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5-12-12

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

DATE: April 27, 2012

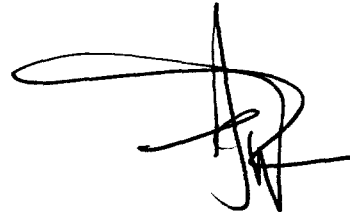
TO: The Mayor and members of the Alexandria City Council

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

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

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

Our detailed comments are below.



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

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

A. Open Space

1. We **do not agree** that the \$1.5 million in DOD funding for Open Space should be used for the purchase of an asphalt parking lot in the JBG properties, without any public discussion of alternatives recommendations by local residents. BSVCA believes that this funding would be far better spent purchasing the 5325 Polk Street property, now proposed for development, for open space. (Because of the timing restrictions we have just learned about, there is a risk of these funds being returned to DOD. To facilitate deliberations, we request that a copy of the DOD agreement with the City relating to Open Space be made publicly available and be included in public discussions.)
2. We support the 40% tree canopy recommended in the Plan but suggest this be changed to a **requirement** for a 40% tree canopy. This canopy calculation shall not include the Winkler Preserve or the Dora Kelly Park acreage. In addition, to the maximum degree possible, large, mature and healthy trees be retained in **each** of the developments. And where mature trees must be removed for construction, logistical or transportation infrastructure reasons, they should be replaced with healthy and large specimens.
3. Because of problems inherent to the Ramsay School site relating to the impact of lights on those in residential units in the evenings, and the impact of drainage on the Dora Kelly Park, we recommend that the City take a more flexible approach to the size, surface and location of the recreation field and its proposed use during nighttime hours.
4. The buildings proposed in the BSAP which are next to Dora Kelly Park have been set back in order to put a road next to the park. Because of environmental concerns and the fragile ecosystem of the park, we recommend the road be replaced with a permeable surface for a bike/walking path, and that any remaining land of the 7.2 acres be returned into the plan area as open space.
5. There are significant sewer capacity constraints on the Holmes Run Trunk Sewer, which services all of the BSAP area except the BRAC building --- which runs into the Arlington system. Sewer services should be evaluated and funded prior to any significant new construction related to the BSAP, to ensure that the trunk line can accommodate them. The funding of the sewer system should precede any new residential and commercial construction within the BSAP area.

B. Housing

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

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

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

C. Transportation

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

1. There are still significant questions relating to bike and pedestrian safety, and to the efficacy and cost of the Ellipse. More time is necessary to address these concerns.
2. We recommend that the costs for the rights of way, transit-related reconfiguration, and related landscaping of Beauregard Street within the BSAP area, as provided by developers, be escrowed until more of the actual costs and proffers are known on the balance of Corridor C. It would be a disaster if less than half of Corridor C (bus-only lanes) were implemented, within the BSAP, only to have the buses in Corridor C traveling in congested vehicular lanes for the majority of the trip, in the rest of Corridor C.
3. Until Corridor C issues are resolved, the City should pursue the use of circulator buses and extended hours on weekends and non-rush hours for DASH and Metro buses, and should work more closely with Arlington and Fairfax to integrate their bus routes with ours.
4. The BSAP area will include 9,200 residential units, four new hotels, and four additional office buildings; if the area is not to be overwhelmed by vehicular traffic, accommodations for public transit passengers are critical. We recommend that the City plan to expand the Transit Center at Southern Towers to accommodate additional demand, which will result if the proposed HOV Ramp is approved, and as the additional growth envisioned in the plan occurs.

D. The Hermitage and Goodwin House

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

May 3, 2012

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

Dear Ms. Davis,

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

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

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

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

Sincerely,



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

Jackie Henderson

From: Judy Noritake <jnoritake@nka-arch.com>
Sent: Monday, May 07, 2012 4:15 PM
To: Jackie Henderson
Cc: James Spengler; Debra Collins; Faroll Hamer; Rich Baier; Rashad Young
Subject: Park & Rec Commission Letter on Beauregard SAP to City Council
Attachments: Beauregard SAP Letter to City Council.pdf

Jackie:

Can you please forward the attached letter to the Mayor and Members of Council? I will not be available to speak during the hearing on Saturday. Thank you.

