have illustrated. It is my considered opinion that this is a viable program for deployment in the City and that to exclude such from any portion of the City would violate the City plan to end homelessness in 10 years.

I have used market asking prices from Hunting Towers but there is no reason new construction and rehabilitation plans could not accommodate this program as well, including ARHA property.

My second point is that the City is way under planning for City Parks. The initial planning presenting alternatives was flawed and the subsequent "choices" presented to the community for ratification were not suitable in many respects including but not limited to sending good post office jobs out of the community. The City should engage in an active swap with the owner to the west of Patrick Street north of Pendleton Street to obtain that property as it is removed from the Route One traffic on Henry Street.

It seems that with Planning Commission direction this plan should go back to the people for another look at least these two issues.

I have reviewed the Jaguar Development Plan and think it is suitable for the site but that the developer should renew efforts to acquire the property in between owned by Yates to create a harmonious and coordinated plan. The City could also acquire the Yates property for additional park or other public use instead of requiring a proffer of a park by the developer. I see no reason to postpone the Jaguar development proposal.

In the interest of public disclosure, I have a Masters degree in Regional Economic Development from George Mason University, and live in Del Ray and have done for 8 years. I have no relationship with Jaguar Development.

Very truly yours,

James Edward Ablard

----- Original Message -----
From: Andrew.Spurgin@alexandriava.gov
To: eablard@ablard.com
Sent: Tuesday, March 04, 2008 2:03 PM
Subject: test

Andrew Spurgin, AICP
Planning & Zoning Department
City of Alexandria
Alexandria, VA 22314
703.838.4666

To learn about AICP certification for planners visit http://www.planning.org/aicp/

Hunting Towers Studio-Efficiency Vacancies 3308.sxc

Hunting Towers — Grady Management Inc.
1204 S. Washington Street, Alexandria

Efficiency Plan 1		Living Room	Vacancies	Rent incl utils and amenities	
	380 sq. Ft	12 x 20	6	$869	-$5,214
Efficiency Plan 2	385 sq ft.	13 x 20	1	$879	-$879
			1	$885	-$885
Efficiency Plan 3	405 sq ft	12 x20	1	$941	-$941
Efficiency Plan 4	395 sq ft	12.3 x 19	1	$920	-$920
Units Available Now			10		-$8,839
Add'lUnits of same types not rented as of 3/31/08			14		-$12,374
Totals for Platoon Size Transitional Housing Project			24		-$21,213
Admin and meeting space 2400 sq ft				2.28 sq ft	-$5,488
Total rental cost per month					-$26,701
Income: Per diem amount for 24 veterans $29.00 day					$20,880
Income: 30 % of wages of 30 veteran residents 10% non-payment					$12,528
Monthly Administration					-$6,707
Profit					$0

33

EISENHOWER PARTNERSHIP

PC Docket Item # 10
Case # MPA2006-0005

March 4, 2008

Mr. Eric Wagner, Chairman and Planning Commission Members
City Hall, 301 King Street
Alexandria, VA 22314

Dear Mr. Wagner and Members of Planning Commission,

On behalf of the Eisenhower Public/Private Partnership, I am writing to support approval of the Braddock Road Metro Neighborhood Plan.

The Partnership represents both the Eisenhower East and Eisenhower West sections of the Eisenhower Valley in Alexandria. We have witnessed first hand the progress that has been made in Eisenhower East, due in large part to the implementation of the Eisenhower East Small Area Plan completed in 2003. Contrast that with what has not happened in Eisenhower West where the city's Small Area Plan has been stalled although it was supposed to start as soon as the Eisenhower East Plan was completed – five years ago.

Statistics clearly show that the Braddock Road Metro Station continues to lag behind other stations in the Metro's regional system. The Van Dorn and Eisenhower Metro Stations are underutilized as well. Yet, the Braddock Road Metro Station, as well as the Van Dorn and Eisenhower Stations have the potential to be the focal point of a transit-oriented neighborhood, yielding increased quality of life for residents and workers, more retail and restaurant options, clean and safe streets, an urban lifestyle, and fiscal benefits to pay for City services.

The Partnership recently commissioned the Urban Land Institute (ULI) to conduct a technical assistance panel of Eisenhower West. The ULI panel of land use experts from the Washington metro area met in January and their number one recommendation to improve Eisenhower West was to start the city's long delayed land use plan and expeditious completion within one year. Meanwhile, the Braddock Road Planning process has dragged on for 3+ years. It is time to bring closure to that planning effort and move on to the implementation phase.

That said, the protracted debate of the Braddock Road Metro Plan has produced a thoughtful document for obtaining community and citywide benefits from better land use decisions in the vicinity of this Metro station. The plan hinges on the ability of new, denser development projects to pay for open space and streetscape improvements, infrastructure and parking, pedestrian and bicycle-rider-oriented amenities, and other benefits. And, the plan provides an effective mechanism to raise funds for these improvements.

In the interest of the entire city, it is imperative that the Planning Commission turn the page on Braddock Road. Please approve the Braddock Road Metro Neighborhood Plan tonight.

Sincerely yours,

Janet R. Gregor
Executive Director

Cc: Faroll Hamer, Director, Department of Planning & Zoning

2034 Eisenhower Avenue, Suite 145
Alexandria, VA 22314
Telephone: 703.684.5124 Fax: 703.684.7887
info@eisenhowerpartnership.org

PC Docket Item # 10
Case # MM 2006-0005

Kathleen Beeton/Alex
03/03/2008 10:59 AM

bcc

Subject Fw: Braddock Road Plan Hearing, March 4 2008

Kendra:

Email from Ken Moll regarding the Braddock Plan.

Kathleen

---- Forwarded by Kathleen Beeton/Alex on 03/03/2008 10:59 AM ----

<MollKL@aol.com>
03/02/2008 10:15 PM

To <hsdunn@ipbtax.com>, <komorosj@nasd.com>, <jlr@cpma.com>, <erwagner@comcast.net>, <JssJennings@aol.com>, <Donna_Fossum@rand.org>, <mslyman@verizon.net>
cc <kathleen.beeton@alexandriava.gov>
Subject Braddock Road Plan Hearing, March 4 2008

I'm disturbed that the Braddock Road Metro Small Area Plan, to be considered by the Planning Commission on Tuesday March 4, includes a recommendation to convert the Alexandria Post Office block into a park. This is not a good idea. The block is adjacent to Route 1; even worse, the Post Office would have to relocate. It would also put me out of business; for 27 years I've owned and operated the south quarter of that block where we rent offices plus storage and parking. There are quieter areas for parks.

In my view the Post Office should stay where it is and we should redevelop the block as a whole. Two months ago I sent a letter and 6-page "Post Office Plaza" concept to Ms. Kathleen Beeton of Alexandria Planning and Zoning. I urged that Braddock Road Metro Station Area Plan capitalize on the City's Central Post Office presence:

- Exploit the Post Office's convenient proximity to Route 1, Old Town and Braddock Road Metro Station. The Post Office would complement the Metro Station as a second "draw" or focal point for the entire Area. It could be a valued asset there for many decades, even a century. The Post Office should be urged to stay, not go away.

- Create a "Post Office Plaza" block as an Area centerpiece. The Post Office itself can attract a "critical mass" of retail stores and office complexes, upper-floor residences, and underground parking. Generous open spaces would provide public enjoyment of outdoor green areas. Such coherent actions would contribute to the attractiveness, livability and cohesiveness of the entire Braddock Road Metro Area.

I'm in touch with U.S. Postal Service real estate officials in Greensboro NC and hope to visit there later this month to discuss how we might work together. If the Planning Commission or Planning and Zoning Office would like me to gather specific information during that visit, I would be pleased to do so. I'm presently in Florida but expect to be back in Alexandria by end-March.

Sincerely, Kenneth L. Moll, Colonel, USAF (Ret)
3815 Cameron Mills Road, Alexandria, VA 22305-1111; phone: 703 548-3386
Sanibel FL phone: 239 472-5268

I'm disturbed that the Braddock Road Metro Small Area Plan is going to the Planning Commission on Tuesday March 4 with a recommendation to convert the Post Office block into a park. For 27 years I've owned the southern quarter of that block (facing Pendleton St.), where I rent office, storage and parking spaces. I've always intended to redevelop the property and over these 27 years I've heard a great many planning ideas for the Braddock Road Metro Station Area. The idea of converting the Post Office's property and mine into a park is entirely new and, in my view, ill-advised.

Two months ago I sent a letter to Ms. Kathleen Beeton of Alexandria Planning and Zoning, urging that plans for Braddock Road Metro Station Area capitalize on the City's Central Post Office presence. My 6-page "Post Office Plaza" concept outlined ways to:

- exploit Alexandria Post Office's convenient proximity from Route 1, Old Town and Braddock Road Metro Station. With its many visitors, the Post Office would complement the Metro Station as a second "draw" or focal point for the entire Area. The Braddock Road Station Area Plan should conceive and encourage ways to exploit the valuable Post Office as a central presence for many

decades -- conceivably 100 years. In my view asking the Post Office to go somewhere else is unthinkable.

- take advantage of the Post Office presence by providing a "critical mass" of retail and office facilities, underground parking, and upper-floor residences in that block.

- emphasize generous open green spaces (about half of the block) for ambiance and for public enjoyment of outdoor green areas, restaurants, etc. This "Post Office Plaza" could be a focal centerpiece for the entire Area.

Such uses, I submit, are far more promising than a City Park sited on US 1. These ideas seem constructive, not destructive, and could benefit the Post Office as well as the Braddock Road Station Area and City. I'm in touch with U.S. Postal Service real estate officials in Greensboro NC and hope to visit there later this month to discuss how we might work together and with the City. If I can gather information for the Planning Commission or Planning and Zoning Office during that visit, I would be pleased to do so. I'm presently in Florida but expect to be back in Alexandria by end-March.

Sincerely, Kenneth L. Moll, Colonel, USAF (Ret)
3815 Cameron Mills Road, Alexandria, VA 22305-1111; phone: 703 548-3386
Sanibel FL phone: 239 472-5268

MAR - 6

March 3, 2008

Ms. Kathleen Beeton, AICP
Chief, Neighborhood Planning and Community Development
Department of Planning and Zoning
301 King Street
Alexandria, VA 22314

Dear Ms. Beeton:

RE: Braddock Road Metro Neighborhood Plan

Thank you for the opportunity to comment on the Metro Site and Adkins Site Plan. We are pleased to have had the opportunity to participate in the Braddock Road Metro Neighborhood Plan process, and we support community appropriate transit-oriented development at the Braddock Road Metrorail station, a part of Metro's mission.

As we understand it, the plan includes two office buildings located on WMATA's station property separated by a public plaza. The public plaza would connect with the station entrance and the Adkins site with a raised, super-wide crosswalk across the bus bays and N. West Street. The bus facilities would be expanded to ten bus bays in a two-way system, and the Kiss & Ride lot would be displaced by the development. The office buildings would be limited to 77 feet in height with approximately 300,000 square feet of space, including ground floor retail. The office buildings would cantilever over the new bus bays and travel lanes. A new pedestrian tunnel would provide a direct connection from the west side of the rail tracks to the station mezzanine.

Given the high level of Kiss & Ride use at the Braddock Road station, we strongly advise that the replacement of these facilities be carefully planned to avoid negative impacts to neighborhood traffic and our transit operations. If the Kiss & Ride facilities become inconvenient to use, too congested, or too remote from the station entrance, motorists will be inclined to use the bus facilities for picking up and dropping off their passengers, causing undesirable and unsafe conflicts with buses. To control pedestrian access across the two-way bus facility, a center median should be included with a pedestrian barrier to direct pedestrians to the crosswalks, which should not be wider than 30 feet.

Another important consideration is the amount of density for development allowed on the site in regards to WMATA's goal for obtaining the highest and best use of our property. With a total 148,875 square foot area for the eight WMATA-owned parcels in front of the station, we calculate that the actual density proposed is 2.0 FAR. Although we have not yet determined the costs of the proposed site features

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—Red, Green and Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6, 70, 71, 80, X2

A District of Columbia, Maryland and Virginia Transit Partnership

(e.g., additional bus facilities, reconfigured Kiss & Ride facilities, a new station

entrance, etc.), based on some rough estimates, we expect that the value of the land may not pay for all these site enhancements and that additional funding sources or additional allowable density may be needed to make a future Joint Development project feasible.

We believe that we can work within the general framework of the plan, but there are many important specifics that would need to be addressed on the station site during the next phase of planning. WMATA's support of this plan and any Joint Development proposal in the future will depend on the resolution of the issues outlined above. We propose to include a Braddock Road Station study in our FY09 Project Development Program, which would provide an opportunity to address these specific issues. This pre-development site planning would also comply with WMATA's new policy for developing station vision plans before any Joint Development solicitation goes forward.

As we understand it, the *Braddock Metro Neighborhood Plan* will be presented to the City of Alexandria Planning Commission for their recommendations on March 4, 2008. We hope these comments will be considered with the Commission's plan recommendations.

If you have questions concerning our comments or require additional information, please contact me at 202-962-2616 or contact Scott Peterson at 202-962-1458. WMATA looks forward to continuing work with the City of Alexandria, the Alexandria Transit Company, and the community in the coordination and advancement of this important effort.

Sincerely,

Joel Washington
Office of Station Area Planning and Asset Management
Department of Planning and Joint Development

cc: PLJD - N. Bottigheimer
OPAS - J. Hughes
GMGR - S. Pant
GOVR - J. Black

7
3-15-08

SIERRA CLUB
FOUNDED 1892

RECEIVED
MAR 20 2008

Mayor Euille and the City Council
Alexandria City Hall
301 King Street
Alexandria, VA 22314

March 12, 2008

Dear Mayor Euille and Members of the Alexandria City Council:

The Mt. Vernon Group of the Virginia Chapter of the Sierra Club is pleased to support the City of Alexandria's Braddock Metro Neighborhood Plan, as published on February 22, 2008.

This bold redevelopment plan envisages a vibrant and thriving mixed-use residential and commercial community based on Transit-Oriented Development (TOD) criteria. Pedestrian- and bicycle-friendly streets and sidewalks, access to quality public transportation, development of parks and open space, and green building standards make this vision pragmatic as well as principled.

While the plan takes into account current and future needs, it also recognizes Alexandria's rich neighborhood history and the strengths of the local community that exist today.

The plan is in line with the Sierra Club's national Urban and Land Use, and Transportation Policy Guidelines, which promote lifestyles that result in decreasing residents' carbon footprint and encourage non-residents who work in the community to commute by means other than single occupancy motor vehicles. For more information on the Sierra Clu's Transportation, and Urban and Land Use Policies, please see http://www.sierraclub.org/policy/conservation/index.asp.

Similar planned developments in our region, as well as across America and overseas, have resulted in significant per-capita energy consumption reductions.

In keeping with the feedback the City has received from community groups and citizens, we encourage the City to be vigilant about preserving as much affordable and workforce housing as possible in the Braddock Road area. We hope the City will work with developers to set quantifiable targets for a range of housing options that will enable those with moderate incomes to live close to their places of work and not be compelled to commute in from far-off bedroom communities along our interstates.

Sincerely,

Jim Hutzler
Transportation Issues Chair
Mount Vernon Group of the Virginia Chapter

7
3-15-08

Geraldine Madrid-Davis
<gmadrid14@hotmail.com>
02/28/2008 04:58 PM
Please respond to
Geraldine Madrid-Davis
<gmadrid14@hotmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Road East Plan

Time: [Thu Feb 28, 2008 16:58:12] IP Address: [12.38.29.1]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Geraldine
Last Name: Madrid-Davis
Street Address: 523 N Alfred St
City: Alexandria
State: VA
Zip: 22314
Phone: 703-519-7663
Email Address: gmadrid14@hotmail.com
Subject: Braddock Road East Plan

Dear Mayor Euille and members of the Council,

I write to express my

disappointment over the recently issued Braddock Metro Neighborhood Road.

After much time and at great expense to city residents the plan once again

shoves far too much density into an area that can hardly afford the

congestion and associated problems that come with putting far too many

people and far to many vehicles into a tightly confined space.

The

plan does not address the most pressing issue presented by neighborhood

residents, instead punting the issue--that of the over concentration of

public housing in the Braddock Road/Parker Gray neighborhood--off once

again to another planning process where I can only assume that we will be

forced to listen to highly compensated experts espouse their beliefs on the

new urbanism and the need for more density on existing public housing sites

while virtually ignoring our desires to see the neighborhood enjoy the

promise of the City's commitment to public housing de-concentration and "Fair Share".

