

*City of Alexandria, Virginia***MEMORANDUM**

DATE: NOVEMBER 16, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

SUBJECT: DIRECT ACCESS RAMP ALTERNATIVES FOR BRAC-133 IJR STUDY

ISSUE: To review the seven direct access ramp alternatives being considered by the Virginia Department of Transportation (VDOT) for their Interchange Justification Report (IJR).

RECOMMENDATION: That City Council:

- (1) hear public testimony on the seven direct access ramp alternatives being considered by VDOT for their IJR analysis;
- (2) request the Transportation Commission to hold a second public hearing on this matter on December 2; and
- (3) schedule this item for a final Council public hearing and consideration on Saturday, December 12.

BACKGROUND: The City approved the Mark Center final phase of development in 2004 with the approval of the Mark Center Special Use Permit (SUP). The Mark Center site was selected by the Army in 2008 to accommodate the administrative offices for units, agencies, and activities categorized under BRAC 133 as part of the Fort Belvoir BRAC initiative. Under this plan, Mark Center will serve as a workplace for 6,400 Washington Headquarter Service (WHS) employees.

On June 23, 2009, the City Council directed the City Manager to undertake a transportation analysis of: 1) the potential impact of the provision of a direct access ramp from I-395 onto the Mark Center site; and 2) the impact of not building and completing the Seminary and Beauregard local road improvements by September 2011. This study found that a direct access ramp from I-395 onto Mark Center is necessary to accommodate all of the future traffic generated by the BRAC 133 relocation onto the site.

The Federal Highway Administration must approve the construction of any new access points to the interstate highway system. The first step in the approval process is to

complete an Interchange Justification Report (IJR). VDOT is in the process of developing an IJR for the direct access ramp. As part of this process, VDOT has developed seven alternative ramp configurations. Due to the scope of the study and detailed required, only two alternatives will be evaluated in the IJR. VDOT has asked the City to review the seven proposed alternatives and provide them with the two City preferred alternatives.

Drawings of the seven direct access ramp alternatives are attached. A brief summary of each alternative follows:

Alternative “A1” provides access to the Army garage only from the I-395 SB on-ramp and would be restricted to cars destined for the garage only. This ramp starts at the intersection of Seminary Road and the I-395 SB on ramp. The actual ramp begins in the left lane of the on ramp and then elevates up and over the on ramp to connect to the Army garage on the P5 floor level. This ramp configuration will allow traffic to both enter and exit the garage.

Alternative “A2” provides access to the Army garage only from the I-395 SB on-ramp and would be restricted to cars destined for the garage only. This ramp configuration begins on grade off of the I-395 SB on-ramp midway between Seminary Road and I-395 and connects directly to the Army garage. This configuration will require the elimination of the free right turn from eastbound Seminary Road onto the I-395 SB on-ramp. These right turns would then need to turn in two lanes at the existing traffic signal. This ramp configuration will allow traffic to both enter and exit the garage.

Alternative “B1” provides access to Mark Center from the I-395 SB on-ramp and would be open to the public. This ramp configuration begins on grade off of the I-395 SB on-ramp and then travels along the Winkler Preserve and touches down on the Mark Center private street network. This ramp will be one-way and will only allow traffic onto the site.

Alternative “B2” provides access to Mark Center from the I-395 SB on-ramp and would be open to the public. This ramp configuration begins on grade off of the I-395 SB on-ramp and then travels along the preserve and touches down at Mark Center Drive a public road in Mark Center. This ramp will be one-way and only allow traffic onto the site.

Alternative “C” provides access to the Army garage only from the I-395 SB on-ramp and the NB I-395 general purpose lanes and would be restricted to cars destined for the garage only. This ramp configuration will allow traffic to both enter and exit the site.

Alternative “D” provides access to Mark Center from the I-395 HOV lanes and would be open to the public. This ramp configuration begins from the HOV lanes just south of the Seminary Road interchange and travels over the SB general purpose lanes and then travels along the Winkler Preserve and touches down at Mark Center Drive a public road in Mark Center. This configuration will provide a reversible flow ramp which will allow traffic to enter the site only in the morning and exit only in the afternoons.

Alternative “E” is similar to alternative “D” but also provides a second access to the Army garage. This configuration will provide a two-way ramp which will allow traffic to enter the site only in the morning and exit only in the afternoons.

ATTACHMENT: Direct Access Ramp Alternatives

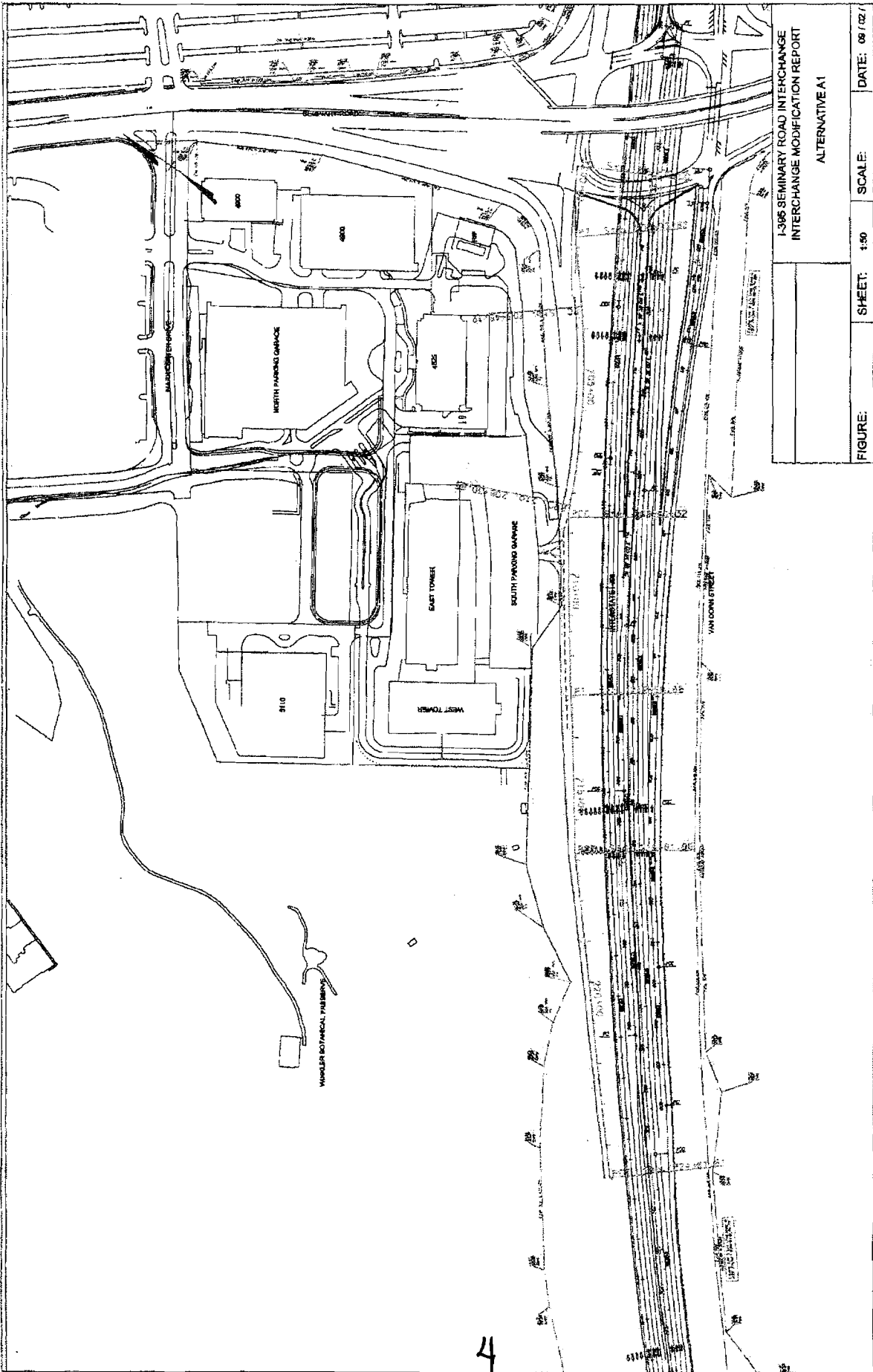
STAFF:

Mark Jinks, Deputy City Manager

Richard Baier, Director, Transportation and Environmental Services

Patricia Escher, Principal Planner, Planning and Zoning

Bob Garbacz, Division Chief, Transportation and Environmental Services

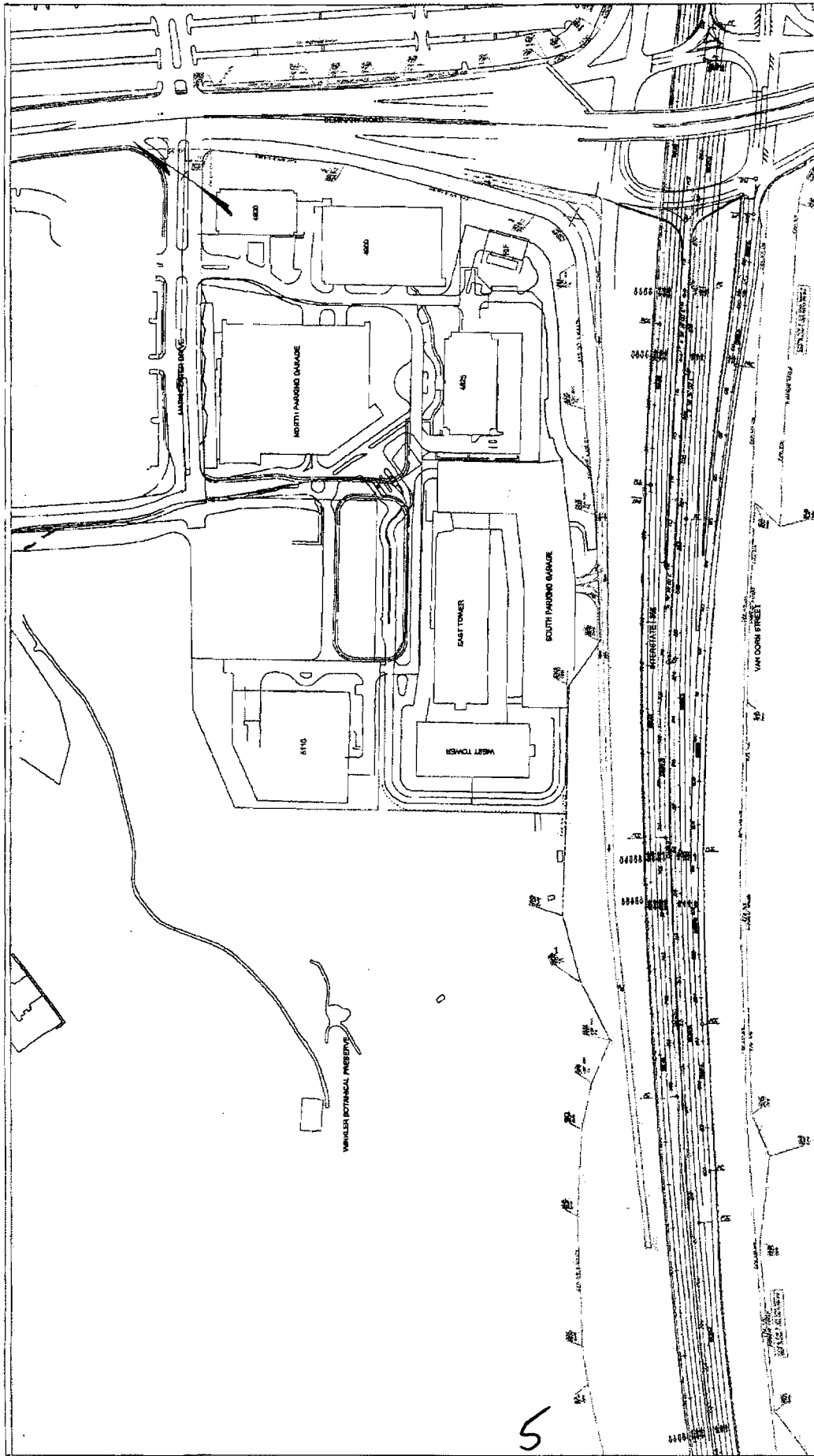


I-396 SEMINARY ROAD INTERCHANGE
 INTERCHANGE MODIFICATION REPORT
 ALTERNATIVE A1

FIGURE: SHEET: 150 SCALE: DATE: 08/02/07

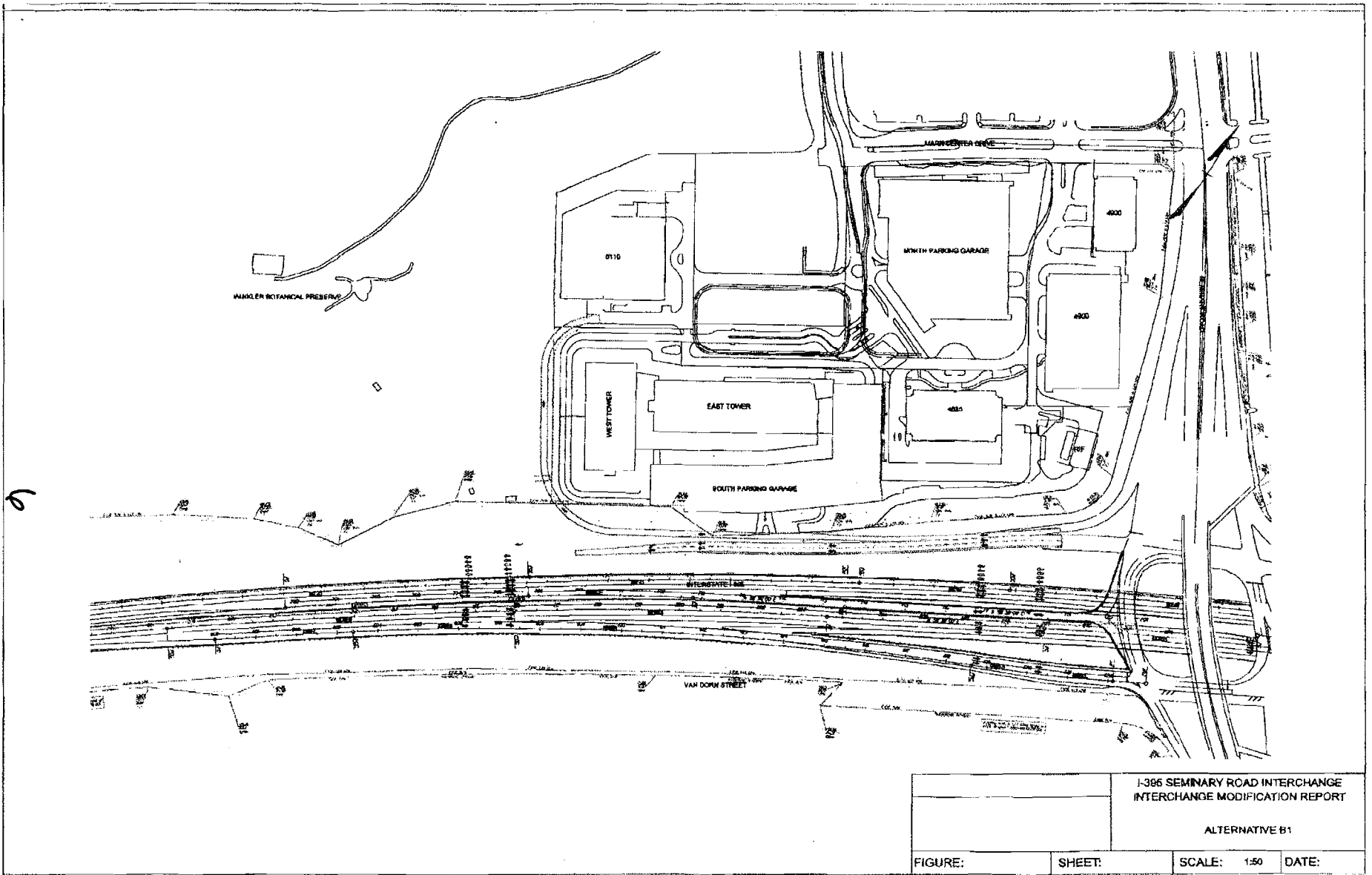
4

ALTERNATIVE A1