Judy Noritake, Chair
Park & Recreation Commission

Judy Guse-Noritake, AIA, LEED AP
Principal

NORITAKE
associates

605 Prince Street, Alexandria, VA 22314
[t.] 703.739.9366 x.130 [f.] 703.739.9481
www.noritakeassociates.com
jnoritake@nka-arch.com



DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES

1108 Jefferson Street
Alexandria, Virginia 22314-3999

James B. Spengler
Director

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

Park and Recreation Commission

May 7, 2012

Mayor William Euille
Vice Mayor Kerry J. Donley
Councilman K. Rob Krupicka
Councilman Frank H. Fannon, IV
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilwoman Alicia R. Hughes

Re: Beauregard Small Area Plan

Dear Mayor Euille and City Council Members:

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

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

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

donated to the City many years ago. It is certain that some tree canopy on the lower acquired parcel would need to be removed to accommodate the field and that significant retaining walls would be necessary.

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

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

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

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

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

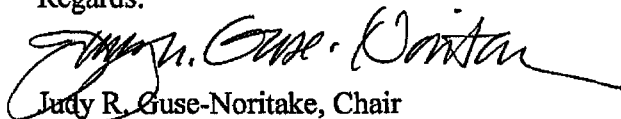
The technology of green buildings and low impact site development continues to evolve very quickly. The goal for this SAP to achieve LEED Neighbor certification is commendable. In addition, the City will require the buildings to achieve LEED Silver, as is the current policy. The bar to reach these certifications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

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

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

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

Regards:



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

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

Judy Noritake

Subject: FW: Redevelopment Proposals Related to Area Surrounding Dora Kelley Nature Park

FRIENDS OF DORA KELLEY NATURE PARK

5600 Harding Avenue • Alexandria, VA 22311

January 4, 2012

Mr. James Spengler, Director

Department of Parks, Recreation and Cultural Activities

City of Alexandria

Ms. Judy Noritake, Chair

Park and Recreation Commission

City of Alexandria

Dear Jim and Judy:

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

1. New rectangular athletic field

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

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

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

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

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

2. Proposed perimeter road

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

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

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

The proposed fence will not have a significant effect on access to the rest of the park. Residents in JBG's Mark Center property, along with the rest of the citizenry in Northern Virginia, currently have adequate access to the Nature Park via a number of designated entry points including Beauregard Street, North Morgan Street, the Nature Center, Sanger Avenue, Chambliss Street, Holmes Run Parkway, Doris Drive, and the Ramsay School playground.

3. Connecting the Holmes Run Greenway and the Winkler Botanical Preserve

It appears that JBG is prepared to develop a pedestrian link between the Greenway and the Preserve. We enthusiastically endorse that effort.

To facilitate connectivity between these two beautiful natural areas we recommend that the City and JBG work together to design a pedestrian-friendly crossing on Sanger Avenue that would enable trail users to pass directly from the Greenway to the Preserve. Currently there are only two widely spaced pedestrian crossings on Sanger Avenue, at Beauregard and Van Dorn Streets. A new crossing halfway between the current crossings would be ideal.

We thank you for the opportunity to comment on these development proposals, and please contact us if you have any questions.

FRIENDS OF DORA KELLEY NATURE PARK

Dave Dexter, President

Lynn Bostain, Vice President

cc: Laura Duram

Mark Kelly

Zunilda Rodriguez

Jane Yeingst

Jackie Henderson

From: Jim McIntyre <jmcintyre29@comcast.net>
Sent: Monday, May 07, 2012 12:13 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard corridor plan
Attachments: ATT00001.txt

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

Time: [Mon May 07, 2012 12:13:11] Message ID: [39193]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Jim
Last Name: McIntyre

Street Address: 6022 Morgan Court

City: Alexandria

State: VA

Zip: 22312

Phone: 703-750-0119

Email Address: jmcintyre29@comcast.net

Subject: Beauregard corridor plan

Dear Mayor and members of City Council,

We live at 6022 Morgan Court on

the west end of Alexandria, directly adjacent to the planned redevelopment

along Beauregard Street. Alexandria residents for 25 years, we have lived

at our current address for 15 years. We love Alexandria, and we love our

neighborhood -- a great mix of incomes, commercial and residential use,

and strong community spirit. We write in support of the proposed

Comments: redevelopment plan, and urge you to approve it for the long-term good of our city and our neighborhood.