The Braddock Plan as proposed is not in keeping with what the majority of taxpayers in this neighborhood want. Once again the city has raised land values in our area, making the neighborhood once again a giver rather than a receiver in the city's holy war for tax revenue. We have long stated through the BR process, through our community blog-- the Parker Gray Grow--and in numerous emails and public statements before Council that the over concentration of public housing and more importantly the City's complicity in over concentrating poverty to the detriment of the neighborhood and ALL its residents must be addressed by the City. Further we have repeated expressed frustration that ARHA must become a more transparent, responsive and fiscally responsible partner to the City in the provision of housing to the most vulnerable in our community.

I do not support the Braddock Road Plan as proposed and urge the Council to reject it in its current iteration. The last version of the plan was derailed because it had far too much density. This plan has even more density than the last. Given the housing market as it currently stands "a build it and they will come" philosophy is foolhardy at best and dangerous at its worst.

That said, I urge you to create an open, honest, transparent and RESPONSIVE process as the Braddock East plan moves forward. More neighborhood collaboration is necessary in this plan. We are not the audience; we live with the fallout of over concentrated poverty in and around the ARHA housing developments every day. Neighborhood homeowner's bordering the housing developments, especially those bordering Bland, should have more than token seats at the table. As of today there is no public information available on the City's website regarding the Braddock East Plan--no list of appointed members, no discussion of the process or goals of the process. That is flatly unacceptable in a representative democracy.

Comments: While I understand that the Braddock East plan will focus on a larger discussion of the City's partnership with the Alexandria Redevelopment and Housing Authority (ARHA) including discussion of Bland Addition, Samuel Madden Uptown, Ramsey Homes and Andrew Adkins as well as the planned redevelopment of James Bland and Glebe Park, I urge you to reconsider the scope of the plan to focus exclusively on short-term planning for the redevelopment of Bland and Glebe Park. Neighbors are well aware that redevelopment of the other projects are well enough away that planning for these projects at this early date would merely detract attention away from the opportunities currently available to redevelop Bland and off-sight significant numbers of public housing units to other parts of the City in keeping with the City's Fair Share promise.

I support the 4 goals established by Braddock East/Parker Gray neighbors to guide the Braddock Road East Planning Process and urge your support for these principles as well:

1) The primary goal of the Braddock East Plan should be the dispersal of Public Housing units to other city neighborhoods. Braddock East and Parker Gray have an over concentration of the City's Resolution 830/public housing units. The City's own goal of "Fair Share" has been violated and concentrated poverty has persisted under the current public housing system. The primary goal of redevelopment of Braddock East public housing units should be to disperse at least 50% of these units to other parts of the City so that the City can finally begin to show real commitment to Fair Share and to decentralizing poverty in Alexandria.

2) Density should be limited to that level which makes the redevelopment possible but should be in keeping with the scale of the existing historical and bordering neighborhood. Heights should complement Alfred, Columbus, First and Powhatan residential properties and should also complement the architectural design of the new Charles Houston community

center.

3) BE/PG should not be an experimental zone for more affordable housing. The neighborhood maintains its status as one which affords both rental and ownership properties that are affordable in nature. The redevelopment zone should not make the addition of new affordable units a priority in order to increase density for developers or to extract additional proffers from developers. Again there are many development and redevelopment projects on-going in the City that should be looked at first for opportunities to expand affordable housing.

4) Bland has adequate open and green space under its current configuration and maintaining an adequate amount of useable green space for recreation and community building should be a priority in redevelopment.

Thank you for your consideration. Sincerely,

Gerri Madrid-Davis

7
3-15-08

Fayette Street is a good candidate for development of a bike boulevard because signed restrictions already prohibit through traffic during peak hours. Full "bike boulevard" treatment would include additional traffic-calming elements and/or traffic diverters to reduce traffic volume and speed, making a safer and more comfortable cycling environment.

The draft mobility plan underlines the importance of sufficient bike parking at key destinations, including transit stations, as a way of encouraging biking as a viable transportation mode. Field visits to Braddock Road station suggest high demand for bike parking there, with more than 75 bicycles parked during sunny, warm weather and many of the existing bike racks fully utilized. Additional bicycle parking—including covered, on-demand parking—at the station should be planned as growth in the study area continues. The provision of additional bicycle lockers at the Braddock Road station for long-term parking should be considered.

Finally, during the community process, some members of the public expressed the desire to make a handful of streets more pedestrian and bike friendly by converting them from one-way to two-way. **The Plan recommends that Madison, Montgomery and Queen streets be evaluated by the Department of Planning & Zoning to determine if this conversion is feasible.** Besides potentially improving the environment for pedestrians and bikes, the hope is that two-way streets are more beneficial for residential development along Madison and Montgomery and for retail space along Queen Street.

TDM Implementation

The Braddock Metro neighborhood offers substantial opportunities for TDM strategies to alter travel decisions in ways that benefit the neighborhood. Taking full advantage of these opportunities will mean designating an entity to lead the TDM effort, providing leadership, managing the program, being accountable to stakeholders, and tailoring the program to the area's specific needs. Establishment of a district-wide Transportation Management Plan (TMP) may represent the best way to proceed.

A TMP is required in Alexandria for large-scale projects and is typically development-specific with individual TDM strategies. An effective TMP begins with an analysis of certain facts and projections, including the nature of the development and intended use of the property; proximity of the project to public transit; availability of and accessibility to offsite parking spaces that could serve the project; number of employees and their likely places of origin; type and number of users of the proposed parking supply and their likely places of origin; projected number of vehicle trips the project will generate; and a description of the measures the developers intend to take to reduce a project's traffic impact in the surrounding neighborhood.

Through its traffic impact assessment, the Braddock Metro Neighborhood Plan has consolidated much of the background work of individual TMPs. **The Plan recommends a larger district-level TMP that sets up an institutional framework for TDM programs. This Plan recommends the establishment**

Sent: Friday, March 14, 2008 9:42 PM
To: RobKrupicka
Cc: paulcsmedberg @aol.com
Subject: RE: Montgomery Street as a transit way

Rob,

How about something like this ?

on page 79 of the plan bottom of the left column , it says:

Finally, during the community process , some members of the public expressed the desire to make a handful of streets more pedestrian and bike friendly by converting them from one-way to t wo-way. The Plan recommends that Madison , Montgomery and Queen streets be evaluated by the Department of Planning and Zoning to determine if this conversion is feasible . Besides potentially improving the environment for pedestrians and bikes , the hope is that two -way streets are more beneficial for residential development along Madison and Montgomery and for retail space along Queen Street. *The possibility of Montgomery Street as a transit route between the Braddock Metro station and other north -south routes should also be explored .. Although this one-way street is currently used as a DASH route , the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian - and transit-friendly.*

Faroll

"RobKrupicka" <Council@Krupicka.com>

03/14/2008 08:19 PM

To <Faroll.Hamer@alexandriava.gov>
cc
Subject RE: Montgomery Street as a transit way

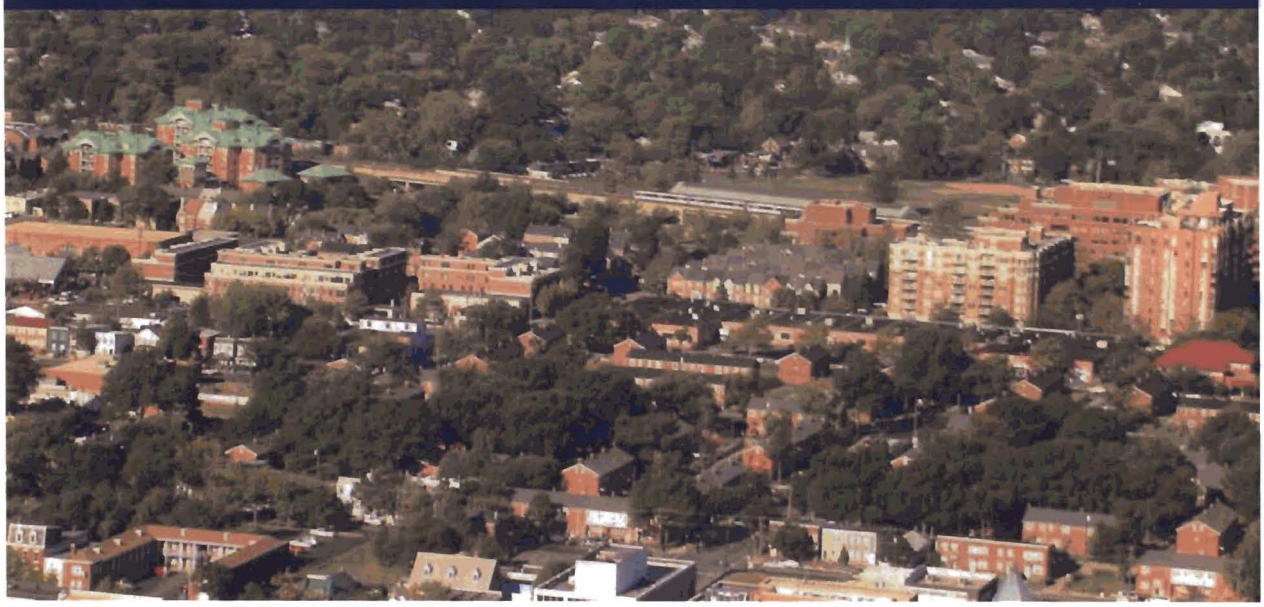
It could be BRT and could be Bus . If transit lanes were on Washington instead of Rt . 1 you need a way to bring them from braddock to Washington .

***From:** Faroll.Hamer@alexandriava.gov [mailto:Faroll.Hamer@alexandriava.gov]*

7
3-15-08

Braddock Metro Neighborhood Plan

City Council
Docket Item No. 7
March 15, 2008



Guiding Principles

- Seven Principles:
  - Create a sense of place/neighborhood identity, vitality and diversity
  - Provide walkable neighborhoods that are secure and feel safe
  - Establish a series of community-serving, usable open spaces
  - Encourage community-serving retail and services
  - Promote mixed-income housing and follow an inclusive process to deconcentrate public housing
  - Manage multi-modal transportation, parking and infrastructure
  - Achieve appropriate heights and scales

Differences between this plan and prior draft

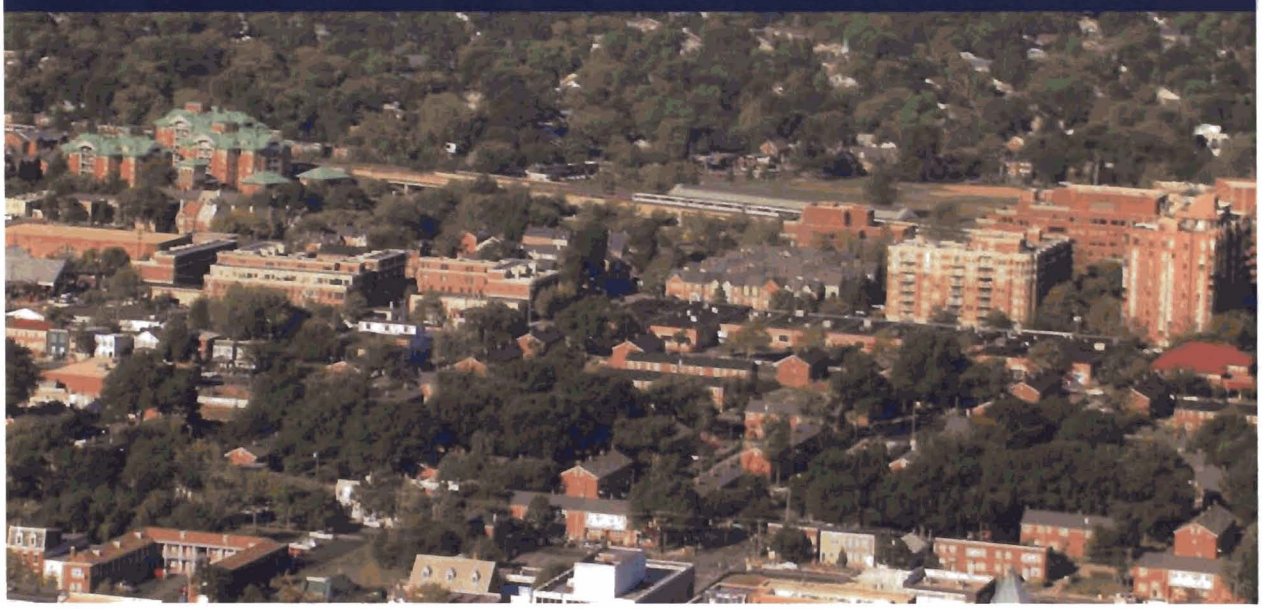
- Community involvement
- Design guidelines
  - Shoulders
  - Green edges
- Public housing
- Transportation
- Funding
- Implementation

Establishing neighborhood identity

7
3-15-08

Braddock Metro Neighborhood Plan

City Council
Docket Item No. 7
March 15, 2008



Guiding Principles

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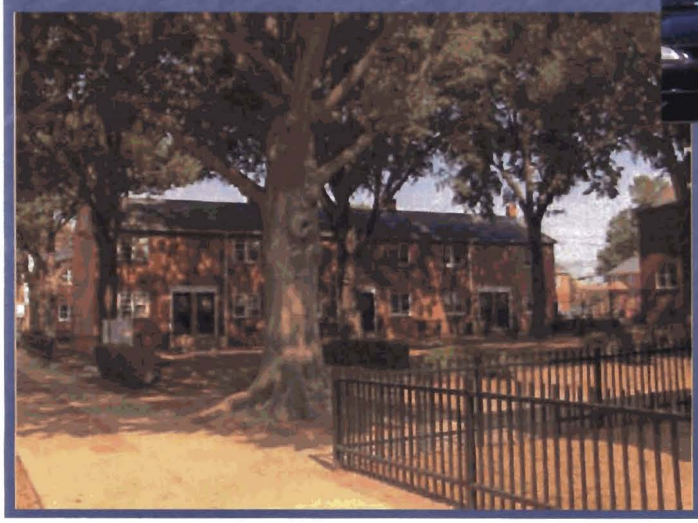
Unique Elements of Braddock Neighborhood

- Metro
- Parker-Gray

Key Challenges

- Traffic
- Public Housing



Differences between this plan and prior draft

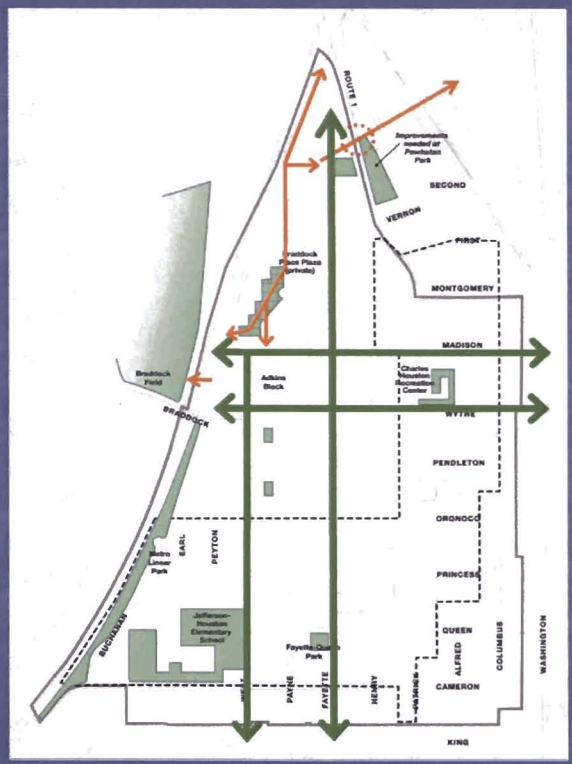
- Community involvement
- Design guidelines
  - Shoulders
  - Green edges
- Public housing
- Transportation
- Funding
- Implementation

Establishing neighborhood identity

Walkable Streets

- Existing grid of streets and blocks
- Walking streets
  - Fayette, West, Madison and Wythe
  - Strengthen existing connections
  - Provide new connections
    - Connection from North East through Jaguar and Braddock Place to Metro
    - Service Road alternative
    - Tunnel from Del Ray to Metro
- Enhancements
  - Wide sidewalks, street trees, lighting, bicycle facilities, bus stop amenities, intersection improvements
- Intersection improvements
  - First Street – Henry Street (Route 1)
  - Fayette Street - Henry Street (Route 1)
  - Braddock Road –Wythe Street – West Street
- Other ways to improve walkability
  - Study conversion of one-way streets to two-way