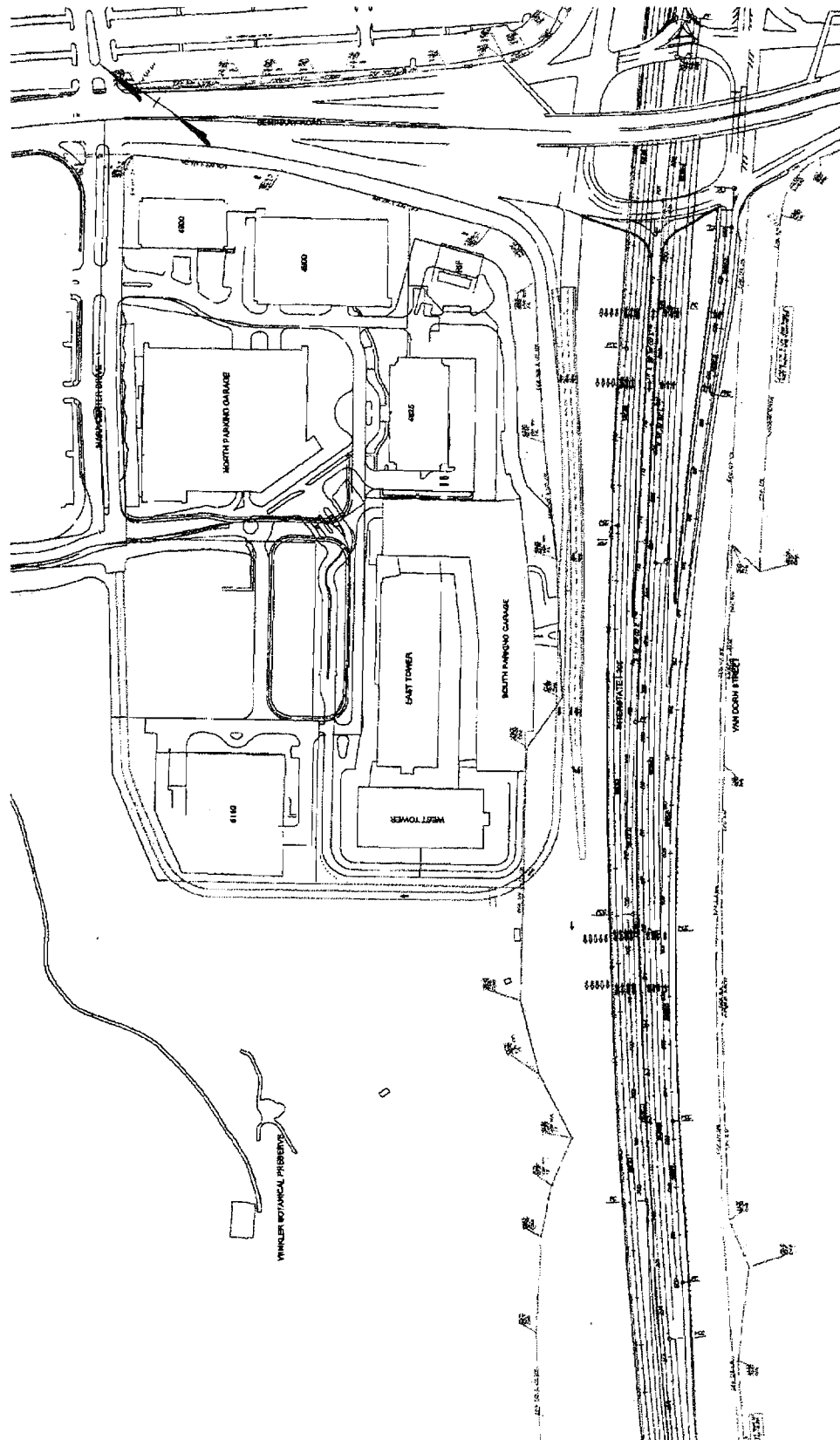
I-395 SEMINARY ROAD INTERCHANGE INTERCHANGE MODIFICATION REPORT		FIGURE:	SHEET: 1200	SCALE:	DATE: 10/01/
ALTERNATIVE A2					

ALTERNATIVE A2



...AlternativeB1.dgn 10/14/2009 10:06:21 AM

ALTERNATIVE B1



I-395 SEMINARY ROAD INTERCHANGE
INTERCHANGE MODIFICATION REPORT

ALTERNATIVE B2

FIGURE:

SHEET:

SCALE: 1:50

DATE: 09/02/09

ALTERNATIVE B2

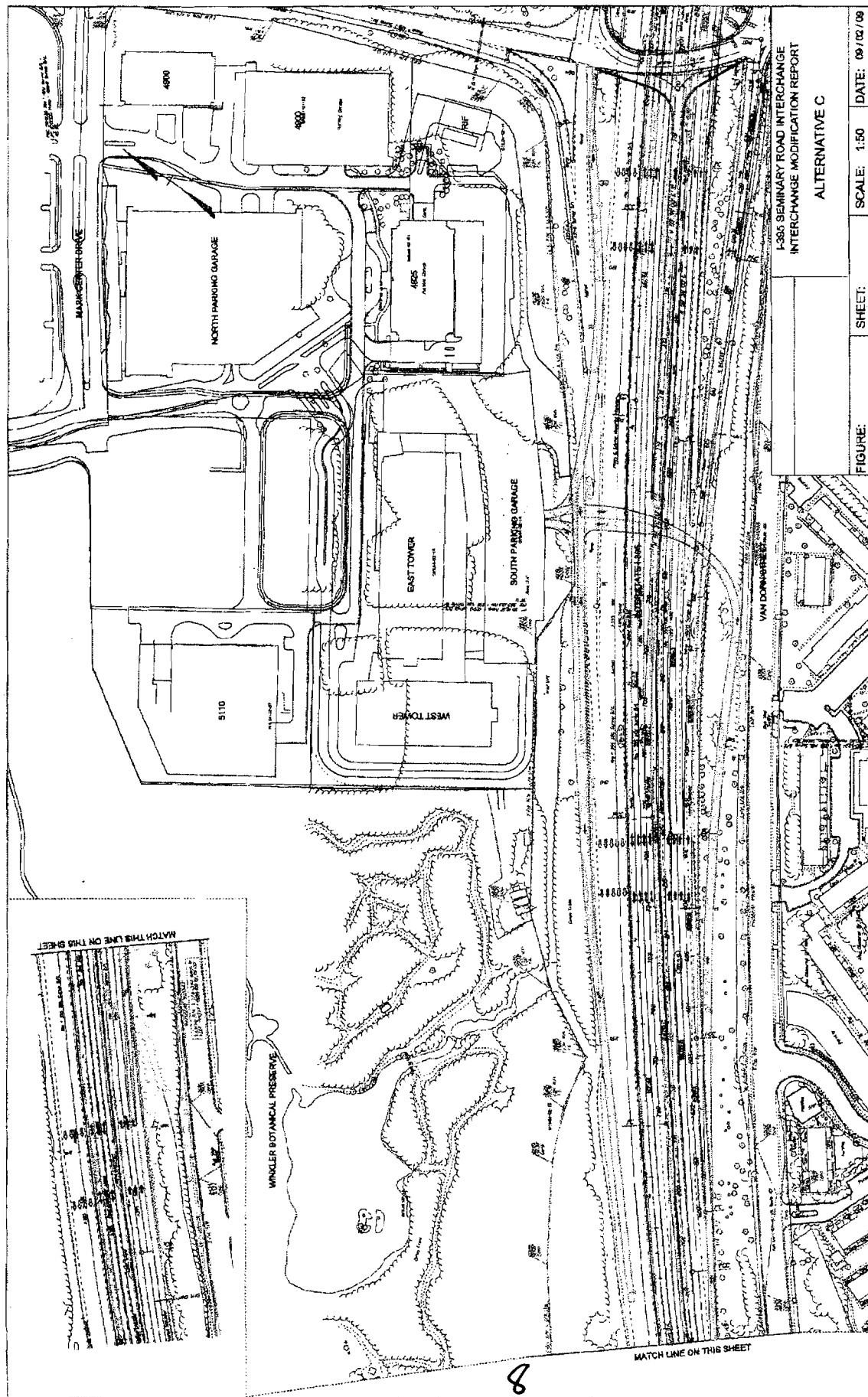
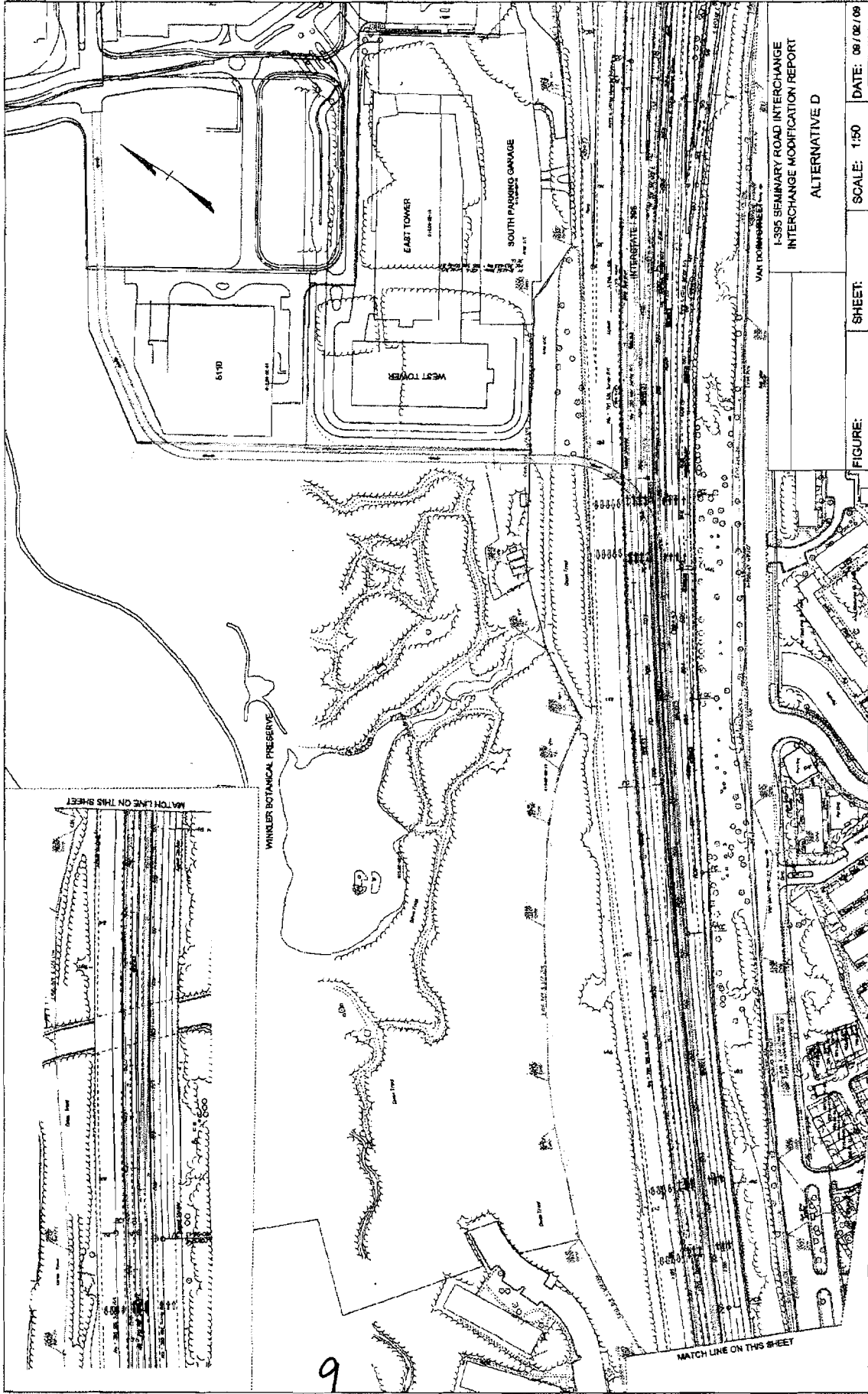