We recently attended a community outreach

event held by the developers and were very impressed by what we saw and

heard. The developers appear to be listening carefully to the concerns of

area residents and are reacting accordingly. The pledge of increased

opportunities for low- and middle-income housing in the area is

particularly heartening to us. We have always valued the cultural diversity

of our neighborhood and would not want to see that diminished.

However,

we also realize the importance of a flexible approach to future development

in our neighborhood, and indeed in the entire city. We cannot deny the rights of developers to promote the highest value for the land they own, and we should not constrict land use to the detriment of all Alexandria residents and property owners. The future of our city depends on well-considered and far-sighted development proposals that seek to preserve

Alexandria's historic diversity while expanding the city's tax base.

We

sympathize with current residents whose situations may be changed by the

proposed development. But we also applaud the efforts made by city officials to help those so affected.

We are pleased to hear that the

planning commission approved the developer's draft plan last Saturday. We

look forward to attending the City Council candidate's debate this coming Wednesday and will be listening intently to the discussion surrounding this issue, as we decide how to cast our votes in June.

Jim and Mary

McIntyre

Jackie Henderson

From: Steve Sindiong
Sent: Monday, May 07, 2012 10:12 AM
To: City Council; City Council Aides
Cc: Abi Lerner; Rich Baier; Karen Callaham; Sandra Marks; Mark Jinks; Jeffrey Farner; Zunilda Rodriguez; Jackie Henderson; Faroll Hamer; Donna Fossum; Jennifer Mitchell; Jesse Jennings; Justin ; Kevin Posey; Louisa Ward; Philip Voorhees; Rob Krupicka; William Euille
Subject: Letter from Transportation Commission regarding Beauregard Small Area Plan (Transportation Element)
Attachments: 2012-05-03 TC Beauregard SAP Letter to PC and Council.pdf

Dear Councilmembers:

Please see attached a letter from the Transportation Commission regarding the transportation element of the Beauregard Small Area Plan. The Transportation Commission held a public hearing on the plan at its May 2, 2012 meeting. Please let me know if you have any questions. Thank you.

*Steve Sindiong, AICP
Principal Transportation Planner
City of Alexandria Transportation and Environmental Services
421 King Street, Suite 300
Alexandria, VA 22314
Phone: 703-746-4047
Cell: 571-319-7109
Fax:703-746-3298*

Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

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

May 3, 2012

Re: Beauregard Small Area Plan (Transportation Element)

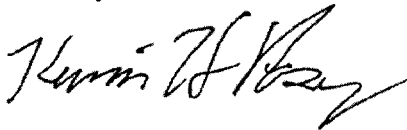
Dear Mayor Euille, Members of City Council and Members of the Planning Commission:

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

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

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

Sincerely,



Kevin H. Posey
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

Jackie Henderson

From: David Cavanaugh <dacava1@yahoo.com>
Sent: Wednesday, May 02, 2012 5:03 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan-Transportation
Attachments: 5f225b4d83a06d93ed1e4803fb89e2eb.doc; ATT00001.txt

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

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

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: David
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria
State: VA
Zip: 22304
Phone: 7034613310
Email Address: dacava1@yahoo.com
Subject: Beauregard Small Area Plan-Transportation
Dave Cavanaugh

Re: Transportation Commission Meeting, May 2, 2012

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

(limit 3 minutes)

The Beauregard Small Area Plan Draft Transportation

Chapter is inconsistent with the approved Transportation Plan. It fails

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

projected growth in population.

Equally important the Draft Plan

forecloses consideration of other transportation options and it endorses a

laundry list of Proposed Transportation Improvements described as "needed

by 2035..."

The Draft Plan fails to incorporate strategies realistically

handling the increased transit needs of the plan

area. It also leaves

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

The

proposed redevelopment is huge. With the existing transportation network

underperforming, more streets funneling more traffic (including buses)

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

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

I have three

major comments:

1. The Draft does not include a comprehensive

transportation and transit plan that will accommodate the projected

growth in the plan area. Unlike the traffic analysis showing

unsatisfactory levels of service, there are no transit travel demand

studies to accommodate the projected growth and patterns of movement in

the plan area.

Without a transit plan we are wasting money and down the

road placing the burden for transit related improvements on taxpayers.

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

attempting to create; making traffic conditions even worse and adversely

impacting future economic development.