Walkable Streets - continued

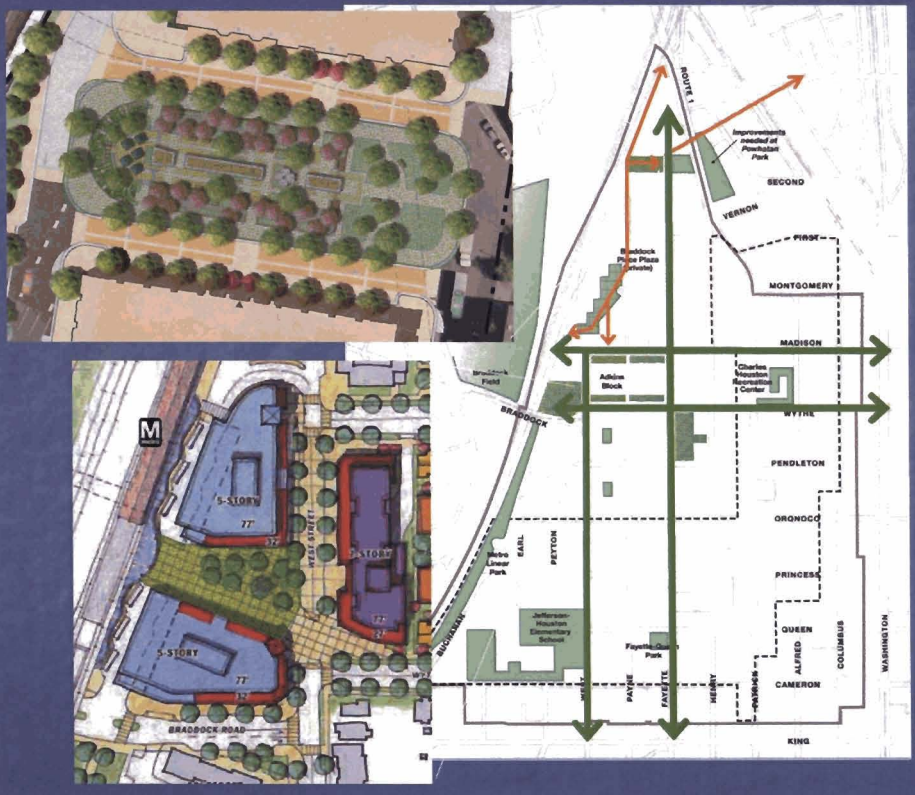


Gathering Places: Parks

- System of small and large parks
- Jaguar, Metro, pocket parks
- Post Office Park
  - Central location
  - Large size
  - Combine with mid-size buildings with retail
- 1261 Madison

Jaguar	2/3 acre
Post Office	1 1/3 acre
Metro	½ acre
Total	**2 ½ acres**

Gathering Places: Parks - continued

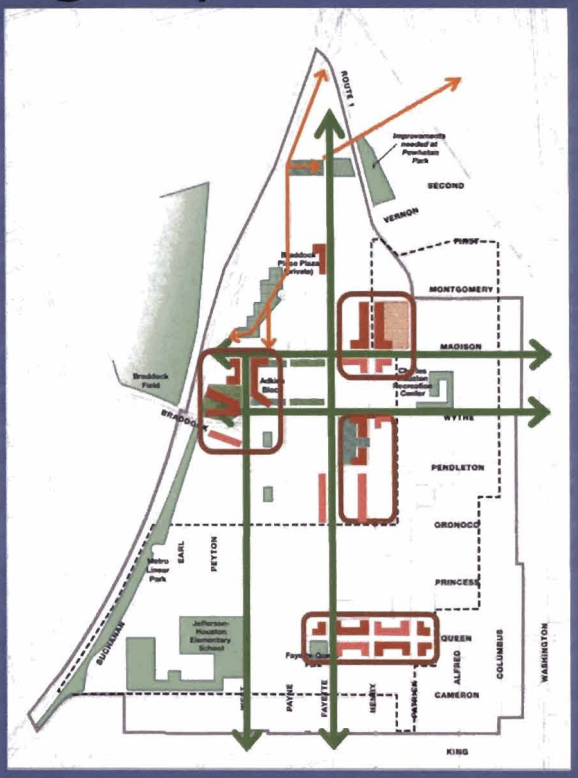


Gatherings Spaces: Retail

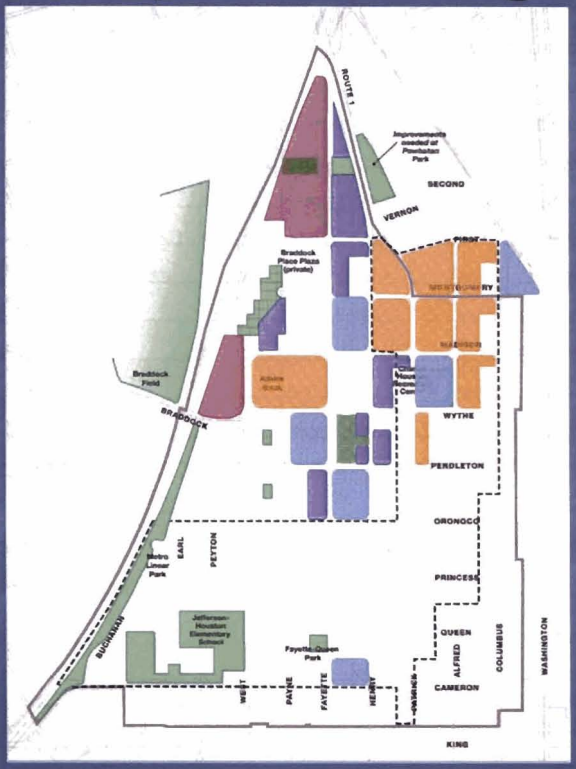
- Retail demand study
  - Additional 50,000 to 75,000 SF
- Challenges
  - Inadequate spaces
  - Lack of focus area
  - Route 1 traffic
  - Nearby competition
- Recommendations
  - Neighborhood serving
  - Creation of retail nodes
  - Retail retention and recruitment assistance

Gatherings Spaces: Retail - continued

Gatherings Spaces: Retail - continued



Development Program

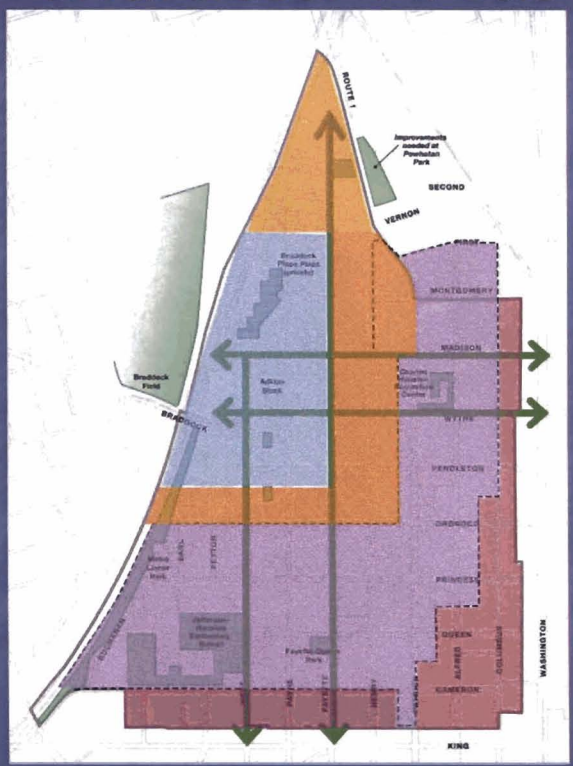


Site	Character Area	Existing Parcel							Proposed Development		
		Parcel Area		Existing Development	Zoning District	Current Allowable FAR (1)	Current Allowable Height (1)	Current Allowable Development (1)	Total Development	Proposed FAR	Proposed Max. Height
		sf	acres	sf			feet	sf	sf		feet
Jaguar Site	Gateway Area	308,000	7.07	102,000	OCM-50 &CRMU/H	1.5 to 2.5	77 to 90	496,500	770,000	2.5 (2)	50 to 150
Yate's Warehouse Site	Gateway Area	23,000	0.53	12,000	CRMU/H	2.5	77 to 90	57,500	57,500	2.5 (2)	50 to 90
Water Tower and Adjacent Site	Gateway Area	25,000	0.57	8,000	OCM-50 & UT	0.5 to 1.5	50 to 77	30,000	50,000	2.5 (2)	90 to 120
Tony's Auto Site	Mid-Neighborhood Area	41,600	0.96	10,000	CRMU/H	2.5	77 to 90	104,000	104,000	2.5	50 to 90
1261 Madison Site	West Neighborhood Area	49,000	1.12	0	CRMU/H	2.5	77	122,500	122,500	2.5	77
Metro Site	West Neighborhood Area	139,000	3.19	0	UT	0.5	60	69,500	291,000 (4)	3.0 (4)	30 to 77
Fayette Warehouses Site	West and Mid-Neighborhood Area	42,000	0.96	32,000	CRMU/M & CRMU/H	2.0 to 2.5	50 to 70	95,000	95,000	2.0 to 2.5	40
Route 1 Triangle Site	Gateway Area	126,000	2.89	110,000	OCM-50 & CRMU/H	1.5 to 2.5	77 to 90	242,000	242,000	2.0	50 to 70
Carpenter's Shelter Site	Mid-Neighborhood Area	36,000	0.83	18,500	CRMU/H	2.5	77 to 90	90,000	90,000	2.5	50 to 90
Madison Site	Mid-Neighborhood Area	113,000	2.59	70,000	CRMU/H	2.5	77	283,000	283,000 (8)	2.5	50 to 90
Henry Street – Site A	Mid-Neighborhood Area	56,000	1.29	24,000	CSL	0.75	60	42,000	42,000	0.75	40 to 50
Henry Street – Site B	Mid-Neighborhood Area	30,000	0.69	0	CSL	0.75	60	22,500	22,500	0.75	50
Post Office Site	Mid-Neighborhood Area	87,000 (6)	2.00	19,000	CRMU/M	2.0	50 to 77	174,000	174,000 (7)	2.0 (6)	40 to 77
TOTAL		1,075,600	24.69	405,500				1,828,500	2,343,500 (total new sf)		
								NET TOTAL:	1,938,000 (total sf less exist. dvlmnt. sf)		
						TOTAL INCREASE OVER CURRENT ALLOWABLE DEVELOPMENT:			515,000 (total new sf less current allowable sf)		
PROPERTIES TO BE DETERMINED THROUGH BRADDOCK EAST PLANNING PROCESS:											
Andrew Adkins Public Housing Site	West Neighborhood Area	175,000 (5)	4.02	148,000	RB	0.75	45	131,000	350,000 to 525,000	2.0 to 3.0 (3)	TBD
James Bland and Bland Addition Public Housing Site	Parker-Gray Area	370,000	8.49	166,000	RB	0.75	45	277,500	462,500 to 745,000	1.25 to 2.0(3)	45 (west of Alfred), 30 to 40 (east of Alfred)
Samuel Madden Uptown Public Housing Site	Mid-Neighborhood Area	150,000	3.44	64,000	RB	0.75	45	112,500	300,000 to 375,000	2.0 to 2.5 (3)	40 to 70
Ramsey Homes Public Housing Site	Parker-Gray Area	28,000	0.64	14,000	RB	0.75	45	21,000	21,000	0.75	45
TOTAL		723,000	17	392,000				542,000	1,133,500 to 1,666,000 (total new sf)		
								NET TOTAL:	741,500 to 1,274,000 (total sf less exist. dvlmnt. sf)		
NOTES						TOTAL INCREASE OVER CURRENT ALLOWABLE DEVELOPMENT:			591,500 to 1,124,000 (total new sf less current allowable sf)		

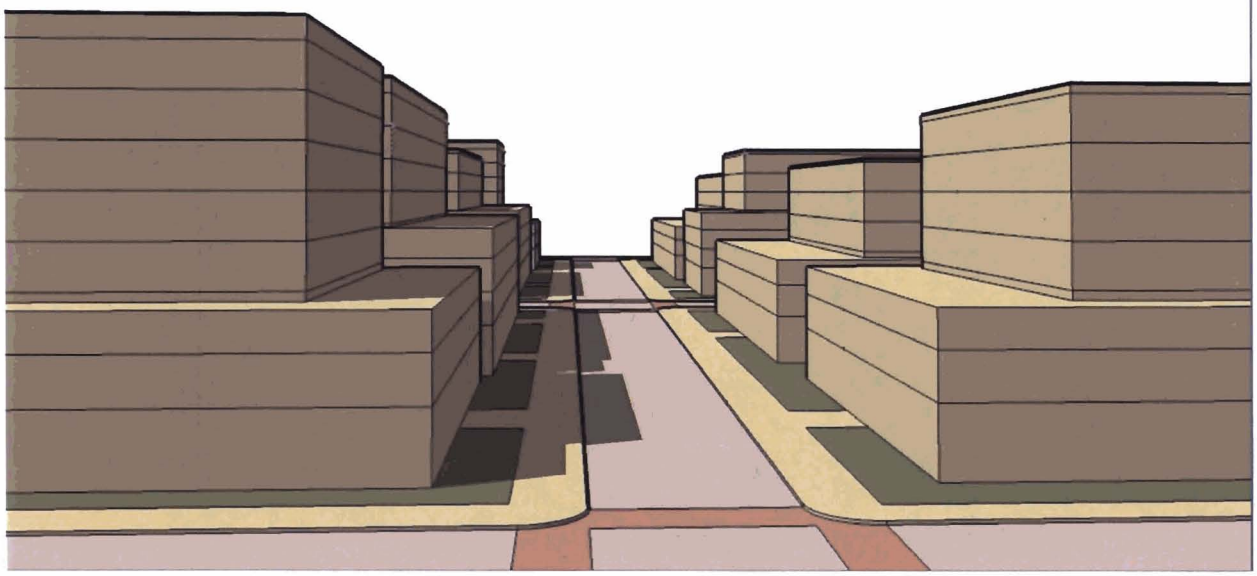
Development Program - continued

Current Zoning (13 sites)		Proposed Development	
Existing Development	Current Allowable Development	Total Development	Increase Over Current Allowable Development
405,500 SF	1,828,500 SF	2,343,500 SF	**515,000 SF**

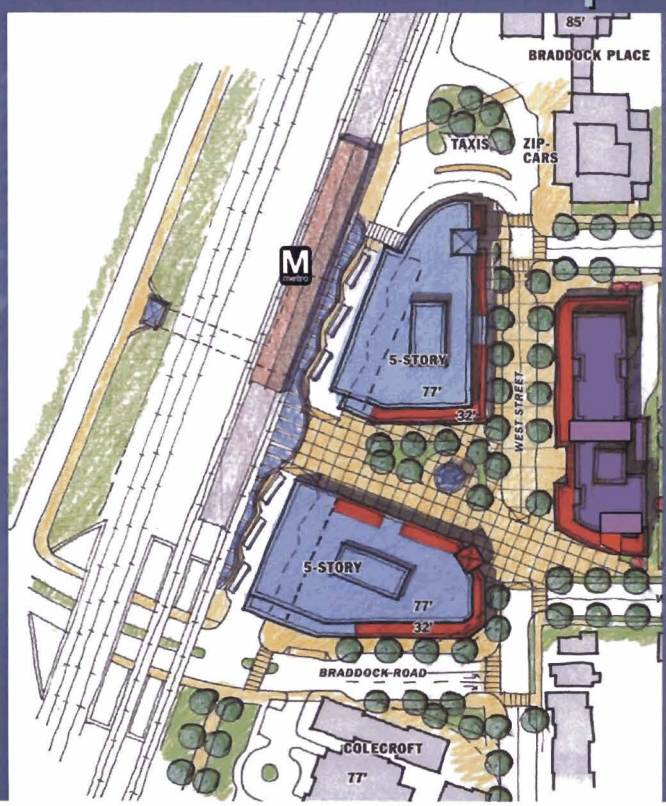
Character Areas



Proposed Height Concept



Metro Site Concept



Zoning

- CDD
  - In this plan: Jaguar/Gateway
  - Future: Metro/Adkins
- Plan implementation zoning amendments:
  - Parking and transportation management district
  - Retail requirement

Public Housing Redevelopment

Townhomes on Capital Hill

(Ellen Wilson Homes)