FIGURE: SHEET: SCALE: 1:50 DATE: 09/02/09

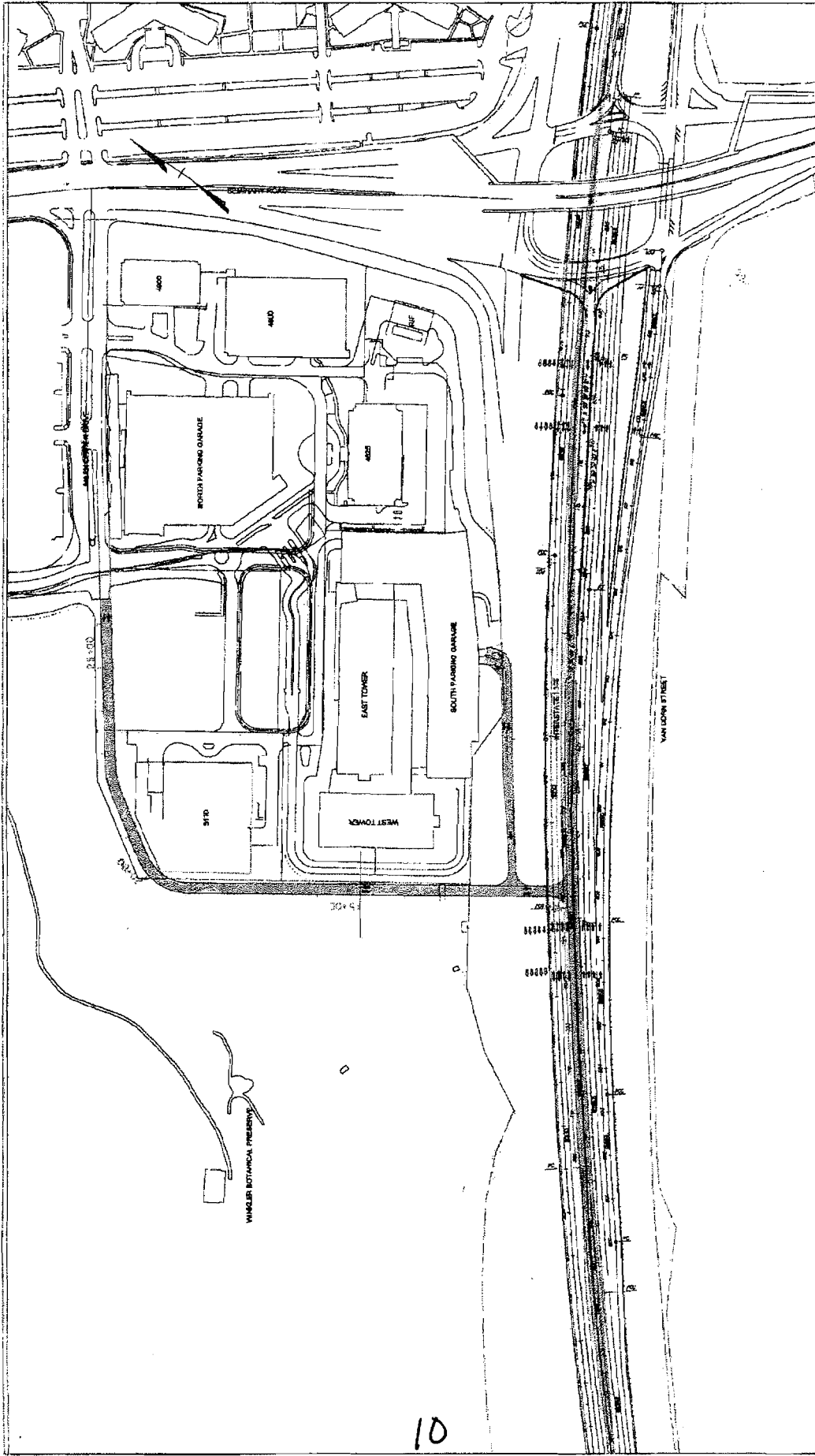
ALTERNATIVE C



I-395 SECONDARY ROAD INTERCHANGE
 INTERCHANGE MODIFICATION REPORT
 ALTERNATIVE D

FIGURE:	SHEET:	SCALE: 1:50	DATE: 08/02/09
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ALTERNATIVE D



I-385 SEMINARY ROAD INTERCHANGE INTERCHANGE MODIFICATION REPORT		FIGURE:	SHEET:	SCALE:	DATE: 10/01/
ALTERNATIVE E					

10

ALTERNATIVE E

SPEAKER'S FORM

DOCKET ITEM NO. 6

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: CHET HUMBERD - IDA
2. ADDRESS: 4850 MARK CENTER DR
TELEPHONE NO. 703 845-6841 E-MAIL ADDRESS: CHUMBERD@IDA.ORG
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? IDA
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER: AGAINST CERTAIN OPTIONS
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
PROPERTY OWNER
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES NO

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
- (b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.
- (d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.
- (e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

Good morning Mayor Euille and members of City Council. Thank you for allowing me to speak. My name is Alice Cave and I am a resident of Parkfairfax. Normally you would be hearing from me concerning the I-95/395 HOT lanes project, and indeed, I look forward to the docket item on the legislative package. However, today I am speaking in support of our neighbors at Seminary Hills concerning a possible direct access to the BRAC-133 installation from I-395.