2. The Beauregard Small Area

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

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

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

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

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

working at the Alexandria Hospital, nearby office buildings and other

nearby employment centers. Creating a major transit hub at Southern

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

3. Chapter 8,

Transportation Recommendations, Page 140 forecloses consideration of other

transportation and transit option. The Draft Plan requires a

“transportation infrastructure phasing plan” to include the list of all

transportation improvements in the Table 6. The infrastructure plan must

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

Transportation Commission that the plan is consistent with the

Transportation Master Plan would be endorse the laundry list, block

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

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

circle) replaces the recently constructed triple left that was only

recently touted by the City officials as a traffic solution.

The

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

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

pedestrians crossing through or walking around the Ellipse. I recommend

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

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

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

slow transit operation in the plan area.

In closing, instead of

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

better
spent on infrastructure that creates a transit oriented community.

This would save residents from a
costly experiment, reduce traffic

disruption due to road construction, facilitate the schedule for

redevelopment in the Plan area and provide a portion of the developer
contributions for transit use.

Thank you.

Attachment: 5f225b4d83a06d93ed1e4803fb89e2eb.doc

Dave Cavanaugh

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

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

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

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

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

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

I have three major comments:

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

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

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

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

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

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

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

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

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

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

Thank you.

Jackie Henderson

From: Bradley Buchanan <tobaccoroad1200@aol.com>
Sent: Wednesday, May 02, 2012 1:27 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Small Area Plan
Attachments: ATT00001.txt

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

Time: [Wed May 02, 2012 13:27:29] Message ID: [39014]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Bradley
Last Name: Buchanan
Street Address: 5129 Fairbanks Avenue
City: Alexandria
State: Virginia
Zip: 22311
Phone:
Email Address: tobaccoroad1200@aol.com
Subject: Small Area Plan
As a property owner of 5129 Fairbanks Avenue in the West End section of Alexandria, I strongly support the letter written by the Shirley Gardens Group which supports the proposed Small Area Plan.
Comments: It is time for the City to move forward with improving the West End and taking advantage of the proffers offered by the developers.

Jackie Henderson

From: Charlie Banta <cbanta@hiltonalexandriamc.com>
Sent: Wednesday, May 02, 2012 8:20 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan
Attachments: ATT00001.txt

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

Time: [Wed May 02, 2012 08:20:11] Message ID: [39004]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Charlie
Last Name: Banta
Street Address: 5000 Seminary Road
City: Alexandria
State: VA
Zip: 22311
Phone: 703-845-1010
Email Address: cbanta@hiltonalexandriamc.com
Subject: Beauregard Small Area Plan
The Honorable Mayor, City Council and City Manager:

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

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

Comments: Additional high quality restaurants and retail throughout the plan in close proximity to the Hilton will benefit our hotel guests, our employees as well as those working at the Mark center DOD Complex. Additional office and residential density will create opportunities for increased hotel occupancy and hotel events. The dedicated transit lane will be very helpful to our employees, while the committed affordable housing will provide additional

opportunities to live close by.

Please approve the Beauregard Small Area

Plan.

Charlie Banta
General Manager
Hilton Alexandria Mark Center

Jackie Henderson

From: Stephanie Clayton <stephanie@federalcity.com>
Sent: Tuesday, May 01, 2012 7:34 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: I Support the Beauregard Small Area Plan!
Attachments: ATT00001.txt

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

Time: [Tue May 01, 2012 19:33:59] Message ID: [38997]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Stephanie
Last Name: Clayton
Street Address: 5333 Thayer Avenue
City: Alexandria
State: VA
Zip: 22304
Phone: 202-359-2796
Email Address: stephanie@federalcity.com
Subject: I Support the Beauregard Small Area Plan!
Dear Mayor Euille, Vice Mayor Donley, & City Council:

I am writing
to share my full support of the Beauregard Small Area Plan. I am a native
Alexandrian and an 11-year resident of Seminary Valley and I am eager
and
excited to see a more vibrant, citizen-friendly West End. And I believe
this Plan will help us achieve this.
I am encouraged by the thoughtful
plan being put forth to Council, in that it incorporates an impressive
Comments: amount of added and improved green space, a much needed new turf
playing
field with lights, improved transit along the Beauregard corridor, a
modern, walkable town center with an improved grocery store and other
desirable retail, and a much needed new fire station servicing the West
End. I also like the improved interconnected system of biking and walking
trails that the plan envisions and better neighborhood to neighborhood
connectivity through an improved street grid and transit.
It is also

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

I also believe that

the more vibrant and liveable the Beauregard corridor becomes, the more it

will attract employees who work at BRAC, and many will consider moving to

the neighborhood. This will no doubt improve traffic congestion with

fewer cars heading to BRAC. And for the rest of BRAC, the addition of new

desirable retail and restaurants to the area will generate needed business tax dollars to the city, as workers will be able to walk to the town center area during their lunch hour and utilize the retail businesses, benefiting all of us with increased commercial tax revenue.