Chatham Square

Traffic Assessment: Added Peak Hour Trips

Roadway	Location	PM Peak Existing Volume	Background Traffic	Currently Allowed	Plan's Development Program	
			10 years with 0.5 to 3% annual growth	*SUP Densities, no add'l TDM*	*Current Plan*	*With Braddock East*
US 1	North of First	3,320	+ 170 to 1,142	+ 179	+ 213	+ 275
Patrick Street	South of Queen	1,225	+ 63 to 421	+ 119	+ 142	+ 183
Henry Street	South of Queen	1,585	+ 81 to 545	+ 119	+ 142	+ 183

Braddock Metro TDM Programs

- Management
  - District-wide TMP with full-time coordinator
  - Ability to tailor TDM toolbox to the needs of the district
  - Ability to monitor, enforce and modify TMP
  - Ability to pool resources
- Expansion of existing programs
  - Carshare Alexandria!
  - RideShare
  - Public transportation
  - Pedestrian/bicycle facilities
- New programs
  - Walking streets
  - Crystal City-Potomac Yard Transit
  - Parking district

Car Diet

	Current Auto Mode Share	Plan's Auto Mode Share
Residential	50%	42%
Office	70%	40%
Retail	38%	38%

Transportation and Parking

- Local traffic displaces regional traffic
- Route 1 traffic will worsen even if there is no development in the Braddock Metro neighborhood
- Traffic impacts should not be the primary criterion when evaluating development projects
- TDM programs with teeth
- Implementation, enforcement and monitoring

Implementation

Implementation Funding Sources	Developer Contributions	City Capital Funding	Total Funds Available
	$14 - 18 M	$19 M	$33 - 37 M
Public Amenities	Capital Projects	Soft Projects	Total Funds Required
	$15 - 29 M	$4 - 6 M	$19 - 35 M

Implementation - continued

- Implementation Advisory Group
- Interdepartmental Coordination Team
- Establish formula for funding public amenities with revenue captured from new development

Next Steps

- Minor technical corrections
- Final plan posted by end of March
- Braddock East planning process

7
3-15-08

March 2008

Dear Mayor Euille and City Council members,

Hi, my name is Amy Harris-White. I reside at 621 N. West St with my husband Franklin White. We have lived there since July 2000. When we bought, we knew the area was an area in transition. That change is finally occurring. We spoke at the March 4, 2007 Planning Commission meeting in support of the Braddock Metro Plan and the Gateway Project. We are unable to be at today's council meeting and would like to share our thoughts on these two projects as you decide whether to approve them.. My husband and I are here to ask for your support for the Braddock Metro Area plan as it is being presented. We want the same things that the plan presents, neighborhoods and streets that create a vital, safe, and diverse community. A mixed use concept that includes retail and residential, and will allow for opportunities for a diverse range of residents at different economic levels. We also are in favor of promoting mixed income housing that follows an inclusive process to de-concentrate the public housing in the Braddock Area. We feel like it was years ago that I met with Kramer Associates to express my feelings on the plan and it is now time to act. The discussion has gone on for long enough. The city has given the citizens ample opportunity to be

heard and it is now time to vote yes or no. We ask that you approve the Braddock plan and send it to Council for their vote. The neighborhoods and residents in the Braddock area need to move on. We are proud to say we are residents of the Braddock Metro Area and look forward to the positive changes that this plan will bring once it is allowed to go forward. In our opinion, the additions of the Monarch and the Prescott have already made the area feel safer, more secure and a feeling of vitality has begun to set in. We are thrilled that the Planning Commission unanimously approved the Braddock plan and we ask for your same support on this matter. Thank you for your time and consideration.

Sincerely,

Amy Harris-White Franklin White

Amy Harris-White and Franklin White

7
3-15-08

Mark Webster
<mark.webster@cahavi.us>

03/14/2008 04:10 PM

Please respond to
Mark Webster
<mark.webster@cahavi.us>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Road Metro Small Area Plan

[redacted]

Time: [Fri Mar 14, 2008 16:10:22] IP Address: [138.88.253.75]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mark
Last Name: Webster
Street Address: 1208 Princess Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703-582-0070
Email Address: mark.webster@cahavi.us
Subject: Braddock Road Metro Small Area Plan

Comments:

Mr. Mayor and Council Members,

The parking and transportation plan for the Braddock Metro redevelopment is clearly insufficient and poorly thought through. Are we to believe a traffic study that claims that 3.2 million s.f. of new development will have a minimal impact on our roads? As we well know, traffic consultants will come up with the "right" answer in order to satisfy the developers who hire them.

While I understand the pressures for additional tax revenue, we are progressively losing the quality of life that has characterized Old Town. The intersection of Route 1 and the Beltway is a monster. We continue to have more and more traffic on Route 1, and the spill-over effect on side-streets is increasing. On top of that, we've added massive development on the Eisenhower Valley.

At what point do we stop?

On par with the 1960's when many city fabrics were destroyed by "redevelopment", I fear this decade will be recognized by future generations as the one that ruined Old Town.

Yours truly,

Mark

Webster

7
3-15-08

Allen Zeman
<allenzeman@gmail.com>
03/14/2008 12:25 PM
Please respond to
Allen Zeman
<allenzeman@gmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Road Metro Small Area Plan

Time: [Fri Mar 14, 2008 12:25:00] IP Address: [98.204.138.41]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Allen
Last Name: Zeman
Street Address: 634 N Payne St
City: Alexandria
State: VA
Zip: 22314
Phone: 571-970-5105
Email Address: allenzeman@gmail.com
Subject: Braddock Road Metro Small Area Plan
Comments: Hi.

The Braddock Road Metro Small Area Plan plan as current structured makes significant and negative impacts on my neighborhood and my quality of life. In a word, it is unacceptable.

In the rush to get something done, this plan has been put together without sufficient understanding of what impacts it will have. Erecting large and very large buildings in areas where there are predominantly 2-3 story townhomes, radically changing the Metro station, creating special parking exceptions, ignoring the huge impact that this will have on traffic and displacing low-income reality with mixed use theory are all unacceptably addressed in the plan.

While I have great respect for our city leaders and the authors of this plan, the results naively assume away real problems that I expect city leaders and our city planners to address. It is fascinating to see all the fundamental

changes that you expect to be made on the east side (Old Rosemont - historically black area) while the other side (historically white New Rosemont) has only improved access to the Metro.

I intend to engage with all city leaders and all local residents to modify or reject the current plan.

Allen Zeman, Ph. D.

Alexandria Resident
Advocate for Smart Growth
President of Human Capital Institute

7
3-15-08

Ralph Timmons
<toptimmons@aol.com>
03/14/2008 11:35 AM
Please respond to
Ralph Timmons
<toptimmons@aol.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Road Small area Plan

[redacted]

Time: [Fri Mar 14, 2008 11:35:41] IP Address: [205.188.117.77]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Ralph
Last Name: Timmons
Street Address: 309 N West Street
City: Alexandria
State: VA
Zip: 22314
Phone: 7038365141
Email Address: toptimmons@aol.com
Subject: Braddock Road Small area Plan

Comments: I'm sure you have heard more than a little about the planning or lack there of that has gone into this plan. I have spent most of my adult life as a program/management analyst and I see nothing that suggests that staff have done anything more than provide justifications for predetermined outcomes. The proposed development plan for the King Street Metro area was defeated for the same reasons that this plan should be. You have made great noises in the past about recognizing and preserving the historic nature of the Parker Gray District yet every action proposed and project completed in this area only serves to ensure its destruction. In the 20 years I have lived in this area we have eliminated drug use and sales on the streets, prostitution, public drunkedness, and a host of other issues that inhibited the sense of community we enjoy. Now YOU are proposing to bury us with development and traffic. To suggest that local traffic will replace regional traffic is a fantasy that even you can not truely believe, especially given your continuing drive to bring more and more tourism to

the area. There was a saying going around last year, if I may be so indelicate, "Don't pee in my face and tell me its raining." Please put this plan on the trash heap where it belongs and get some urban planners with a sense of historic preservation in here. You still have a lot of space in Patomic yard to build your high rise high density city of dreams.

7

3-15-08

"Engin Artemel"
<engin@artemel.com>

03/13/2008 12:20 PM

To <rob@krupicka.com>, <justin@justin.net>, <wmeuille@wdeuille.com>, <delpepper@aol.com>, <councilmangaines@aol.com>, <PaulCSmedberg@aol.com>,
cc <jackie.henderson@alexandriava.gov>, <faroll.hamer@alexandriava.gov>, <jim.hartmann@alexandriava.gov>
bcc
Subject

Honorable Mayor and Members of City Council

As far back as the early 1970s, Alexandria has been planning for this Braddock Metro Station to be a hub for new residential and commercial development. As Planning Director, I prepared the first Braddock Road Metro Station Area Plan that reflected City's goals and objectives, specifying additional height and density in the vicinity of the station, while preserving the residential character of the area south of Oronoco Street by establishing the Parker Gray Historic District.

Twenty five years later, much remains to be done to realize the potential of this station area to create a vibrant and active mixed-use community that provides opportunities for reduced use of automobiles, more retail and restaurants, safe streets, and an attractive streetscape.

The current draft Braddock Metro Neighborhood Plan developed recently with extensive community involvement capitalizes on the station's potential and creates the type of neighborhood we have always envisioned. It is the right plan at the right place. It should be adopted Saturday, March 15'th so that we as a City can start moving on implementation.

Respectfully yours,

Engin Artemel AICP

7
3-15-08

Jim Hutzler
<jim.hutzler@verizon.net>
03/14/2008 09:49 AM
Please respond to
Jim Hutzler
<jim.hutzler@verizon.net>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Metro Neigborhood Plan

[redacted]

Time: [Fri Mar 14, 2008 09:49:32] IP Address: [138.88.12.34]

Issue Type:	Mayor, Vice Mayor, and Council Members
First Name:	Jim
Last Name:	Hutzler
Street Address:	7614 Midday Lane
City:	Alexandria
State:	VA
Zip:	22306
Phone:	703-768-2899
Email Address:	jim.hutzler@verizon.net
Subject:	Braddock Metro Neigborhood Plan
Comments:	To the City of Alexandria Mayor, Vice Mayor, and City Council Members I am pleased to report that the Executive Committee of the Mt. Vernon Group of the Sierra Club, Virginia Chapter has voted to support the Braddock Metro Neighborhood Plan. Our letter of endorsement is attached. Sincerely, Jim Hutzler Transportation Issues Chair Mt. Vernon Group of the Virginia Chapter Sierra Club
Attachment:	File was not uploaded. Only upload these file types: jpg, gif, png, bmp, doc, pdf, txt.

7
3-15-08

Erik Milito
<erikmilito@yahoo.com>

03/14/2008 08:23 AM

Please respond to
Erik Milito
<erikmilito@yahoo.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: I Support the Braddock Road Metro Small Area Plan

[redacted]

Time: [Fri Mar 14, 2008 08:23:27] IP Address: [207.238.33.60]

Issue Type:	Mayor, Vice Mayor, and Council Members
First Name:	Erik
Last Name:	Milito
Street Address:	406 N Payne Street
City:	Alexandria
State:	Virgnia
Zip:	22314
Phone:	703-683-3214
Email Address:	erikmilito@yahoo.com
Subject:	I Support the Braddock Road Metro Small Area Plan
Comments:	It appears that some of my neighbors oppose this plan, but I wanted to let you know that there are people who support it, including me and my wife, Elizabeth. Thanks.

Salena Zellers
<salena@bioinjury.com>

03/14/2008 08:44 AM

Please respond to
Salena Zellers
<salena@bioinjury.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Road Plan

[redacted]

Time: [Fri Mar 14, 2008 08:44:27] IP Address: [68.48.23.243]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Salena
Last Name: Zellers
Street Address: 1122 Madison Street
City: Alexandria
State: VA
Zip: 22314
Phone: 7038370991
Email Address: salena@bioinjury.com
Subject: Braddock Road Plan
March 14, 2008

Mayor Euille, Vice-Mayor Del Pepper
City Council

Members

We at the Braddock Lofts are please to be involved in the Braddock Metro Neighborhood planning process and want to thank Planning and Zoning Director Farrol Hamer for listening to our comments and feedback and for working closely with us to develop a neighborhood plan that is good for our community. Director Hamer has addressed our concerns and will incorporate much of our feedback into the final version of the Plan. We understand that the remaining issues detailed in our March 3, 2008 letter will either be addressed during the Braddock East planning process or during the Implementation process.

Appropriate scale, achieved by considering both height and massing, is fundamental to finding the right

balance between preservation and change. In addition, a reasonable amount of density is acceptable and necessary for the neighborhood to develop into the safe, walkable and livable community that we all desire. Director Hamer has demarcated three distinct areas within the boundaries of the Braddock Metro neighborhood. The most southern area has older more established homes and less density and height, the middle area, which includes the Braddock Lofts, is considered a transitional area appropriate for moderate density and height, and north of Madison Street and at the Metro are the areas most appropriate for increased density and height. We believe that this approach will result in appropriate scale for the entire neighborhood while still providing the overall benefits seen by increased

Comments: density.

We are also pleased that the Braddock Plan follows many of the recommendations in the Department of Justice's sponsored research, Community Policing Through Environmental Design (CPTED). CPTED is based on the idea that the proper design and effective use of the building environment can lead to increased public safety, and a reduction in crime as well as a reduction of the fear of crime. The Braddock Plan incorporates well-lit streets and increased eyes-on-the-street. It allows for empty lots and warehouses to be replaced with office space, retail and restaurants, all of which will increase foot traffic and positive activity in the neighborhood. The land use recommendations and increased density at the Metro and Jaguar sites follow this scientifically proven methodology that improves public safety, while of course, increasing city revenues. The City should consider incorporating more of these ideas into its planning process, especially as specific building designs are presented to the Department of Planning and Zoning for approval.

That said, we fully support the Plan and look forward to being a part of the Braddock East planning process and the Implementation process. We ask that City Council approve the Plan in its session Saturday, March 15, 2008. Thank

you for your time and consideration.

Best Regards,

Salena

Zellers
President, Braddock Lofts HOA

7
3-15-08

"RobKrupicka"
<Rob@Krupicka.com>
03/14/2008 07:20 AM

To <jackie.henderson@alexandriava.gov>
cc
bcc
Subject FW: Braddock Road Plan

For Tomorrow's Public Hearing.

From: Jim Hutzler [mailto:pcc7407@verizon.net]
Sent: Thursday, March 13, 2008 11:34 PM
To: Justin.Wilson@alexandriava.gov
Cc: rob@krupicka.com
Subject: Re: Braddock Road Plan

Dear Justin and Rob:

I am pleased to report that the Executive Committee of the Mt. Vernon Group of the Sierra Club, Virginia Chapter has voted to support the Braddock Metro Neighborhood Plan. Our letter of endorsement is attached.

Signed copies will be posted to the Mayor and City Council.

Thanks again for all of your hard work on this. It certainly is an impressive vision, and represents to us concrete and meaningful steps in the right direction. Please let us know how we can be of any further assistance.

Jim Braddock Road Endorsement Revised 3.13 (1).rtf

SIERRA CLUB
FOUNDED 1892

March 12, 2008

Dear Mayor Euille and Members of the Alexandria City Council:

The Mt. Vernon Group of the Virginia Chapter of the Sierra Club is pleased to support the City of Alexandria's Braddock Metro Neighborhood Plan, as published on February 22, 2008.

This bold redevelopment plan envisages a vibrant and thriving mixed-use residential and commercial community based on Transit-Oriented Development (TOD) criteria. Pedestrian- and bicycle-friendly streets and sidewalks, access to quality public transportation, development of parks and open space, and green building standards make this vision pragmatic as well as principled.

While the plan takes into account current and future needs, it also recognizes Alexandria's rich neighborhood history and the strengths of the local community that exist today.

The plan is in line with the Sierra Club's national Urban and Land Use, and Transportation Policy Guidelines, which promote lifestyles that result in decreasing residents' carbon footprint and encourage non-residents who work in the community to commute by means other than single occupancy motor vehicles. For more information on the Sierra Clu's Transportation, and Urban and Land Use Policies, please see http://www.sierraclub.org/policy/conservation/index.asp.

Similar planned developments in our region, as well as across America and overseas, have resulted in significant per-capita energy consumption reductions.

In keeping with the feedback the City has received from community groups and citizens, we encourage the City to be vigilant about preserving as much affordable and workforce housing as possible in the Braddock Road area. We hope the City will work with developers to set quantifiable targets for a range of housing options that will enable those with moderate incomes to live close to their places of work and not be compelled to commute in from far-off bedroom communities along our interstates.