- The BRAC-133 project will provide no tax revenue to the City, and yet there will be a lot of consequences in terms of infrastructure to try to deal with the transportation issues. DoD should be forced to pay for all transportation improvements in the area.
- The best option is to keep traffic off the already failing Seminary Road exit and provide a dedicated, direct access from I-395. Desirable attributes for this access would include HOV access, service to places beyond the BRAC-133 installation, no encroachment on the Winkler Preserve, an efficient, sensible solution and not just the cheapest option. Also, the public should have a chance to provide input to the proposed solution before a choice is made. However this is handled, the Army should pay for this access in its entirety.
- The schedule for BRAC-133 transportation improvements is lagging behind the building schedule by years. Even if improvements were funded and designed today, VDOT tells us they would take 4 years to complete – and BRAC-133 is scheduled to open in less than two years. This project should not be considered complete and opened without direct access from I-395 into the BRAC location, which will support both HOV and SOV commuters.
- I don't understand why we seem to have no recourse to challenge the Army on this debacle they are creating. We don't live in a military state, we are governed by civilians. Our federal lawmakers should find ways to mandate that DoD mitigate the problems it created by selecting this site for BRAC-133.
- To open this installation with its thousands of new parking places, without creating a direct access from I-395 to alleviate congestion, is to ask for disaster. Traffic congestion on I-395 and even I-95 will get much worse. BRAC employees may attempt to get to work on secondary roads, if access from those into the installation is allowed, further clogging them.
- Major consequences of poor BRAC-133 transportation solutions include:
 1. increased air pollution in an area that has not met EPA standards for years
 2. inability of emergency vehicles to get to Alexandria Hospital or to emergency sites throughout the area;
 3. economic costs of time wasted in vehicles;
 4. worsened congestion for all commuters that use I-95/395; and
 5. potentially severe interactions with additional congestion created by HOT lanes, if for example both BRAC-133 and HOT lanes traffic attempt to use the Seminary Road interchange.
- Finally, the wonderful Winkler preserve has already been diminished. Transportation solutions for the BRAC-133 installation should not be allowed to take any more of this beautiful area. Once it is gone, it is gone.

6
11-21-09

November 21, 2009

My name is Jack Sulser. I have been a homeowner in Lincolnia Hills within the city limits of Alexandria for almost 52 years. I appreciate the opportunity to address the Council on one aspect of the serious traffic problems caused by the decision to build an office at Mark Center for 6400 mostly civilian DOD employees. Morgan and Beauregard Streets have been my route to Seminary Road and I-395 to work in DC all those years. Beauregard and Seminary traffic into Mark Center already backs up badly every morning as IDA and CNA employees arrive to work. Now this intersection is supposed, somehow, to accommodate 6400 additional DOD personnel, plus IDA plans to add another office for 400 persons. I understand the City plans to add another left turn lane off Seminary into Beauregard and another left turn lane off Beauregard into Mark Center. These palliative measures should, surely, help some with the present volume of traffic. But the problem desperately needs a way to keep as much as possible of the increased traffic in both directions along I-395 OFF of Seminary and Beauregard by providing direct access to Mark Center as VDOT proposes. In principle, I would prefer alternatives that do not encroach on the Nature Preserve, but if those choices only afford access to a very limited number of vehicles (to the South Garage), then I would accept a modest reduction of the Nature Preserve in order to get the maximum number of vehicles off 395 directly into Mark Center.

6
11-21-09



Dave Cavanaugh
<dacava1@yahoo.com>

11/20/2009 09:52 PM

Please respond to
Dave Cavanaugh
<dacava1@yahoo.com>

To william.euille@alexandriava.gov, frank.fannon@alexandriava.gov,
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: Interchange Justification Report IJR



Time: [Fri Nov 20, 2009 21:52:44] Message ID: [16967]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Dave

Last Name: Cavanaugh

Street Address: 4008 Fort Worth Avenue

City: Alexandria

State: VA

Zip: 22304

Phone: 703-461-3310

Email Address: dacava1@yahoo.com

Subject: Interchange Justification Report IJR

The Interchange Justification Report (IJR) deals with options for direct access to the BRAC complex overlooking potential impacts on the on adjacent neighborhood communities.

Direct access to the reversable HOV/HOT lanes from Seminary Road west interchange may be a feasible long term solution.

Near term there must be a focus on ensuring the Department of Defense (DoD) Transportation Management Plan provides sufficient incentives to discourage single occupancy vehicles and encourage other modes of transportation to the complex. A variety of approaches, including attractive, on schedule public transit, Federal shuttle service, targeted road improvements and an advanced traffic monitoring

and signalization system must be part of the overall transportation strategy. A direct access ramp to the south garage may be feasible both with respect to cost and potential reduction of traffic on Seminary Road.

However, I hope you will oppose any options that further adversely

Comments:

impact residents resulting from the BRAC project. This includes

building a road into the Winkler Preserve and bringing more through traffic

into a residential area on Beauregard (Seminary to Morgan).

Although

there are many issues regarding the BRAC project that remain unresolved,

the City should begin shifting its focus to longer term solutions that

will not only benefit Mark Center, but also benefit local residents. My

concern is that in our haste, actions taken today to solve a problem

(direct access to Mark Center) may delay and foreclose other

opportunities. This includes building road and transit improvements

along Seminary Road west and on Beauregard that can eventually link to

HOV/HOT lanes.

More thoughtful transportation and transit planning

west of I-395 can open up major opportunities for investment and

development.

Dave Cavanaugh
(703) 869-8362



"Goodale, Geoffrey M."
<GGoodale@foley.com>

11/20/2009 07:42 PM

To <William.Euille@alexandriava.gov>,
<Kerry.Donley@alexandriava.gov>,
<Frank.Fannon@alexandriava.gov>,
cc <jackie.henderson@alexandriava.gov>,
<Jim.Hartmann@alexandriava.gov>,
<Mark.Jinks@alexandriava.gov>,
bcc

Subject BRAC/Mark Center Advisory Group Submission Regarding
Docket Item No. 6

Dear Mayor Euille and Members of City Council:

On behalf of the BRAC/Mark Center Advisory Group ("Advisory Group"), I wish to submit the attached document on "Guiding Principles Relating to VDOT's BRAC Access Interchange Justification Report" ("Guiding Principles") that the Advisory Group approved at its meeting on November 18, 2009. The Advisory Group plans to submit a letter elaborating on the Guiding Principles to the City's Transportation Commission ("Commission") in advance of the Commission's public hearing on December 2, 2009, and we will certainly copy you on that letter. In the meantime, I intend to provide testimony on behalf of the Advisory Group relating to the Guiding Principles at the Council's public hearing tomorrow.

Your consideration of the Guiding Principles is greatly appreciated by the Advisory Group. We respectfully request that this e-mail and the attached document be included in the record relating to this proceeding, and accordingly, we are including the City Clerk as a "cc" recipient on this e-mail. If you have any questions regarding the Guiding Principles, please do not hesitate to contact me at geoff.goodale@gmail.com or at (703) 618-6640.

Sincerely,

Geoffrey M. Goodale

Vice-Chair, BRAC/Mark Center Advisory Group

The preceding email message may be confidential or protected by the attorney-client privilege. It is not intended for transmission to, or receipt by, any unauthorized persons. If you have received this message in error, please (i) do not read it, (ii) reply to the sender that you received the message in error, and (iii) erase or destroy the message. Legal advice contained in the preceding message is solely for the benefit of the Foley & Lardner LLP client(s) represented by the Firm in the particular matter that is the subject of this message, and may not be relied upon by any other party.

Internal Revenue Service regulations require that certain types of written advice include a disclaimer. To the extent

the preceding message contains advice relating to a Federal tax issue, unless expressly stated otherwise the advice is not intended or written to be used, and it cannot be used by the recipient or any other taxpayer, for the purpose of avoiding Federal tax penalties, and was not written to support the promotion or marketing of any transaction or matter discussed herein.



Guiding Principles on BRAC Access IJR.pdf

**BRAC/MARK CENTER ADVISORY GROUP
ALEXANDRIA, VIRGINIA**

Guiding Principles Relating to VDOT's BRAC Access Interchange Justification Report

The BRAC/Mark Center Advisory Group (the "Advisory Group") supports direct access from Route I-395 to the Mark Center campus with the following guiding principles. The improvements should:

1. Be transit-oriented and accommodate HOV lanes;
2. Be consistent with the existing and proposed Transportation Management Plans and the City's Transportation Master Plan;
3. Provide for amenities/incentives to encourage alternate transit use;
4. Reduce the traffic impacts to the I-395 and Seminary Road Interchange;
5. Serve the entire Mark Center campus;
6. Protect the Winkler Botanical Preserve;
7. Be designed/built for the long term usage, being the most transit efficient alternative, **not** necessarily the least expensive or most expedient;
8. These improvements need to consider/accommodate the potential future redevelopment of the surrounding areas (e.g., Mark Center and Beauregard Corridor); and
9. Be funded by the Federal Government through the design and construction phases.

Furthermore, the Advisory Group recommends that:

10. The City should urgently work to develop and implement solutions to the current and projected traffic problems on Seminary Road from George Mason to Beauregard (as documented in the VHB report) and at least to Kenmore Avenue on the East and also consider the Route 7/King Street corridor from Skyline to I-395 rather than just Seminary Road. The City should likewise review traffic and pending solutions along Beauregard Street to the intersection with Little River Turnpike. This should involve working closely with VDOT, Fairfax County, and Arlington County.