Sincerely,

Jim Hutzler
Transportation Issues Chair
Mount Vernon Group of the Virginia Chapter

7
3-15-08

<AArtemel@aol.com>
03/13/2008 09:16 PM

To <Alexvamayor@aol.com>, <DELPepper@aol.com>, <rob@krupicka.com>, <PaulCSmedberg@aol.com>, <Councilmangaines@aol.com>, <Timothylovain@aol.com>,
cc <faroll.hamer@alexandriava.gov>, <Jackie.Henderson@alexandriava.gov>
bcc

Subject Braddock Metro Neighborhood Plan

Mayor Euille, Vice Mayor Pepper, and Members of City Council:

I am writing in support of the Braddock Metro Neighborhood Plan. The plan provides a blueprint and funding mechanisms to make the Braddock Metro neighborhood more walkable, sustainable, vibrant, and safe. It also recognizes that the Metro station is a citywide asset that is currently underutilized.

Having participated in each of the scheduled meetings in the Braddock Metro area planning process, I have seen the consultants and staff put an extraordinary amount of effort into making sure everyone knew of the meetings and had access to meeting materials before and after each session. They also reached out to individuals and groups who might have had difficulty in participating at the announced times and places. The plan before you for adoption represents fairly the lengthy and detailed discussions at the meetings and holds no surprises.

From the beginning, consultants and staff made it clear that tradeoffs were involved; it would be impossible to obtain extensive community benefits (including significant amounts of new open space, undergrounding of electric power lines, intersection improvements, and other extremely expensive capital items) while relying only on the public treasury. The private sector, represented by developers, was from the beginning identified as the catalyzing element for neighborhood amenities. And for the private sector to participate as desired, there are several prerequisites:

- Sufficient density (given the high cost of developable land in a metro station area) to substantially increase each development project's profit margin from which to proffer contributions to the public good
- A well-thought out roadmap for the neighborhood in the form of a plan showing what the City is willing to approve, thereby reducing development costs by providing predictability
- A market for quality development near Metro stations.

With this plan, the first two items are being provided. The market for metro-oriented development already exists as has been amply demonstrated at King St Metro/Carlyle and in other jurisdictions.

This plan, as is the case for any good small area or master plan, is a vision supplemented by implementation recommendations and tools. It is not a miracle pill that you take today and thereby are cured tomorrow. The plan is long-range, but implemented deliberately and thoughtfully, it will lead to many benefits for the existing as well as new residents of the Braddock Metro area. The implementation period will certainly require the guidance and involvement of area residents and provide opportunities for fine-tuning.

By approving the Braddock Metro Neighborhood Plan on March 15, you will be taking the necessary first step to vitality, safety, and sustainability for the area east of the Braddock Metro station. This step has been long in coming; the plan is the right plan, and it is time to act to approve it.

Agnes Artemel

7
3-15-08

Kim Herter and David Kaplan
<kdherter@yahoo.com>
03/12/2008 09:23 PM
Please respond to
Kim Herter and David Kaplan
<kdherter@yahoo.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Road Small Area Plan

[redacted]

Time: [Wed Mar 12, 2008 21:23:07] IP Address: [71.191.230.146]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Kim Herter
Last Name: and David Kaplan
Street Address: 303 E. Glendale Avenue #3
City: Alexandria
State: VA
Zip: 22301
Phone: 703-535-3189
Email Address: kdherter@yahoo.com
Subject: Braddock Road Small Area Plan

Dear Mayor Euille, Vice Mayor Pepper, and members of Council:
Our work

schedules prevent us from attending Saturday's public hearing on the

Braddock Road Small Area Plan; however, we wanted nonetheless to share with

you a few comments about the plan that we hope you will consider in making

your decision.
We are very supportive of the plan's objective to

redevelop the neighborhood surrounding the Braddock Road Metro Station into

a walkable urban village. Neither of us owns a vehicle. We know from

firsthand experience that living car-free in the neighborhood can be

challenging because there is limited neighborhood-serving retail and parts

of the neighborhood do not feel safe to walk through after dark. The

proposed plan will help the City foster dense, transit-oriented development

that is resource efficient, contributes less to global warming than

suburban sprawl, and provides tax revenue that can be used to make needed

improvements to City infrastructure.

We hope that you will vote for

the plan. This is a good plan, although certainly not perfect. As

implementation begins, however, we hope that certain areas will receive

additional discussion among city staff members and community stakeholders.

Our primary areas of concern are:

1) ARHA's reluctance to redevelop

Andrew Adkins for at least 20 years.
Andrew Adkins represents an

outdated public housing model. Under the plan, the neighborhood

surrounding the site is slated for significant redevelopment and

reinvestment. The residents of Andrew Adkins, too, deserve better. The

provision of additional scattered site public housing units across the city

to replace some of the units at Andrew Adkins will make the neighborhood,

and the city as a whole, more diverse. We hope that the City will

continue to discuss with the ARHA board the possibility of redeveloping

Andrew Adkins and the benefits of redevelopment to the neighborhood and

ARHA residents.

2) Loss of Harris Teeter in the Madison project.

The City's retail consultant expressed an opinion at community work

sessions last fall that a grocery store is unlikely to move to the Braddock

Road neighborhood and that Harris Teeter's interest was a fluke. It will

be significantly more difficult to reduce car trips by residents without a

neighborhood grocery store. Efforts should be made to make the two closest

grocery stores – the Giant on First Street and the Trader Joe's on N. St.

Asaph Street – more accessible on foot. No east-west streets are

identified in the plan as priority pedestrian routes. We would like to see

Comments: additional streetscaping and pedestrian improvements along east-west

pathways like First Street, Pendleton Street, and Wythe Street. These

improvements would make it easier for neighborhood residents to use grocery

stores located in adjoining neighborhoods. Sadly, while residents of the

neighborhood could previously walk to the Giant on Monroe Avenue in Del

Ray, the Monroe Avenue bridge project makes reaching this store much more

difficult because the new bridge will no longer connect with Monroe Avenue.

Despite the retail consultant's pessimism, we also hope that the City will continue to encourage a grocery store to locate in the neighborhood. We feel that a grocery store is key to creating the walkable, urban neighborhood described in the plan.

3) Adding a Metro Station Exit near G.W. Middle School

We were pleased to see that the plan calls for the addition of a second Metro station entrance near G.W. Middle School. The new station entrance has the potential to benefit residents on both sides of the Metro tracks. A new west entrance will allow some of the functions in the station's parking lot to be relocated so that additional bus bays can be added and redevelopment can occur on the existing Metro parking lot near West Street. The new entrance will also make it easier for residents who live on the west side of the tracks to access the station. In passing the Braddock Road plan, we hope that you will commit to include this expansion as a part of the City's capital improvements plan and work with residents of Del Ray and Rosemont who may be reluctant to embrace this change.

4) Current Statewide Financial Challenges

Despite the challenging financial situation in Richmond, we hope that Council will seek innovative ways to fund the pedestrian and transit improvements this neighborhood needs to be successful. Improved pedestrian amenities and increased public transportation in and throughout the City (e.g., increased DASH service, Bus Rapid Transit on Route 1) are essential to implementing the ideas contained in the plan.

We appreciate the hard work by City staff to develop a very forward thinking plan to make our City more liveable. We look forward to participating in further discussions to make the plan a reality.

Sincerely,

Kim Herter & David Kaplan
303 #3

E. Glendale Ave.
Alexandria, Virginia 22301

---2feaebeb523a24c4a62ab916d3a95a75

7
3-15-08

Nicole Clayton
<niki_clayton@hotmail.com>

03/12/2008 09:52 PM

Please respond to
Nicole Clayton
<niki_clayton@hotmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Neighborhood Plan

Time: [Wed Mar 12, 2008 21:52:36] IP Address: [98.204.143.10]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Nicole
Last Name: Clayton
Street Address: 507 N Patrick Street
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-549-0304
Email Address: niki_clayton@hotmail.com
Subject: Braddock Neighborhood Plan

Comments:

Hello,

I was horrified when I looked at the latest Braddock Neighborhood Plan. I purchased my home in September '07 and was shocked to discover that the City has plans not to simply give a face lift to the area, but rather to build up vertically and make more cosmopolitan a nice residential area.

The Braddock Neighborhood Plan seems to be geared towards tax collection rather than improving my (or my neighbors) quality of life. In fact, it looks like the plan will substantially impact my property in a negative way.

First, the proposed BRT would be a noisy, unattractive thing to have to live next to. If I put a freight train next to you bed, I am sure you would love it as much as I love the idea of BRT.

I also see that the Council proposed to put more retail space across from my home. That will create noise and decrease the sense of community and

privacy in our little residential neighborhood. If the Monarch is any indication of the City's taste in architecture and idea of community, then we are probably in for more design that does not fit with the character of the neighborhood. It seems that every city gets greedy and wants development dollars, ultimately destroying the unique character that attracts people to live there in the first place.

My neighbors mentioned that they opposed aspects of the plan (BRT, some retail spaces), but that the City is going ahead with those plans anyway. I am very disappointed in the leadership and representation we have been given by the City.

Regards,
Niki Clayton

7
3-15-08

Bill Campbell
<campbelw@comcast.net>
03/10/2008 03:49 PM
Please respond to
Bill Campbell
<campbelw@comcast.net>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Metro Neighborhood Plan

[redacted]

Time: [Mon Mar 10, 2008 15:49:07] IP Address: [140.183.63.33]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Bill
Last Name: Campbell
Street Address: 320 N. Fayette Street
City: Alexandria
State: VA
Zip: 22314
Phone: 7033999521
Email Address: campbelw@comcast.net
Subject: Braddock Metro Neighborhood Plan

Hi Mayor Euille, Vice Mayor Pepper and Council Members,

I'm hoping I

can make this a relatively short message in support of the Braddock Metro

Neighborhood Plan.

I spoke at last week's Planning and Zoning

Commission's Hearing on the subject. Besides speaking in support of the

plan, I emphasized to the commission what an absolute yoeman's job that Ms.

Farroll Hamer and her staff did to try and reach out to the entire

Parker-Gray and Braddock Metro community. I also commended Ms. Hamer's

support contractors, Goody-Clancy. These folks provided countless forums,

offered childcare as needed, varied the meeting times and locations, and

offered diverse meeting formats in an effort to ensure that many voices in

the community had numerous opportunities to provide input.

Our

neighborhood has a relatively small, but very involved and vocal group of

folks who often want their cake and want to eat it too! They want deconcentration of public housing, decreases in crime, increases in property values, decreases in taxes and no increases in density. These folks are the ones who continue to ask the rhetorical questions such as "why in our neighborhood and not Del Ray, or the South-East Quadrant?" Sometimes many of us wonder if some of these folks are ever satisfied!

Comments:

Well this message is provided to let you know that there are many people in the Parker-Gray area that understands the uniqueness of our community. The fact that we have two metro stops within a mile of each other and other "little" differences!

There are lots of us such as Alexandrians For Development At Metros and Alexandrians for Smart Growth who understand and support transit-based development. Now we're not looking for a King Street, Carlyle or Eisenhower type of development, but we do support the Braddock Metro Plan in it's current form. The plan is not perfect and of course no plan is. We look forward to continuing to work with City Council and P&Z as developers submit detailed plans and permit applications. We are excited with the many possibilities and amenities that the plan can bring to our community such as parks, improved streetscapes, retail shops, increased safety, etc.

We ask for your unanimous support of the Braddock Metro Neighborhood Plan.

Sincerely,

William E. "Bill" Campbell
320 N. Fayette Street
Alexandria, VA

22314-2435

7
3-15-08

Heidi Ford
<fordefurt111@yahoo.com>

03/04/2008 04:46 PM

Please respond to
Heidi Ford
<fordefurt111@yahoo.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Plan

[redacted]

Time: [Tue Mar 04, 2008 16:46:33] IP Address: [71.191.228.54]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Heidi
Last Name: Ford
Street Address: 1022 Oronoco St
City: Alexandria
State: VA
Zip: 22314
Phone: 703 518 0611
Email Address: fordefurt111@yahoo.com
Subject: Braddock Plan

Dear Mayor Euille and Members of the City Council,

I write to express

my concerns over the recently released Braddock Metro Small Area Plan. Although the Plan has some very positive elements, it also has many troubling aspects, and does not adequately address other key issues. Until these issues are fully addressed and resolved, I firmly believe it is unfair to expect the neighborhood to sign off on the huge increase in density that the Plan proposes.

The Plan promises all things –

streetscape improvements, retail, job training and social services, audio tours, a park, a metro tunnel, ect - to all people. While each goal has merit, funding all of these diverse wants requires a tremendous, and in my view unacceptable, increase in density. Although each of the wants/desires cited in the Plan were discussed during the Braddock planning meetings, at no point was there an true discussion about which of these "needs" the

community must have and which it would be willing to trade for less density. This discussion needs to occur before the Braddock Plan is approved because only once the community has determined the absolute minimum neighborhood improvements we require can we know the amount of density that would be required to achieve these goals. Currently, we are working from a wish list. Before proceeding any further with this plan the Braddock community must have an honest discussion that clearly prioritizes its wishes. The Plan's density recommendations should then be based on this ranked and prioritized listing. Again, I've been at every single Braddock meeting and there was never a discussion in which the community was asked to make these types of hard choices. Until this discussion occurs I think it is premature to approve the Braddock Plan.

There are a number of specific aspects to the Plan that are problematic. As a relatively new addition to the Parker Gray neighborhood, I am troubled by the Plan's portrayal of demographic shifts within the neighborhood and gentrification as a threat. One such example can be found on p. 27, which states "The economic and racial diversity of the Braddock Metro neighborhood is one of its great strengths, but it faces serious threat from the forces of redevelopment and gentrification." Such statements are divisive and clearly send the message that residents like me not welcome. While some in the neighborhood may feel that way, the City, and by extension its employees who drafted the Braddock Plan, must remain neutral. I respectfully request the above sentence be removed from the Plan.

I was also very disappointed to see several statements in the Plan that clearly seek to divide the neighborhood along racial lines. Two examples include:

· "The recent closing of Sarge's restaurant due to fire damage leaves the African-American community without a full-service, sit-down restaurant to call its own."

Comments:

· "With or without

Sarge's, Queen Street represents a unique opportunity to preserve community character and sense of place for African-Americans who live in the Braddock Metro neighborhood."

We are all Alexandrians, regardless of color, and the notion that certain restaurants or certain streets in the Braddock Planning area should be oriented toward one race or another is exclusionary and divisive. While such concepts may have been in vogue in 1928, they have no place in a plan being put forward in 2008. If Queen Street is to be revived using community dollars it must reflect the character of the entire community and provide a sense of place for all residents, not just those who are African-American. My hope is that has been the intent all along and that the published document was just poorly worded. However, the current phrasing in the plan does not convey that. I urge the Plan be revised to remove any references that state, or otherwise imply, that certain areas, sections, or services are intended to serve any particular racial or ethnic group. To be fair to all residents in the community this Plan should present a uniformly inclusive vision for the future of the Braddock neighborhood, one that actively welcomes and values all of the neighborhood's residents without regard to race or color.

Traffic and

Parking.

I am also concerned about the traffic impact of the proposed build-out on the Braddock neighborhood. According to the plan, at the end of the 20 year build-out, new auto trips on Rt. 1, both Patrick and Henry, will increase by 10 percent during the peak evening period. Although the plan says this will not be noticeable, that seems questionable given that Rt. 1 is already at capacity, with gridlock common during the afternoon rush. Moreover, this 10% also does not account for the .05 -3% annual increase from regional traffic, which is significant when projected out 20 years. The impact of regional traffic must be factored into the equation when determining the amount and impact of density proposed for the Braddock

area. To do otherwise is simply dishonest.

I also take issue with the

Plan's portrayal of the impact of the proposed developments on local traffic as being minor. The Plan states it won't be noticeable but also says it will result in "peak spreading." Believe me, everyone is aware of the impact of traffic on our quality of life during the current "peak" periods and any extension of this period is a significant problem. This is particularly an issue for those of us who live on or near Patrick and Henry Streets. Peak spreading is unacceptable, and before the Plan is approved it needs to provide a convincing mechanism to reduce or eliminate this.

The Plan also needs to more clearly address whether the proposed traffic increases take into account the Potomac Yard build-out. If the figures the Plan presents did not factor this in, those figures need to be redone. Until this is clarified and the neighborhood has an honest estimation of the traffic impact the proposed developments in the Potomac Yard and Braddock areas will have, this Plan should not be approved.

Maintaining the current level of street parking is essential. This parking is critical for many neighborhood residents, and many of us are concerned the proposed increase in density will overburden the available street parking, particularly if developers are allowed to build fewer underground parking spaces than current zoning requires. I understand the Plan's desire to ensure that developers do not build more underground parking spaces than are needed. However, as a resident of the neighborhood, I want to be assured that the proposed development will not impinge upon my ability to park near my house. Therefore, I request the Plan be modified to explicitly state as a goal the retention of all current street parking within the planning area. I would also like to see the Plan stipulate that as condition of development, residents of these new developments will not be permitted to acquire Alexandria street parking

permits, and a commitment from the City to strictly enforce parking laws. I believe this is in keeping with what the City has already required from some new developments within the planning area.

Density and Scale.

While I can understand the intent to place height and density in the Braddock Gateway area, the Plan's proposed height and density further to the south is inconsistent with the neighborhood's historic character and scale.

· In particular, the proposed zoning change that would potentially allow for a 90' building on the Adkins site (see p. 91) is a problem. A 90' building there is too tall and out of keeping with the scale of the surrounding homes. Adkins is in the heart of the residential district and the scale of any redevelopment at that site must reflect that. Development on the Adkins site should be no taller than the Braddock Lofts. The Plan needs to make this clear.

· Similarly, the proposed 77' height for the Post Office lot, should a park not be developed there, is far too high and out of keeping with the proposed scale of the surrounding blocks.

· While I applaud the Planning and Zoning staff for reducing the proposed height at the Metro lot from 120' to 77', the proposed FAR of 3.1 is too dense for this location – that type of density seems more appropriate for the proposed Jaguar development at the northern-most end of the planning area.

Public Housing

I am pleased to see the Plan at least mentions public housing. However, its treatment of this subject is too vague. It is unfair to expect the neighborhood to buy into a huge increase in density unless it is clear the Plan will adequately address the neighborhood's primary goals and desires. For many in the neighborhood that means full implementation of the Fair

Share Resolution, as discussed in the 10 March 1999 Fair Share Task Force Report. However, there currently is no mention, or a pledge to enforce, the Fair Share principle in the Braddock Plan. I urge that this oversight be corrected and that the City embrace the opportunity the proposed redevelopment in the Braddock planning area provides to demonstrate its commitment to Fair Share and decentralizing poverty in Alexandria.

Thank you for your consideration.

Sincerely,
Heidi Ford
Oronoco St,

Alexandria

--84510050640f0a4bae969c62c8aeae2c

7
3-15-08

Geraldine Madrid-Davis
<gmadrid14@hotmail.com>

02/28/2008 04:58 PM

Please respond to
Geraldine Madrid-Davis
<gmadrid14@hotmail.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Road East Plan

[redacted]

Time: [Thu Feb 28, 2008 16:58:12] IP Address: [12.38.29.1]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Geraldine
Last Name: Madrid-Davis
Street Address: 523 N Alfred St
City: Alexandria
State: VA
Zip: 22314
Phone: 703-519-7663
Email Address: gmadrid14@hotmail.com
Subject: Braddock Road East Plan

Dear Mayor Euille and members of the Council,

I write to express my

disappointment over the recently issued Braddock Metro Neighborhood Road.

After much time and at great expense to city residents the plan once again

shoves far too much density into an area that can hardly afford the

congestion and associated problems that come with putting far too many

people and far to many vehicles into a tightly confined space.

The

plan does not address the most pressing issue presented by neighborhood

residents, instead punting the issue--that of the over concentration of

public housing in the Braddock Road/Parker Gray neighborhood--off once

again to another planning process where I can only assume that we will be

forced to listen to highly compensated experts espouse their beliefs on the

new urbanism and the need for more density on existing public housing sites

while virtually ignoring our desires to see the neighborhood enjoy the

promise of the City's commitment to public housing de-concentration and "Fair Share".

The Braddock Plan as proposed is not in keeping with what the majority of taxpayers in this neighborhood want. Once again the city has raised land values in our area, making the neighborhood once again a giver rather than a receiver in the city's holy war for tax revenue. We have long stated through the BR process, through our community blog-- the Parker Gray Grow--and in numerous emails and public statements before Council that the over concentration of public housing and more importantly the City's complicity in over concentrating poverty to the detriment of the neighborhood and ALL its residents must be addressed by the City. Further we have repeated expressed frustration that ARHA must become a more transparent, responsive and fiscally responsible partner to the City in the provision of housing to the most vulnerable in our community.

I do not support the Braddock Road Plan as proposed and urge the Council to reject it in its current iteration. The last version of the plan was derailed because it had far too much density. This plan has even more density than the last. Given the housing market as it currently stands "a build it and they will come" philosophy is foolhardy at best and dangerous at its worst.

That said, I urge you to create an open, honest, transparent and RESPONSIVE process as the Braddock East plan moves forward. More neighborhood collaboration is necessary in this plan. We are not the audience; we live with the fallout of over concentrated poverty in and around the ARHA housing developments every day. Neighborhood homeowner's bordering the housing developments, especially those bordering Bland, should have more than token seats at the table. As of today there is no public information available on the City's website regarding the Braddock East Plan--no list of appointed members, no discussion of the process or goals of the process. That is flatly unacceptable in a representative democracy.

Comments: While I understand that the Braddock East plan will focus on a larger discussion of the City's partnership with the Alexandria Redevelopment and Housing Authority (ARHA) including discussion of Bland Addition, Samuel Madden Uptown, Ramsey Homes and Andrew Adkins as well as the planned redevelopment of James Bland and Glebe Park, I urge you to reconsider the scope of the plan to focus exclusively on short-term planning for the redevelopment of Bland and Glebe Park. Neighbors are well aware that redevelopment of the other projects are well enough away that planning for these projects at this early date would merely detract attention away from the opportunities currently available to redevelop Bland and off-sight significant numbers of public housing units to other parts of the City in keeping with the City's Fair Share promise.

I support the 4 goals established by Braddock East/Parker Gray neighbors to guide the Braddock Road East Planning Process and urge your support for these principles as well:

1) The primary goal of the Braddock East Plan should be the dispersal of Public Housing units to other city neighborhoods. Braddock East and Parker Gray have an over concentration of the City's Resolution 830/public housing units. The City's own goal of "Fair Share" has been violated and concentrated poverty has persisted under the current public housing system. The primary goal of redevelopment of Braddock East public housing units should be to disperse at least 50% of these units to other parts of the City so that the City can finally begin to show real commitment to Fair Share and to decentralizing poverty in Alexandria.

2) Density should be limited to that level which makes the redevelopment possible but should be in keeping with the scale of the existing historical and bordering neighborhood. Heights should complement Alfred, Columbus, First and Powhatan residential properties and should also complement the architectural design of the new Charles Houston community

center.

3) BE/PG should not be an experimental zone for more affordable housing. The neighborhood maintains its status as one which affords both rental and ownership properties that are affordable in nature. The redevelopment zone should not make the addition of new affordable units a priority in order to increase density for developers or to extract additional proffers from developers. Again there are many development and redevelopment projects on-going in the City that should be looked at first for opportunities to expand affordable housing.

4) Bland has adequate open and green space under its current configuration and maintaining an adequate amount of useable green space for recreation and community building should be a priority in redevelopment.

Thank you for your consideration. Sincerely,

Gerri Madrid-Davis

7
3-15-08

<bptoa@bptoa.org>
12/04/2007 10:59 AM
Please respond to
<bptoa@bptoa.org>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Small Area Plan

[redacted]

Time: [Tue Dec 04, 2007 10:59:00] IP Address: [69.3.82.211]

Issue Type:	Mayor, Vice Mayor, and Council Members
First Name:	Braddock Place Townhouses
Last Name:	Owners Association
Street Address:	1253 Madison Street
City:	Alexandria
State:	VA
Zip:	22314
Phone:	703.549.2624
Email Address:	bptoa@bptoa.org
Subject:	Braddock Small Area Plan
Comments:	Regards, Larry Larson, President BPTOA 1253 Madison Street
Attachment:	2d0a94b724ad2eebc96334e718d25e5b.pdf

2d0a94b724ad2eebc96334e718d25e5b.pdf

December 1, 2007

Mayor William Euille
Members of the City Council
Faroll Hamer, Director of Planning and Zoning
David Dixon, Goody Clancey Consultants
City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mayor Euille, Councilmembers, Ms. Hamer, and Mr. Dixon:

On behalf of the Board of Directors of the 38-unit Braddock Place Townhouses Owners Association, we write to express our thoughts and concerns about the draft Braddock Small Area Plan currently under consideration by the city and the local community, and, in particular, Opportunity Site E.

As owner-residents of the BPTOA, we have several serious concerns and reservations about the proposed development of the property at 1261 Madison Street, also known as Opportunity Site E (Braddock Road Area Plan Executive Summary).

1. The proposed plan would increase the building density and height allowances on the vacant lot identified as Opportunity Site E. Members of BPTOA have repeatedly expressed our concerns to Council and staff in writing and verbally at community meetings regarding the Plan. In fact, the Plan acknowledges these concerns when it states: "the Braddock community has expressed concern about the mass, scale and height of new buildings as these formerly industrial and commercial buildings redevelop, particularly given the proximity of these sites to their modest-scale historic neighborhood." (Chapter 5, Land Use, p. 5-3) Notwithstanding these concerns, the Plan proposes to increase density in the area around our homes. (see pp. 5-6, 5-9, and 5-10). Moreover, although the Plan suggest that "new buildings taper as necessary to transition to adjacent and nearby lower scale neighborhoods," the Plan appears to contradict itself when the maximum building height for some areas increases from 45 to 77-90 feet even though these areas taper away from the Braddock Road Metro.

2. The Plan misrepresents the "creation of open space" on Opportunity Site E when in reality it destroys existing open space. Specifically, the Plan states: "the site (Opportunity Site E) has a development proposal for a mid-rise residential building with approximately 1/4-acre of public space. The Plan calls for a high-quality public open space adjacent to Madison Street and the existing townhouse development, including the replacement of the fountain." (see Chapter 10, p. 10-9, and Executive Summary p. xvii, setting forth development opportunity sites) This **entire** site is presently a vacant space **already** being used as a park with grass and trees. On June 9, 2005, the City's own Open Space Steering Committee ranked this vacant lot, which in essence has been a pocket park for the last two decades, as tied for fifth out of ten identified lots on the City's Open Space priority list. Therefore, developing Site E as proposed in the Plan DESTROYS the only existing open space presently in the Braddock area community.

3. Development of Opportunity Site E as proposed in the Plan will further increase traffic congestion on Braddock Place – a small cul-de-sac. This proposed development will create a significant traffic bottleneck during rush hour. Currently, Braddock Place has traffic from residents of the Braddock Place Condominiums, the large Meridian Apartment complex, and several office buildings, formerly occupied by PBS, adjacent to the Meridian Apartment complex. Traffic would significantly increase if the Opportunity Site E project were approved. All the traffic from new development at Site E would flow onto Braddock Place and Fayette Street, and join the traffic from the upcoming Madison development and other properties on Fayette, especially if Fayette is to become the new Braddock "main street." Many of us have previously expressed concerns and reservations about development of the size and density that is planned for Opportunity Site E, as it relates to the overall density and congestion and its impact on the health and safety of our owners and their families in the area.

4. The draft Plan has a skewed and improper view of what would constitute "smart growth" in the

residential and historical Braddock Road neighborhood. Competing goals as to what constitutes smart growth in a community has reached loggerheads as those who promote high density growth near a metro come face-to-face with those residents living in smaller existing structures such as our townhouses and other single family dwellings along Madison, Fayette and West streets. It concerns us that City Council and Planning Commission members seem to believe that smart growth requires as much density as residents will tolerate near a Metro station, a situation which could be greatly alleviated if development were spread out a full 360-degrees around the station, rather than concentrating it on the east side of the tracks. As residents living in residential Old Town Alexandria, we do not wish to see the Braddock Area developed to the size and mass of other Metro stops like Ballston, Clarendon, Rosslyn, or Pentagon City.

As residents, we chose to live in Alexandria because its character, architecture, and historic atmosphere comprise a desired quality of life. Over-building this area will not maintain this character or standard of living.

We respectfully request that the Small Area Plan be amended to remove a development proposal for Site E, or include a disclaimer clearly stating that the Plan should not be endorsing or recommending any specific development of this site. We do not believe this plan is consistent with the city's stated goals that address the principals of historic preservation,, smart growth, and a walk-friendly community that provides adequate open space, recreation areas and pedestrian access.

We also respectfully ask that the city look at other creative options, such as possibly negotiating for a trade of property in the Potomac Yard area with the developer/owner of 1261 Madison. If the developer moves the project to Potomac Yard, he would obtain a higher public profile, perhaps more space for parking access, less expense caused by a vertical design configuration, and less neighborhood friction.

Thank you for considering our concerns. We look forward to your reply.

Sincerely yours,

Larry Larson, *President, BPTOA,* 1253 Madison Street **larson@bptoa.org**

7
3-15-08

<mshel613@yahoo.com>

04/15/2007 01:07 PM

Please respond to <mshel613@yahoo.com>

To <alexvamayor@aol.com>, <macdonaldcouncil@msn.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Road Metro Area Plan

[redacted]

Time: [Sun Apr 15, 2007 13:07:46] IP Address: [69.140.64.168]

Response requested: []

First Name:	Michelle
Last Name:	Saylor
Street Address:	1113 Wythe St
City:	Alexandria
State:	VA
Zip:	22314
Phone:	2022228479
Email Address:	mshel613@yahoo.com
Subject:	Braddock Road Metro Area Plan

All,

I had the opportunity to attend the Braddock Road Planning meeting last week, and wanted to pass on some thoughts to you regarding that.

First, I fully recognize the challenges associated with any task of this magnitude, and commend your efforts for betterment of our community.

Having said that, I believe that the failure of the plan is not completely with the plan itself, but rather, with the committees inability to market the plan to the community effectively. No one is against development; we all hope for a more vibrant and interesting community, just not at the cost of our quality of life. Clearly the density issue is valid. Creating another Crystal City is not what you want, and not what the residents want. Having said that, I personally realize that to continue to do nothing will ensure that this community spirals in to lower home values and worsening crime.

I would make the following recommendations to the committee.

Comments:

1. Address the residents formally, and accept responsibility for proposing density that is too great.

2. Investigate a percentage (15-20% as my guess?) reduction in the proposed density relative to the plan as most recently proposed. (lower heights, more open space)

3. Provide clear, well-delineated benefits to the residents based on the implementation of a revised plan. (i.e. how many restaurants will be in Parker-Gray? Causing an increase in revenues of how much? What positive impact from increased tax revenues could we expect? What public improvements will be made? How will this positively impact the residents? What new services (i.e. child care, retail, etc) will be available to Parker-Gray residents? In other words...sell your idea to us! We want a better community! Tell us how you are going to make it better!

4. Fire the consultant who is telling you that there are no traffic issues. He is clearly blind, ignorant or perhaps both. Come visit the corner of Henry and Wythe between 4 and 7pm, and witness for yourself the traffic issues that occur daily. Then do a little math, and ask yourself how adding the number of people and cars that the Plan proposes will help the current problem.

5. Acknowledge the traffic problem, and develop real solutions to fix it. Help the community to understand the process, and how it will benefit them.

6. Re-visit with AHRA the Andrew Atkins renovation issue. Without attention to Andrew Atkins, any plan will surely fail. Businesses and residents simply want a safer, more attractive neighborhood than currently exists in that valuable piece of real estate.

7. Consider involving the residents, either through interviews or committees to help you. There are many talented individuals with a tremendous amount of energy who are ready, willing and able to help. Tap in to that; you might find that sort of "thinking outside the box" to be very valuable.

No one is against you. The residents of this area just don't want to see the same mistakes that have been made over and over again in Northern VA happen here in this historic and chronically ignored neighborhood.

Respectfully,
Michelle Saylor

7
3-15-08

"ColecroftStation" <colecroftstation@verizon.net>
02/06/2008 10:18 AM

To <Jackie.Henderson@alexandriava.gov>
cc
bcc
Subject RE: COA Contact Us: Braddock Area Plan

History: This message has been replied to and forwarded.

Dear Ms. Henderson,

Perhaps this will open for you.

Sincerely,

Richard Calderon

From: Jackie.Henderson@alexandriava.gov [mailto:Jackie.Henderson@alexandriava.gov]
Sent: Tuesday, February 05, 2008 3:45 PM
To: Richard Calderon
Subject: Re: COA Contact Us: Braddock Area Plan

Mr. Calderon--

The letter came out in garbled form. Can you please try and resend it? (You can send it to just me and I'll be glad to forward to the City Council.)