Mark Poskaitis
<mark@gcmpro.com>

11/20/2009 06:08 PM

Please respond to
Mark Poskaitis
<mark@gcmpro.com>

To william.euille@alexandriava.gov, frank.fannon@alexandriava.gov,
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: 29 E Walnut Street - SUP

Time: [Fri Nov 20, 2009 18:08:01] Message ID: [16965]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mark
Last Name: Poskaitis
Street Address: 31 E Walnut Street
City: Alexandria
State: VA
Zip: 22301
Phone: 703-930-2519
Email Address: mark@gcmpro.com
Subject: 29 E Walnut Street - SUP
Comments:
Attachment: 1d114f7215ec037def89e0baae0da748.pdf



1d114f7215ec037def89e0baae0da748.pdf

November 20, 2009

City of Alexandria
Mayor Euille
Vice Mayor Donley
Councilman Fannon
Councilwoman Hughes
Councilman Krupicka
Councilwoman Pepper
Councilman Smedberg

Re: SUP for 29 E Walnut Street

Dear Mayor Euille, Vice Mayor Donley, and City Council,

Thank you for taking the time to help me and my fiancé through the SUP process (a second time) necessary to build our new home at 29 E Walnut. We understand you may have a few last concerns and we have commented on each below.

Grading Plan – we understand a grading is required and one will be provided.

Crown Cover – the 25% crown cover will be met and shown in the grading plan.

Watershed Management – a watershed management plan will be provided by our engineer in accordance with City of Alexandria guidelines.

Driveway and Walkway – pervious paver materials will be used in the construction of the driveway and walkway.

We apologize for allowing the previously approved SUP on 29 E Walnut to expire. My fiancé has endured a difficult fight with cancer over the last few years and during that period the SUP/new home could not always be a priority.

We want to personally thank you and all the Alexandria City staff we've worked with for their professionalism, patience, and understanding in this matter.

Sincerely,

Mark Poskaitis
31 E. Walnut Street
Alexandria, VA 22301



Geoffrey Goodale
<geoff.goodale@gmail.com>

11/19/2009 10:00 PM

To William.Euille@alexandriava.gov,
Kerry.Donley@alexandriava.gov,
Frank.Fannon@alexandriava.gov,
cc jackie.henderson@alexandriava.gov,
Jim.Hartmann@alexandriava.gov, Mark.Jinks@alexandriava.gov,
Rich.Baier@alexandriava.gov, Bob.Garbacz@alexandriava.gov,
bcc

Subject City Council Hearing of November 21, 2009 -- Comments
Regarding Docket Item No. 6

6

11-21-09

Dear Mayor Euille and Members of City Council:

Attached please find comments that the Board of Directors of Brookville-Seminary Valley Civic Association, Inc. ("BSVCA") respectfully submits for your consideration in determining what actions the City Council ("Council") should take with respect to the matter of VDOT's Interchange Justification Report on direct access from I-395 to the BRAC-related facilities being constructed at Mark Center ("BRAC Access IJR"). As discussed in the attached letter, each of the seven possible options currently being considered by VDOT for the BRAC Access IJR are quite undesirable in terms of their adverse impact on the Winkler Preserve and/or their limited efficacy, and accordingly, we request that Council urge VDOT to consider alternative options and hold one or more public meetings to discuss all options being considered before issuing the BRAC Access IJR.

To the extent possible, such alternative options should not involve encroachments upon the Winkler Preserve or the erection of controversial sound walls and should reduce the traffic impacts to the I-395 and Seminary Road Interchange and complement the City's Transportation Master Plan. Given that time is of the essence in providing recommended alternatives to VDOT, it would be beneficial for Council to request that the City's Department of Transportation and Environmental Services devise some alternatives that would meet such criteria that could be presented at the Transportation Commission's public hearing on December 2 and at the Council's public hearing on December 12.

Thank you for your consideration of our comments. We respectfully request that this e-mail and the attached document be included in the record relating to this proceeding, and accordingly, we are including the City Clerk as a "cc" recipient on this e-mail. If you have any questions regarding our comments and recommendations, please do not hesitate to contact me at geoff.goodale@gmail.com or at (703) 618-6640.

Respectfully submitted,

Geoffrey M. Goodale



President, Brookville-Seminary Valley Civic Association, Inc. BSVCA Comments on BRAC-133 Access IJR.pdf

BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION, INC.

**P.O. Box 23348
Alexandria, VA 22304**

November 19, 2009

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

Re: Docket Item No. 6: Direct Access Issues Relating to VDOT's BRAC Access IJR

Dear Mayor Euille and Members of City Council:

The Board of Directors of Brookville-Seminary Valley Civic Association, Inc. ("BSVCA") respectfully submits these comments for your consideration in determining what actions the City Council ("Council") should take with respect to the issue of direct access from I-395 to the U.S. Department of Defense ("DoD") facilities being constructed at Mark Center under the Base Realignment and Closure ("BRAC") process. As discussed below, the possible options currently being considered by the Department of Transportation ("VDOT") in its Interchange Justification Report on direct access from I-395 to Mark Center ("BRAC Access IJR") are quite undesirable, and accordingly, we request that Council urge VDOT consider alternative options and hold one or more public meetings to discuss all options being considered before issuing the BRAC Access IJR.

The BSVCA, which is comprised of individuals from several hundred households in the West End of the City, is a non-profit organization that seeks to promote the best interests of Alexandrians. Given the proximity of Brookville-Seminary Valley to Mark Center and I-395, BRAC-related transportation and traffic mitigation issues are of great interest to our members, and we have expressed our views on such issues to and through the BRAC/Mark Center Advisory Group ("Advisory Group").

At the Advisory Group's meeting on October 21, 2009 ("October 21 Meeting"), presentations were given relating to the BRAC-related transportation study recently completed by Vanesse Hagen Brustlin ("VHB Study"), which can be accessed at <http://alexandriava.gov/BRAC>, and the status of VDOT's BRAC Access IJR. One of the main conclusions of the VHB Study was that direct access ramps from I-395 to Mark Center would provide maximum traffic mitigation benefits. See VHB Study at page 91. Fortuitously, VDOT is conducting a BRAC Access IJR to evaluate potential direct access options. Unfortunately, however, all of the options currently being considered by VDOT are highly undesirable in that three of the options would involve encroaching upon the Winkler Preserve and paying damages to the Institute for Defense Analyses ("IDA"), one would provide no benefit to north bound traffic, one would require controversial sound walls up to 15 feet in height, one has extreme weaving conflicts and would service only one parking garage, and one is dependent upon implementation of HOT Lanes. See October 21 Meeting Minutes at pages 2-4 (attached as Exhibit 1).

For the reasons discussed above, we request that Council urge VDOT to consider other direct access alternatives that would not involve encroachments upon the Winkler Preserve or the erection of controversial sound walls and for VDOT to hold one or more public meetings to discuss all options being considered before issuing the BRAC Access IJR. Your consideration of our request is greatly appreciated.

Respectfully submitted,



Geoffrey M. Goodale

President, Brookville-Seminary Valley Civic Association, Inc.

Encl.

EXHIBIT 1

BRAC Advisory Group Meeting
October 21, 2009
7pm – 9pm
William Ramsay School Auditorium

Roll Call –

Present:

John Komoroske, Chairman of the Planning Commission
Jim Turkel, Chief, Belvoir Integration Office, U.S. Army Corps of Engineers
Jerry Dawson, Duke Realty
Jayme Blakesley, Alexandria Transportation Commission
Judy Cooper – Vice Chair, Brookville-Seminary Valley
Julie Edelson, Lincolnia Hills/Heywood Glen
Dick Somers, Seminary Park Community Association
Dave Dexter - Chair, Seminary West
Dick Hayes, Seminary Hill
Kathy Burns, West End Business Association
Tom Burket, JBG
Don Buch, Citizen at Large
Nancy Jennings, Seminary Hill
Dave Cavanaugh, Seminary Ridge
Mark Benedict, Parkside of Alexandria

Not Present:

Colonel Moffatt, Fort Belvoir Deputy Garrison Commander for Transformation and BRAC
Ronald Sturman, Seminary Heights
Geoffrey Goodale – Vice Chair, Brookville-Seminary Valley
Duanne Gautier, Alexandria Economic Development Partnership
Kai Reynolds, JBG

Elected Officials:

Councilwoman Pepper
Councilman Smedberg

City Staff:

Mark Jinks, Deputy City Manager
Rich Baier, Director, Department of Transportation and Environmental Services
Bob Garbacz, Division Chief, Department of Transportation and Environmental Services
Ravi Raut, Department of Transportation and Environmental Services
Pat Mann, Department of Planning and Zoning
Pat Escher, Department of Planning and Zoning

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Army

Edward Travis, Fort Belvoir BRAC PAO

VDOT

Tom Fahrney, BRAC Coordinator

Ronaldo T. "Nic" Nicholson, VDOT Regional Transportation Director for the Northern Virginia Megaprojects

General Engineering Consultant

Paul W. Hoffman, VA MegaProjects

Michael Baker, Inc

Paul Prideaux, P.E.

46th District Representative

Jennifer Bissett – Legislative aid to Charniele Herring

1. Roll Call

2. Approved September minutes

3. It was announced that Agenda Alexandria will be discussing BRAC 133 at their October 26th meeting which is held at the Holiday Inn on Eisenhower Avenue. The program includes dinner and anyone can attend.

4. Jennifer Bissett with Charniele Herring's office handed out a letter to the group that is looking at funding options for direct access to Mark Center. A representative from Congressman Moran's office will be attending the next meeting.

5. Interchange Justification Study (IJS) – once finalized it will become a report
Tome Fahrney with VDOT gave an introduction for the discussion of the IJS. VDOT developed eight (8) different alternatives to a direct access ramp into the Mark Center. These alternatives were discussed with the City, the counties, the Army and IDA. There will be a public meeting in January.

Paul Prideaux, with Michael Baker, Inc. gave a presentation of the IJS findings. These findings are based on the existing conditions today as a baseline, an interim date of 2015 and a final date of 2035. To reach some conclusions they reviewed the traffic with the

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conclusion of a direct access to the Mark Center. The High Occupancy Toll (HOT) lanes are being considered with this projection as they are in VDOT's long range transportation plan. If in the future the HOT lanes are taken out of the long range planning effort, then adjustments would be made to these findings. The HOT lane project would increase the number of lanes from 2 to 3 and move I-395 north about 14 feet or the one lane. It would provide access for north bound traffic to the Seminary interchange.

Alternative A-1 – Flyover with a right in and right out with a flyover the existing free right turn ramp. Doesn't help the north bound traffic and only services the one garage.

Alternative A-2 – Access from Seminary Road, not grade separated. Would eliminate the existing free moving ramp, has weaving conflicts and would only serve one parking garage. VDOT's position on weaving is to reduce, remove or at best lengthen lanes.

Alternative B-1 – Access from the I-395 interchange and retaining the free right access ramp. Still has weaving conflicts, would have to be off set to accommodate required stand off distances, would encroach into the Winkler Preserve and would connect to the internal private road just south of the IDA building. VDOT is required to connect to a public road. This connection is to a the private road that may have limited capacity.

Alternative B-2 – South bound loop road connecting to Mark Center Drive. Would impact IDA's proposed new building and parking structure and the preserve. IDA has not pulled a building permit, if this is the preferred alignment, VDOT would pay IDA for damages. This design provides access to the free flow movements to entire site and beyond to Seminary and Beauregard, unlike the previous designs. The B designs use the existing I-395 ramp.

Alternative C – Uses part of Alternate A-1 and serves traffic to the south. There is a flyover across the interstate into the garage, servicing the northbound traffic. This design would impact the green space to the south of the interstate, on Van Dorn Street. This design would require sound walls, ranging from 10 to 15 in height.

Alternative D – Uses the northbound HOT lanes, flying over the interstate and into the preserve connecting to Mark Center Drive. Similar impacts as previous alternatives with impact to preserve and IDA. This alternative would provide a reversible traffic flow, similar to the existing HOT lanes and therefore would serve northbound traffic in the am and southbound traffic in the pm. This maybe a toll solution or it may be a High Occupancy Vehicle (HOV) solution. It would work with the Army's transit center.

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Alternative E – HOT lanes flyover the interstate and provided both north and south bound movement and provide direct access to the south parking garage. A bus could exit the interstate, drop off passengers at the transit center, get back on the interstate and then continue on to the Pentagon. VDOT will begin to eliminate alternatives. When the final design has been decided upon, it will have to be vetted within VDOT. This should be completed by January of 2010. It is hoped that by mid 2010 that Federal Highway Administration will have made a determination. Then the project would have to be designed, an Environmental Impact Assessment performed and funding made available – will take approximately 3 to 5 years.

Discussion:

- What about a braided ramp through Southern Towers? Or flyover between Southern Towers and Mark Center? Both these ideas have grade separations issues that would prevent the design.
- Have you looked at the backup onto I-395 in the am periods and redesign of this interchange? As part of this study, VDOT has to look at the interchange and has to justify that improvements to the interchange would not improve the traffic flow. Modifying an existing interchange can be very costly. The City acknowledges that there is potential redevelopment that may increase traffic. This study was for direct access, not an analysis of the regional traffic.
- What is the amount these road improvements would cost? Don't know at this time – will have to look at the macro level – have to look at the interchanges to the north and south – will have to go through the NEPA process – that may eliminate the preferred alternative and VDOT will have to go back to one of the other alternatives. Impacts to the Winkler Preserve may become the fatal flaw for those alternatives – the topography is very challenging.
- IJS should be done prior to site selection.
- Remote Inspection Facility (RIF) has limited direct access to the site.
- Does VDOT have a transit oriented solution? Some of these alternatives would encourage transit with using the HOT/ HOV lanes. There is an ongoing parallel study reviewing incorporating BRT into the HOT/HOV lanes.
- Concern was raised about cut through traffic.
- Site design has an internal loop road to facilitate traffic and transit routes.
- Army will look at transit with their Traffic Management Plan. (TMP) – use of shuttles
- If the group has any solutions or comment regarding these alternatives, forward them onto Pat Escher – who will in turn forward to Paul Prideaux.

6. WHB report comments:

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- Bob Garbacz discussed the intersection improvements that would provide additional vehicle storage by elongating the existing medians and provides a triple left movement at the intersection of Beauregard and Seminary and double left turn movement at the intersection of Beauregard and Mark Center Drive. The city wants one official report and is seeking comments from the group about the report.
 - Concept 3 – direct access to the entire Mark Center is the preferred alternative – but it will be 3 to 5 years before any major improvements can be done.
 - Concept 4 - the triple left and double left need to be put in place to alleviate traffic while WHS is in operation prior to any direct access to Mark Center. Once these improvements are in place, they will be difficult to remove. How will these improvements effect nearby roads, buses and pedestrians?
 - It was pointed out the VHB report stated that even with additional left turn lanes, some of the critical intersections serving the Mark Center site would operate over capacity and would not be able to accommodate significant number of the additional project trip demand. Staff stated that there would be a need to review traffic light sequencing but without widening that section of Seminary (between Beauregard and George Mason Drive) there is very little that can be done to alleviate traffic congestion. Dick Somers recommended that, in spite of seeming lack of satisfactory alternatives, the Department of Transportation and Environment Services undertake an intensive search for solutions, addressing not only Seminary but possible alternative routes for traffic diversion to mitigate probable gridlock on Seminary east and west and Beauregard north and south of the site.
 - Report indicated that under all scenarios the triple left and double left are needed.
 - Supports concepts 2 and 3 of the report
 - Acknowledged that the left turns are necessary
 - Need to look at the turn lanes at the intersection of King and Beauregard Streets
 - Dave will write a draft letter to Council and will circulate to the group
 - The letter will support the recommendations of the report
 - The letter will acknowledge that the left turn movements and additional vehicle storage are necessary
 - The group supports some kind of direct access to the site
 - The letter will request that VDOT expedite the process for direct access
7. Mark Jinks updated the group about the Council work session which discussed the HOT lanes. The Council will pass a resolution opposing the HOT lanes. The City has been advised by the City attorney, Mr. Baker, that it is not necessary to enter into litigation at

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this time – it is better to take a wait a see approach. With respect to the noise walls, the City would need to look at all issues including environmental and socioeconomic.

8. Nick Nicholson, VDOT, -
 - Will the delay of the HOT lanes effect the operation of WHS?
 - The HOT lanes have been delayed, but are still in the long range plans. These improvements would include a second slip ramp onto the Seminary Road interchange. These improvements are reviewed independently of any proposed development.
 - What is the relationship intra the HOT lanes, the slip ramp and the noise abatement walls?
 - The slip ramp is being reviewed as to its impacts and funding sources.
 - If the HOT lanes are not constructed, will the noise abatement wall still be built?
 - If there are no HOT lanes then there will be no walls.
 - What type of material will be used for the walls and will there be landscaping to soften their appearance?
 - The wall would be a sound absorbing material and will be landscaped. These are a variety of materials and colors that can be used.
 - Concern about a 6,000 foot long wall which may be over 20 feet in height in some places. This wall will have more impact on some communities than others. Can the wall be segmented? VDOT looks at the wall in its entirety.
 - The actual location of the walls has not been determined. When the engineering is complete, it will go to committee for review, then their will community meetings and the individuals of the community vote, it's a simple majority vote.
 - The group would like to get a base line noise level to see what the actual increase would be with adding one lane.
9. Construction lighting is going to be put on a timer so that is will be off in the evening hours. Permanent lighting will be lower levels that the construction lighting and will be around the secure perimeter. The fixtures used will have shields and there will be no light trespass off the site. The site will be a 24/7 operation with limited night time use.
10. Beauregard SAP will have a kick off meeting October 29 at John Adams cafeteria at 7 pm. There will be a brief discussion of the plan and then it will be mostly community input. The plan will be looking at infrastructure, community services, potential increases to density, and transit. Is the boundary set in stone? Can it be extended west on Seminary? To be discussed at the meeting. With respect to potential increases in density, Dick Somers stressed that increased density should be avoided.