Thank you.

Jackie M. Henderson
City Clerk and Clerk of Council
City of Alexandria, Virginia

Richard Calderon
<colecroftstation@verizon.net>

02/05/2008 03:41 PM

Please respond to
Richard Calderon
<colecroftstation@verizon.net>

To<alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>, <justin.wilson@alexandriava.gov>, <rose.boyd@alexandriava.gov>, <jackie.henderson@alexandriava.gov>, <laura.zabriskie-martin@alexandriava.gov>, <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>, <justin.wilson@alexandriava.gov>, <rose.boyd@alexandriava.gov>, <jackie.henderson@alexandriava.gov>, <laura.zabriskie-martin@alexandriava.gov>
cc
SubjeCOA Contact Us: Braddock Area Plan
ct

[redacted]

Time: [Tue Feb 05, 2008 15:41:11] IP Address: [72.83.176.27]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Richard
Last Name: Calderon
Street Address: 505 East Braddock Road, Unit 805
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-684-9064
Email Address: colecroftstation@verizon.net
Subject: Braddock Area Plan
Attached please find the January 28, 2008 letter from Colecroft Station

to Planning Director, Faroll Hamer.

Comments: Richard Calderon
President

Colecroft Station Board of Directors
Attachment: 56d1ed33fbc942276a99dee75616d5d2.pdf

---287a2620ed9e172bcb0ab50283ef307c Content-Type: application/pdf; name="56d1ed33fbc942276a99dee75616d5d2.pdf" Content-Transfer-Encoding: base64 Content-Disposition: attachment; filename="56d1ed33fbc942276a99dee75616d5d2.pdf"
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IDAgMCAwIDAgMCAwIDAgMCAwIDAgMCAwIDc3OCA3NzgKMjUwIDMzMyA0MDggNTAwIDUwMCA4MzMg
NzcwIDE4

28 January 2008

Ms. Faroll Hamer, Director
Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314

Dear Ms. Hamer,

Colecroft Station objects vigorously to the 24 January 2008 proposal of your consultants for two (2) one-hundred-and-twenty foot (120') towers on the Braddock Road Metro Station parking lot. A recent poll of Association Members established a clear preference to preserve and enhance the open character of the place.

Further, the Condominium Association is startled by the concurrent proposal of your consultants that these tall towers (twice the eaves height of our own building at 545 Braddock Road) should include public and affordable housing in a mix of other uses. Living as we do in multiple-dwelling buildings, our Members are well aware of the need to share commonalities of lifestyle. A townhouse format, with sound-absorbing masonry side-walls, would surely be a more successful approach to an unproven social-engineering experiment.

The charm of Old Town, Del Ray and Parker Gray is based on their humane scale of two and three storey buildings on small lots and on these neighborhoods' kaleidoscopic transformation, one lot following another, by enthusiastic homeowners and merchants, into varied and vibrant 21st century communities. Blind to the humane scale and small lot variety of these neighborhoods, your out-of-town consultants would impose a 1970s big-project planning model beloved by unimaginative developers and exemplified by Alexandria House and the condo-canyons at Skyline and Landmark. There are many such indifferent cement monuments across America, but only one Old Town, Del Ray and Parker Gray, Alexandria – and all Americans know it. Why import a lackluster / top-down model when Alexandria's homegrown, small-scale-grassroots model is so alive, successful and popular?

The Colecroft Station Association urges you to rein in the enthusiasm of your consultants for mega-structures in a community where the clear preference of long-time residents, with a long-term commitment to the neighborhood, is for pedestrian-friendly traditional small-lot, low-rise townhouses and storefront buildings with an overall floor area ratio not to exceed 1.5 FAR (the density of the Lofts).

Sincerely yours,

Richard Calderon
Colecroft Station Board President

7
3-15-08

Leslie Zupan <missz@aol.com>
02/11/2008 03:19 PM
Please respond to
Leslie Zupan <missz@aol.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Road Metro Plan Issues

[redacted]

Time: [Mon Feb 11, 2008 15:19:11] IP Address: [38.217.188.220]

Issue Type:	Mayor, Vice Mayor, and Council Members
First Name:	Leslie
Last Name:	Zupan
Street Address:	1309 Queen St
City:	Alexandria
State:	VA
Zip:	22314
Phone:	703-548-9489
Email Address:	missz@aol.com
Subject:	Braddock Road Metro Plan Issues
Comments:	
Attachment:	68a6907b16b9df1527f99dedab539d0b.doc

68a6907b16b9df1527f99dedab539d0b.doc

February 11, 2008

Ms. Faroll Hamer
Director of Planning & Zoning
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

RE: Braddock Road Metro Small Area Plan

Dear Ms. Hamer:

Thank you for providing the information requested in our letter of January 28, 2008. While we are encouraged to see that the 120 foot heights at the Metro and at Andrew Adkins proposed by your consultants at the January 24 community meeting have been withdrawn, after reviewing the documents and drawings you have provided there are still unresolved issues.

1. Page 5-6 of the September 2006 Administrative Draft of the Braddock Road Metro Small Area Plan states that the new recommended maximum density and height for the "Metro CDD" with SUP approval would be 2.0 FAR and 77 feet. You are now proposing heights of 98 feet for the north building and FAR of over 3.0 for both buildings on the Metro lot. We will not accept more density than what was in the original plan draft.

2. With the Metro parking lot to be developed and a hotel constructed on West Street facing the station, how will you address the circulation of WMATA and Dash buses, cars, taxis, service trucks and the Crystal City/Potomac Yard BRT?

3. We see from the sketch of the Metro site and Andrew Adkins that there is no correction shown for the awkward and dangerous intersection of Braddock Road, Wythe and West Streets. This should be resolved before the Plan goes forward.

4. The rendering of the Jaguar site indicates the only entrance from N. Henry Street is First Street. How do you propose to handle traffic circulation on the Jaguar site and how will access be provided from Henry Street north of First Street?

5. The sketch illustrating relative buildings heights in the Braddock Road Metro area shows 120 feet maximum height at the Jaguar project, while the drawing of the Jaguar shows heights of 149 feet. You mentioned that Planning & Zoning was considering requiring Jaguar to lower these heights to 120 feet. We support that reduction.

6. Although we are glad to see heights of 90 feet no longer proposed for Andrew Adkins, you have not indicated how many public housing units the 5 and 6 story buildings will contain. Any solution that does not propose public housing dispersal in the same proportion as that of the Chatham Square project will be unacceptable to our community. We also remain

unconvinced that ARHA is prepared to manage 5 or 6 story buildings which require elevators and lobbies.

We appreciate the opportunity to give you our feedback and hope to hear your solutions and answers before the draft Braddock Road plan is released.

Sincerely,

The Executive Board
Inner City Civic Association

Leslie Zupan, President
missz@aol.com

Hunter McIntosh, First Vice President
hunterhartford@aol.com

Daniel Johnson, Second Vice President
danjo@pobox.com

Charlotte Landis, Treasurer
landiscf@comcast.net

R. Collin Lee, Secretary
rcollinlee@gmail.com

cc: Hon. William D. Euille, Mayor
The Alexandria City Council
The Alexandria Planning Commission
James Hartmann, City Manager

7
3-15-08

Maria Willcox
<mwillcox1@verizon.net>

02/22/2008 12:10 PM

Please respond to
Maria Willcox
<mwillcox1@verizon.net>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Metro Area Plan

[redacted]

Time: [Fri Feb 22, 2008 12:10:20] IP Address: [138.88.170.221]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Maria
Last Name: Willcox
Street Address: 334 North Columbus Street
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-548-5321
Email Address: mwillcox1@verizon.net
Subject: Braddock Metro Area Plan

Dear Mayor, Vice Mayor, and Council Members,

My name is Maria Willcox.

I have owned and lived at 334 North Columbus Street for over thirty years.

Prior to that I
lived on Saint Asaph Street. My family's association

with Alexandria goes back to 1650 when my mother's ancestor
was granted

700 acres for a farm on land where Old Town and Parker Gray now stand.

I urge you to halt approval of the misleadingly labeled Braddock Metro

Area Plan.

This anti-plan proposes that development grow the northwest

end of Old Town and Parker Gray by 2,345 new condo
and rental units, 231

new townhouses and 4,240 new office workers, generating 4,053 additional

commuter car trips
and 3,394 additional transit riders every morning and

Comments:

evening.

As Patrick and Henry Streets -- each able to funnel only 1,000

cars per peak hour -- are already at full capacity
between 7:00 AM and

9:00 AM and 4:00 PM and 6:30 PM, these additional commuters can be

accommodated only by
lengthening the period of peak traffic congestion by

many hours and interrupting east-west traffiv movements across
Route 1.

The anti-plan further denies the very essence of what has put

Alexandria on the tourist map. The charm and humane
scale of old Town,

Parker Gray and Del Ray is generated by two- and three-storey buildings on

narrow lots, each
different from those adjacent while blending into a

whole.

The anti-plan, by contrast, proposes a 1960's-1970's growth model

of inhumane mega-structures, such as now
surround Landmark Mall, that are

as unkempt as they are unloved and consequently do not appreciate in value

as do
the little structures in our beloved neighborhoods.

Why repeat a

stale, top-down program when Alexandria's homegrown, grassroots model is so

alive, successful and
popular with all Americans?

Thank you.

Maria

Willcox

--e5cdf3d792757ad8be5a2a69bdafdbeb

7
3-15-08

Joanna Chusid
<vze4ybpe@verizon.net>
03/02/2008 04:46 PM
Please respond to
Joanna Chusid
<vze4ybpe@verizon.net>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,
cc
bcc
Subject COA Contact Us: Braddock Plan

[redacted]

Time: [Sun Mar 02, 2008 16:46:45] IP Address: [71.191.25.239]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Joanna
Last Name: Chusid
Street Address: 211 East Oak Street
City: Alexandria
State: VA
Zip: 22301
Phone: 703-838-9519
Email Address: vze4ybpe@verizon.net
Subject: Braddock Plan
Comments: How can you POSSIBLY think about developing a plan for the Braddock area

without addressing the Wythe, West, Braddock
Rd intersection? Without

all the additional buildings and inhabitants being discussed that place is

a danger and a disaster.
Have you ever tried to drive through there

during rush hour? Or when there's been a downpour and it floods? Have you

even
considered what will happen to traffic on East Braddock near Metro?

Or what it's already like to be a pedestrian around there?
Try crossing at

the crosswalk near the 7-11--cars don't stop and the trees block the view.

PLEASE think before you shove all
that development into the area.

7
3-15-08

Salena Zellers
<salena@bioinjury.com>

03/03/2008 04:28 PM

Please respond to
Salena Zellers
<salena@bioinjury.com>

To <alexvamayor@aol.com>, <timothylovain@aol.com>, <councilmangaines@aol.com>, <council@krupicka.com>, <delpepper@aol.com>, <paulcsmedberg@aol.com>,

cc

bcc

Subject COA Contact Us: Braddock Road Plan

[redacted]

Time: [Mon Mar 03, 2008 16:28:13] IP Address: [68.48.23.243]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Salena
Last Name: Zellers
Street Address: 1122 Madison Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703-837-0991
Email Address: salena@bioinjury.com
Subject: Braddock Road Plan
March 3, 2008

Mayor Euille

City Council

Planning and Zoning

Commission

Faroll Hamer, Director Department of Planning and

Zoning

Department of Planning and Zoning Staff

Alexandria, VA

Re: First Draft of the Braddock Metro

Neighborhood Plan

Dear Mayor, Vice Mayor and City Council,

We at

the Braddock Lofts are please to have been involved in the community planning that has resulted in this first draft of the Braddock Metro Neighborhood Plan. It is clear that the Planning and Zoning Staff and the City's Consultants have put an incredible amount of effort into the planning process and resultant Draft Plan and we believe it is a good start.

Because of the time limitations between its release and the upcoming Planning Commission meeting on March 4th, we are limiting our comments to the areas of the Draft Plan that need additional work and correction rather than commenting on the entire Draft Plan. While we realize our attached comments are very long, we hope that each of you will take time to seriously consider these comments and requests as we have put an enormous amount of time and effort into the planning process, review of this Draft Plan, and development of our comments to this Draft Plan. We've taken this process very seriously as it directly affects our individual futures in this city, our quality of life, and our property values.

Our

original comments included a detailed account of the height and density described in the Draft Plan. Because of a lack of agreement during the planning process Planning and Zoning Director Faroll Hamer personally guaranteed that the height and density recommendations for Adkins and the other public housing sites would be developed during the Braddock East planning process and not included in the Braddock Road Metro Neighborhood Plan. In trying to release the Draft Plan to the public as soon as possible, height and density for the Adkins block was included. We have been assured by Director Hamer that this information will be removed from the Plan before approval therefore we have removed our detailed comments on this issue from our response.

Comments: Appropriate scale, achieved by considering

both height and massing is fundamental to finding the right balance between

preservation and change. In addition, a reasonable amount of density is acceptable and necessary for the neighborhood to develop into a safe, walkable and livable community that we all desire. However, the density must be planned for very carefully and we do not feel the Plan has thoroughly examined this issue.

Redevelopment and deconcentration of public housing is essential to our neighborhood development and remains the number one issue for all of us that live in the Braddock Road Metro area. A combination of public and private development incorporating a mixed use of affordable housing and market-based homes are positive options that the Braddock Lofts residents would consider a real step forward. Redevelopment that lumps all of the public housing projects together into one large area, rather than spreading it throughout the community, will only result in the continued safety problem that is present today. This is not about dismantling a black community, this is about creating a community in which we all live and work together in harmony, in a home that we are proud of. We understand that these issues will be examined during the Braddock East planning meetings and are pleased to be involved in this process.

We recommend that the Planning and Zoning staff incorporate all of the feedback that it has received from the community into the Draft Plan and re-release it. We then request an additional community meeting and an urban design Charrette to "test drive" the proposed zoning on a block-by-block basis to evaluate the viability of the Plan. We are very pleased to have as one of our owners, Peter Katz, who is a strategic consultant on state-of-the-art planning practices for government, public agencies and private-sector clients. Peter has played a key role in shaping and implementing a range of nationally significant community design and development projects. As I mentioned to Director Hamer, Peter has volunteered to speak before the City and the community regarding his expertise in urban design.

I have attached our comments in a pdf file.

As the representative of the Braddock Lofts, I will be pleased to meet

with or speak with each and every one of you regarding our comments. Thank

you again for your time and attention to this

matter.

Sincerely,

Salena Zellers
President, Braddock Lofts

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(mobile)

Attachment: 53c74233d60ebb021393f1182a682cb6.pdf

53c74233d60ebb021393f1182a682cb6.pdf

Braddock Lofts
Comments on the Draft Braddock Metro Neighborhood Plan
Released on February 22, 2008

Achieving Varying and Transitional Heights and Scales (Formerly Appropriate Height and Scale) - Principle 7

As discussed during many of our community meetings and reiterated in the Draft Plan, community character and livability can be greatly enhanced when an appropriate strategy for the height and scale of future development projects is determined. *Appropriate scale*, achieved by considering both height and massing is fundamental to finding the right balance between preservation and change. In addition, a reasonable amount of density is acceptable and necessary to accomplish our goals for the neighborhood to develop into a safe, walkable and livable community; a neighborhood that is attractive and vibrant; one in which public transportation can be used safely; and one where it is easy and convenient to walk to the shops, grocery stores, markets and restaurants that are important in our daily life. However, the City must carefully weight the benefits of increased density against the problems caused by too much density. I do not yet believe this has thoroughly been addressed by the Plan.

Interestingly, the Plan states "throughout the community engagement process, the ability to derive development-generated dollars helped the community carefully consider the costs and benefits of the scale associated with the new development, especially at the Metro and Adkins blocks." However, it is important to note that *no* consensus on height and density was achieved, especially for the Adkins block. Because of this lack of agreement on the height and density at the Adkins site, Faroll Hamer, the Planning and Zoning Director, has personally guaranteed that the height and density recommendations for Adkins and the other public housing sites would be developed during the Braddock East planning process and *not* included in the Plan.

> All references to height and density recommendations will be deleted.
> [quote in email from Faroll Hamer to Salena Zellers dated February 29, 2008.]

Concept for Appropriate Height and Density in the Braddock Road Neighborhood

In his presentation on November 29, 2007, David Dixon articulated the concept very well. In shaping buildings that build community, a building should be "the right height for its context" and there should be "continuity across and along streets." We agree with this concept.