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11. Loren Helgason with Studio 39 presented the proposed landscaping for the Mark Center. The design and plantings are determined by the secure perimeter which restricts the heights and type of plantings. They have used between 90 – 95% native plantings, incorporated a bio-retention area, have a green screen on three sides of the north parking garage and are trying to fulfill LEED requirements with their design.

12. Public Comments:

- Concern about transit.
- Want to keep bus service shuttle to Springfield and Pentagon.
- Frustration with the 3-5 year time line for access improvements.
- Should explore remote parking facilities.
- Who's going to pay for the transit?
- A developer has purchased properties in Fairbanks & Foster – wants to do a mixed used development – would need a rezoning of the property.
- Parkside has lost property values – Alternative C of the VHB report would further impact the community by impacting view corridors – there has been a tremendous loss of trees – is there a green roof for the south garage?

• **Public Comment by Susan D'Amico**

My name is Susan D'Amico. I am a homeowner living in Parkside at Alexandria, a condo community located along N. Van Dorn Street, just south of Seminary Road. Many residents in our community have living room windows facing the Army Headquarters construction site. Previously, we looked across at a huge density of beautiful trees, a good portion of which have been mowed down for the construction. Our homeowners have suffered a sizable decline in property values. Consequently, our concerns relate to human health, quality of life, as well as property values. With this in mind, I would like to express concern on two topics addressed at this meeting.

Direct Access Ramp to BRAC site. First, I have concerns with certain alternative designs presented by V-DOT for a possible Direct Access Ramp to the BRAC site. Specifically, design alternatives C through E would create ramps 15-20 feet in the air directly adjacent our community, right in front of our living room windows. These potential designs would impact our quality of life and create significantly more traffic noise and chemical pollution. Additionally, such ramps would negatively impact our property values.

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Consequently, I spoke to the V-DOT representatives in the hallway to show them where Parkside is located on their maps. I asked if it would be possible to design a direct access ramp from the HOV lane that would hug the current Seminary Road Bridge. This would put the ramp far enough north to lessen the impact on our homeowners. The V-DOT Engineer indicated that this would be possible and agreed to explore such a design. He believes that a direct access road could be built on the South side of the bridge that would involve a left turn for traffic heading north and exiting from the HOV lane.

There have also been some proposals for a direct access ramp from the HOV lane to be built underground. I did not raise this idea with V-DOT. But it is one that should be explored.

Landscape Improvement/Tree Replacement at BRAC site. My second concern relates to the Landscape Improvement/Tree Replacement plans for the BRAC site that were presented tonight. As I mentioned, our homeowners previously viewed dense trees across the highway from their living room windows. Now we view a huge complex of imposing structures. Consequently, I was disappointed that the designs presented tonight do not seem to include plans for a green roof on top of the South Parking Garage. Whoever designed the green roof at the Pentagon adjacent to the Pentagon North Parking lot facing Washington Boulevard did an excellent job. We would be grateful if something of that caliber could be planned for the South Parking Garage which faces our living room windows.

In closing, I would like to express my appreciation for the work of this Advisory Group and to all of the government representatives for their efforts to address the concerns of the affected communities!

13. Meeting was adjourned.
14. Next meeting November 18th – Burke Library

6
11-21-09

Testimony to City Council

11/21/09

Good Morning Mr. Mayor and Members of Council,

My name is Chet Humberd and I am the Director of Administration for the Institute for Defense Analyses. As you know, IDA's headquarters are located immediately adjacent to the new Army Washington Headquarters Service site in the Mark Center.

I am here today to share some of IDA's concerns about several of the proposals VDOT is considering to provide a direct connection between I-395 and Mark Center and to indicate our preferences and rationale.

Background

However, to put the issue into context, let me provide a bit of background. IDA chose to build its headquarters in Mark Center and subsequently in 2006 to buy the adjacent land for our expansion because we valued the Mark Center plan (most recently embodied in the 2004 SUP). We chose these particular lots because they are next to the Winkler Botanical Preserve, thus assuring IDA not only of an aesthetically-pleasing site but also providing both privacy and security. While IDA's facility here is not required to meet ATFP requirements, as a DOD contractor doing classified work, we are very sensitive to security concerns – particularly after the events of 9/11.

As you know, our staff and yours worked for several years to develop a plan for IDA's expansion in Mark Center that met our functional needs and satisfied the City's several concerns, including those relating to green space and impermeable surfaces. After considerable work on both sides, our final proposal came before you in June 2009 and received your approval. Because part of that plan was designed expressly to take advantage of the proximity of the Preserve, you will remember that our proposed new building faces directly on the Preserve and nearly abuts the property line.

The Army's development of its property has already done great damage to the Mark Center plan by eliminating open space, cutting down trees and building on top of the planned campus green. We have accepted this reality and tried to work with the Army and Duke over the last year to mitigate these impacts to the extent possible.

VDOT IJR

Several weeks ago, we learned that VDOT and City staffs were considering seven alternatives for providing direct access to I-395 for the BRAC 133 complex. To our surprise – and dismay – we discovered that several of them would have serious adverse impact on IDA:

Alternative “B1” would have the access ramp end in the IDA-owned driveway that currently provides access for most of our employees to our Headquarters’ building at 4850 Mark Center Drive.

Alternatives “B2”, “D”, and “E” would put an access ramp partly behind IDA’s current building at 4850 Mark Center Drive and partly on the IDA property that was the subject of the Council’s June approval. These alternatives would make that approved plan physically impossible. They would also significantly affect the security profile by wrapping IDA with a public road with essentially no stand-off distance.

Given that the density of Mark Center is much the same with BRAC-133 as it was under the 2004 SUP, and that approvals of both were predicated on traffic studies (and, in the case of BRAC-133, an Environmental Assessment) that showed adequate access and egress, we were also surprised at the apparent conclusion that an access ramp is necessary to accommodate all of the future traffic generated by the BRAC 133 relocation. If such an access ramp truly is required, then it seems only fair that the main burden of that ramp fall on the BRAC 133 property, not on its neighbors such as IDA or on the community at large. We would therefore strongly recommend that The City focus its attention on Alternatives A1, A2, and C, all of which affect the BRAC-133 property alone.

So far, we have focused on the direct physical impact of the several alternatives on IDA’s security profile and ability to build the campus already-approved by the Council. We would also like to focus, just briefly, on the impact of potentially building a road through the Winkler Botanical Preserve.

As I mentioned earlier, IDA is located where it is in good measure because of the Preserve and designed its new building to take advantage of this unique asset. But the impact of building a road would have an impact beyond IDA. The Winkler Botanical Preserve is one of the most attractive features of the West End of Alexandria, providing open space to its citizens and hundreds, probably thousands, of school children who visit throughout the year. Beyond being a wonderful amenity, it also plays an important role in the environment of the area by providing tree coverage and playing a key role in water management. It seems clear to us, at least, that any plan that paves part of the Preserve must be subject to a thorough environmental assessment, which would include any potential impact on the ability of its neighbors to pursue already-planned developments.

Other Alternatives

Before closing, I would like to make one further suggestion. I recently attended the City’s initial meeting regarding the Beauregard Corridor Improvement Plan. As we understand it, this might well entail a significant increase in the population density of the area, thus raising anew citizen concerns about traffic and access to the interstate. Perhaps the significant sums which would be required to build an access ramp that would serve only the BRAC-133 site would be better spent on road improvements – maybe around Sanger Avenue -- that would provide a more comprehensive solution.

In closing, I simply want to urge the Council to oppose those alternatives that would so negatively impact IDA and to resist being rushed into a decision before a thorough analysis has been done.

Thank you very much for your time and attention.

SPEAKER'S FORM

DOCKET ITEM NO. 6

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. **NAME:** Duncan W. Blair, Esquire

2. **ADDRESS:** 524 King Street, Alexandria, Virginia 22314
TELEPHONE NO. 703 836-1000 **E-MAIL:** dblair@landclark.com

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
Winkler Preserve

4. **WHAT IS YOUR POSITION ON THE ITEM?**
Against

5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):**
Attorney

6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL?**
Yes

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.