In the past, several buildings in the area were designed and built without the consideration of the housing and buildings that are next door and/or across the street, a good example is the north Paradigm building. Concerted design efforts can bring the out-of-scale buildings into scale with the neighborhood by having transitional heights leading up to them, as conceptualized by the Jaguar plans. However, care must be taken during this process to respect height and scale of the rest of the housing in the immediate vicinity. This becomes of great importance in the Metro and Adkins block.

On the east side of the tall buildings at the Metro, the Braddock Place Condos and the Paradigm buildings, the Madison project will bring them into scale with the neighborhood by easing down to 50' on Henry and to 50'on Madison. [Note: We supported the 50' height of the Madison Project on Madison

Street because the existing zoning for this property is 77' and the developers conceded to our requests to lower the height below the maximum they were allowed by the current zoning. This zoning was in place when our owners purchased their properties and therefore were aware of the potential for a tall building on this site.]

On the west side of these tall buildings is the actual Metro site. Having buildings at the Metro that are similar in height to the south building at Braddock Place (~72') will provide continuity from there to the Colecroft without towering over the 2 and 3 story houses and townhouses on West Street. While the city expects the houses on West Street between Madison and Wythe to be redeveloped, there is no expectation that the 3 story townhouses on West south of Wythe to be redeveloped. Since the elevation of the Metro is about 10 feet lower than these townhouses and the Colecroft, the 77' height restriction recommended by the Director is reasonable.

As for the Adkins block, it is important to look at the heights of the buildings on the adjacent blocks:

- Townhouses on Wythe and West: 3 floors
- Townhouses on Wythe and Payne: 3 floors
- Payne Street Project on Wythe and Payne: 35'
- Payne Street Project on Wythe and Fayette: 35'
- Braddock Lofts on Fayette: 4 floors
- Townhouses on Fayette and Madison: 3 floors
- Office Building on Madison and West: 72'

According to the information imparted to the community by David Dixon and Director Hamer during the planning process, the planned development on the Adkins block should take the heights of these surrounding blocks into context.

The excessive heights that were thrown out to the community at the last community meeting of 90 feet at the Adkins site were perceived by the community as a shock tactic to make us feel that the City is compromising with 77 feet at the Adkins site. [Not to mention the 120' height at the Metro.] These elevations are at complete odds with the planning guidelines we were taught during the community planning process and do not fit within the scale of the surrounding properties.

Because no consensus has been reached, we are compelled to put in writing that the maximum heights for this property should be as listed below in order to meet the design concepts that we were taught in the community meetings and to stay in context with the surrounding housing. We understand that these issues will be ferreted out in the Braddock East planning process.

- Hotel Site: West Street between Madison and Wythe
  72 feet or less to match the office building to its north and ease down to the 3 story townhouses on West Street south of Wythe
- Perimeter of the Adkins block on Wythe, Fayette, Madison:
  30-40 feet
- Middle of the Adkins block on both sides of the Payne Street extension:
  Maximum of 50 feet

Metro Site

We find the design concept with a maximum of 77' and a plaza with significant retail at the Metro Site acceptable. However, as pointed out to Director Hamer, there are significant traffic difficulties with the Metro concept, consequently the City and the developers will have to work closely together to properly address these issues.

Adkins and Hotel Site

The specific heights and height ranges on the Adkins site, including the area for the potential hotel, as well as any reference to increase in maximum heights on this block will be removed from the Draft Plan per our agreement with Director Hamer. [Per email from Faroll Hamer to Salena Zellers dated February 29, 2008.]

It is our opinion that at smaller boutique hotel would be a more appropriate fit for the neighborhood and that this type of hotel would be more amenable to being located next door to public housing. As we conveyed to Director Faroll, our quick research call to the Hotel Rouge in Washington DC revealed that this very successful boutique Kimpton hotel has 137 rooms that are rarely more than $300 per night for specialty rooms and typically less than $200 per night for regular rooms.

We will gladly conduct additional research on smaller hotels in the area. Please let us know if the City needs our assistance on this issue.

Promote Mixed-Income Housing and Follow an Inclusive Process to Deconcentrate Public Housing - Principle 5

Even though the redevelopment of public housing will be assessed in the Braddock East planning process, we feel a brief commentary on the issue of public housing is warranted, because much of what is detailed in the Draft Plan is dependent on this redevelopment.

Currently, Andrew Adkins sits on the most valuable real estate in this neighborhood and the Bland and Madden sites are next to prominent residential and retail locations. Retailers will be asked to set up shop as next-door neighbors to the public housing even after it is redeveloped. Clearly this will have an impact on the number and type of retailers that we can attract to the neighborhood. In addition, residents must pass by the public housing to get to and from the Metro. This will have a direct effect on the number of Metro riders, which will directly effect the traffic projections. Before any accuracy can be attributed to the retail figures, traffic statistics, metro ridership and many other issues described in the plan, these issues must be resolved.

We agree that if the public housing, specifically Andrew Adkins, is redeveloped appropriately, the increased desirability of the neighborhood and its close proximity to the Metro will inspire people who can afford market rate housing to live in mixed-income housing. In order for this concept to be a reality, the mixed-income housing must be perceived as a part of the neighborhood, which means it must be designed in context with the surrounding properties; according to the Draft Plan, it must be designed as a "good neighbor to its existing neighbors."

A combination of public and private development incorporating a mixed use of affordable housing and market-based homes are positive options that the Braddock Lofts residents would consider a real step

forward. Redevelopment that lumps all of the public housing projects together into one large area, rather than spreading it throughout the community, will only result in the continued safety problem that is present today and will not foster a community where everyone can productively live and work together.

In order to fit into the neighborhood and attract market-based home owners, the housing should represent an equal amount of the different types of housing residents, i.e. market rate housing, affordable housing, work force housing and publicly assisted housing. While the Draft Plan stresses "de-concentration" of public housing, specifics on the number of public housing units that will be relocated back into the redeveloped property verses how many units will be relocated to other sites in the city will be of key importance. In addition, the housing should be structured such that all residents have a pride of ownership so that they will have an incentive to keep their neighborhood and property safe and in good shape.

We look forward to working with the City, ARHA and city residents during the Braddock East planning process to find solutions to these issues.

Connection across Metro tracks to west side

The Plan states that

> "To enhance connectivity across the tracks and to make Metro more attractive to riders from the Del Ray and Rosemont neighborhoods, the Plan recommends studying the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station. It should connect to the area of the station outside the turnstiles so that the tunnel can also accommodate people seeking to visit the neighborhood and its retailers."

While this is an excellent idea that we strongly support, positioning the pedestrian connection to the west side of the tracks at a location across the middle of the current platform will not be of enough benefit to warrant the costs [See page 91 for proposed location]. As we were told during one of the first planning sessions, the number of steps for a pedestrian crossing in this area are not significantly less than going around under the bridge on Braddock Road. In addition, whom are we connecting to … the school ball field and the end of the road from Landbay L? This does not make sense. A sensible location for the *very much needed* pedestrian crossing should be further north, near First Street so that it can link pedestrians from the heart of Landbay L and Del Ray to the Gateway Project, the walking paths to the Metro and to the retail on the east side of the tracks. Making the crossing so close to Braddock Road as suggested in the Plan does not make sense and does not warrant the expense.

Transportation

The problematic intersection at Wythe, Braddock, and West has been discussed for many years as evidenced by the meeting notes during the community meetings two years ago. This intersection should be redesigned <u>now</u> rather than waiting for the Metro site to be redeveloped. Planning and Zoning should immediately work with the community on the general layout of the Metro site so that this traffic hazard can be corrected now rather than waiting until the Metro site is redeveloped. *We request that the City*

design and implement improvements to the Braddock-Wythe-West intersection before the Plan is approved.

The Draft Plan mentions that the community has expressed a preference for the BRT transit route to be located along the service road adjacent to the Metro Rail tracks via First Street from Route 1. It also states that the final transit alignment is contingent on right-of-way access to the service road and operational analysis, such as turning radii.

The Plan also recommends studying the feasibility of a primary pedestrian connection parallel to Fayette Street connecting the Metro station with the Northern Gateway area through the Braddock Place development. We are in support of this pedestrian route, as it will enhance the survival of the retail at Braddock Place.

It appears that if the pedestrian connection is not approved and the pedestrian route has to be diverted to the service road, that there will be a conflict in the traffic/pedestrian pattern resulting in the inability to route the BRT in this direction.

These issues should be ironed out *before* the Plan is approved so that the community can have real input and a solid idea of what it is supporting.

In addition, we understand that there will be a shuttle bus that links Potomac Yards to the Braddock Metro via Main Street on the west side of the tracks. It evidently will stop and turn around before it reaches Braddock Road because of the visual difficulty in turning onto Braddock Road from this position.

It seems that we have redundant bus systems. If the purpose of the BRT is to link the Pentagon, Potomac Yards, etc to the Braddock Metro, why not have it come down Main street before crossing over the Route 1 bridge instead of coming into the Metro on the east side of the tracks? This would just as easily connect the areas without having to deal with the problems of routing the BRT on Route 1 through the Braddock neighborhood area. With the improved pedestrian access at the Gateway project on the east side of the tracks, there really is no need to have a supplemental bus service through this few block area.

With respect to the Parking District within 2,000 feet of the Metro, we ask that the city provide residential parking permits on the remaining residential streets in the area that do not have residential parking zones to ensure that current residents do not loose their parking spaces on the road.

Funding Public Amenities

Throughout the planning process, the consultants stressed the ability to use developer contributions for community amenities in the neighborhood such as streetscape improvements or park space and that tradeoffs would be necessary to get the community amenities that we needed.

Specifically, the consultants and Planning and Zoning team stressed to the community that we must sacrifice low density to get the community amenities that we want. We are hesitant to bank on some very expensive community amenities such as the "big park" at the Post Office site without any real understanding that the property will ever be available for this. The same goes for the other sites mentioned. It would be helpful to have a quick summary section in the Plan that lists the specific amenities that are concrete rather than abstract or only *potentially possible*. It would make sense that before the residents permanently compromise on issues important to them, they have a guarantee of what

they are getting in return. Perhaps the City should rethink the location of the park to an area that is currently available.

The Plan also mentions that most public amenities have been funded by the City through financing from the general fund in the past. The Plan takes into account the challenge the City will have in funding many of the recommended open space, public housing, streetscape, and *public safety* improvements and solves the financial deficit by forging a direct link between development and funding public benefits. Improvement at intersections, most notably at Braddock, Wythe and West Streets was specifically mentioned as an *amenity*. It is our position that "public safety" and correction of dangerously designed intersections are not amenities but are the inherent responsibility of the City to be paid from the existing budget generated by current revenues.

Architecture

We are very interested in adding language to the Draft Plan suggesting more modern architecture in the northern part of the neighborhood to reflect the *warehouse* and *industrial* history of this area.

Support for Retailers

The Draft Plan recommends using between $4 and $6 million to support existing businesses and recruit new businesses that will enhance the livability of the neighborhood.

It correctly assesses that it will be difficult for locally owned businesses to locate in the developing neighborhood without assistance, especially within new buildings where the monthly lease rates will be far higher than older buildings. The Draft Plan recommends financial assistance to support local entrepreneurs who can bring high-quality new retail, restaurants, and other business that contribute to the neighborhood's unique quality and character. This can be used to enliven the ground floor of the Braddock Place office buildings with community-serving uses such as classes, artist studio spaces and retail in these currently vacant spaces.

The master lease program sounds like an interesting tool for achieving desired retail at the proposed plaza at the Metro site. While this is one method of assistance, we would like to see other specific suggestions, new business recruitment ideas and ideas for other types of assistance mentioned in the Plan. The residents need this specific information in order to make an informed decision about the relevance of a 4 – 6 million-dollar assistance program.

In addition, it will be important to have specific criteria and approval criteria for the businesses seeking assistance. We would like wording added to the Draft Plan to reflect this including that the business must be deemed viable, have a good business plan and solidified financing for its business start-up. The assistance should not be a mechanism to keep non-viable businesses alive even if they are locally owned. It should be used as a mechanism to give interesting locally owned businesses that offer services and products for the current residents an opportunity to succeed in our neighborhood during these critical transitional times, e.g. redevelopment of the housing projects and the Metro site.

It may make sense to separate out the assistance programs to revitalize the Queen Street area and its existing businesses from new businesses located in the new developments because they will have different needs and issues to overcome.

The Plan lumps underwriting historic preservation projects and improving street conditions into this retail support category. This doesn't seem to fit unless these things are needed to support the current local businesses, which provides an example of the different needs of existing businesses and new businesses in new construction. This should be clarified in the Draft Plan.

Points of clarification in the Draft Plan regarding the Community Planning Process and the 2006 Draft Plan

November 3, 2007 Charrette

The Draft Plan notes on page 155 in the first column, second bullet point that:

> "Participants expressed preferences for block massing by using pre-cut foam blocks to discuss and agree on and to illustrate appropriate densities and building heights on potential development sites."

Point of Clarification: During this process we verbally noted that we did not understand what the actual heights of the white foam blocks that we were using represented and in some cases we did not have smaller sized blocks. Therefore we tried to write the height on the blocks and cut them down to size but this did not convey well in the photographs of the designs. As a result, the suggested designs that were developed during the Charrette were conceptual and should not be used to convey support for any density or height measures. This information was also conveyed to the David Dixon via an email from Salena Zellers on 11/13/07 (attached).

Work Session #2 Building Height and Open Space Options

The Plan notes on page 158 that

> "People were generally split evenly over height of up to 120' on the Metro site and up to 70' - 90' on the Adkins block."

This statement is absolutely incorrect. Referring to David Dixon's own slides from the December 13, 2007 meeting, photos of the community group's responses to the height at the Metro and Adkins in the previous meeting using blue dots for approval and red dots for disapproval, the following results were seen at the Adkins site:

Group 1:	3 red dots for the 90' central height 1 blue dot for the 40' perimeter height
Group 2:	7 red dots and 6 blue dots for the 90' central height

3 blue dots for the 40' perimeter height

Group 3: 12 red dots and 1 blue dot for the 90' central height
2 blue dots for the 40' perimeter height

We reiterated this error for the record via email to David Dixon, et al on 1/7/08. David Dixon confirmed this point in his reply email on 1/7/08. As a result of bringing attention to this matter in the 1/7/08 Meeting, the notes accurately reflect that no height consensus was reached for the Adkins site.

> "At Adkins, while people agree about limiting building on the edges to 3 stories and allowing taller buildings in the center, there is not consensus on what the middle heights should be."

On several occasions, even after my pointing this out in the above-mentioned email, this information has been incorrectly summarized during both Kramer's and Dixon's discussions at the community meetings that community opinion was split on this matter. Unfortunately, this error has been repeated in this Draft Plan. We do not understand why the consultants and now the Draft Plan misrepresent the community data on the acceptable heights at the Adkins site even after it has been brought to the attention of the group. An explanation would be appreciated and this should be corrected in the Plan.

Seven Principles

We think it is also important to document the changes in wording of one of the seven principles that were agreed upon in the Kramer interviews and the November Charrette. Based on the interviews during the summer of 2007, Kramer& Associates created a list of the items heard over and over that the community thinks is important for the neighborhood.

1. Sense of place/neighborhood identity
2. Community serving open space
3. Safe, walk able neighborhood
4. Deconcentration of public housing
5. Community serving retail
6. Managed traffic and parking
7. Appropriate height and scale

[See Meeting Summary 10/16/07, Meeting Agenda 11/03/07, Meeting Summary 11/03/08]

During the 11/12/07 meeting presentation, the language for the seventh principle was changed from "Appropriate height and scale" to "Achieve varying and transitional height and scale." This *very significant change* was based on the comments of 1 out of the 5 groups during the 11/03/08 meeting. Our interpretation of the comments from that session indicate that any new construction should take the height of it neighboring structures carefully into account. Here is an account of the comments:

Group 1: Achieve appropriate height and scale. It was explained that to do so helps achieve the goal of maintaining a sense of place in the neighborhood. One way to do this is to ensure that if there is low scale residential on a street now, a large high-rise is not built next to it. There is a need to respect the spaces.

Group 2: … make sure that urban amenities are put in place for high-density development (such as landscaping, appropriate height, scale and setbacks.)

Group 3: The group agrees that height and scale should be appropriate to the neighborhood.

Group 4: As to scale and density, it needs to be people friendly. We do not want a wind tunnel effect with tall buildings located close together.

Group 6: On the scale of development, we reworded it so that it includes the ideas of "varying and transitional" instead of appropriate height and scale.