Alexandria needs to

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

I hope you will enthusiastically support the

Beauregard Small Area Plan.

Sincerely,
Stephanie Clayton
5333 Thayer

Avenue
Alexandria, VA 22304

Jackie Henderson

From: Walter Alesevich <walesevich@msn.com>
Sent: Thursday, March 29, 2012 8:03 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Support of Beauregard Corridor SAP
Attachments: ATT00001.txt

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

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

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

Jackie Henderson

From: Marcia Sayer <marcia.sayer411@gmail.com>
Sent: Friday, April 06, 2012 6:38 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan
Attachments: ATT00001.txt

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

Time: [Fri Apr 06, 2012 18:37:50] Message ID: [38306]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Marcia

Last Name: Sayer

Street Address: 2307 Sibley Street

City: Alexandria

State: Virginia

Zip: 22311

Phone: 703-998-4592

Email Address: marcia.sayer411@gmail.com

Subject: Beauregard Small Area Plan

As a long-time resident of Alexandria along the Beauregard corridor, I'd like to voice my objection to the proposal under consideration for the property on Leverett Court presently owned by JBH to become affordable housing. Affordable housing is important to any community, but it needs to be carefully thought through as well as involve the input of the community. It should be distributed evenly throughout all of Alexandria, not designated for pockets/parcels where the property may or may not have limited use in other development concepts. Affordable housing developed on

Comments: such a narrow pocket of land hinders integration throughout the city where the goal should be both wide distribution and integration of all the residents. Pockets of land/property that are isolated by virtue of the location of the property tends to continue to isolate residents. Perhaps Leverett Court doesn't fit into the big scheme of what JBH hopes to do with what they own along Beauregard, but donating this property to the city/city entities for a likely tax write-off does not serve the potential affordable housing rental residents in 54 apartments which are essentially

land-locked on a dead end street. If these properties were thoughtfully

rennovated and turned into condominiums designed for a combination/variety

of potential owners, part of the goal of broad integration would be better

met among lower income and higher income owners which then take increased

pride in their properties, ensuring they are maintained and that they value

the stake they have in the well-being of Alexandria city and the well-being

of property ownership.

Please do not move ahead with this proposal

without further community input, thought and discussion about long-term

benefits versus short term dilemmas.

Thank you.

Marcia Sayer

Gloria Sitton

From: Jackie Henderson
Sent: Wednesday, May 09, 2012 11:42 AM
To: Gloria Sitton
Subject: FW: COA Contact Us: Docket Item 12, Master Plan Amendment 2012-0003, Beaufort Small Area Plan
Attachments: 1af86ebf1857ab2f8b24107b42df314d.doc; ATT00001.txt

From: Dave Cavanaugh [<mailto:dacava1@yahoo.com>]
Sent: Wednesday, May 09, 2012 11:37 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Docket Item 12, Master Plan Amendment 2012-0003, Beaufort Small Area Plan

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

Time: [Wed May 09, 2012 11:36:46] Message ID: [39295]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Dave
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria, VA
State: Virginia
Zip: 22304
Phone: 7038698362
Email Address: dacava1@yahoo.com
Subject: Docket Item 12, Master Plan Amendment 2012-0003, Beaufort Small Area Plan
May 9, 2012

To: Mayor and City Council

From: Dave
Cavanaugh

Subject: Docket Item #12. Master Plan Amendment #2012-0003,
Beaufort Small Area Plan

Comments: I suggest the following line add/deletes

based on recommendations in the March 27, 2012 Beaufort Small Area Plan

Draft. I have not seen any subsequent revisions based on the Planning Commission recommendations.
1. Recreation:

The developers (JBG

Properties, Home Properties, and Southern Towers) in the plan area provide

a variety of on-site recreational amenities for apartment residents. As

an example, JBG Properties has two swimming pools, a club house with

exercise equipment, three tennis courts, a volley ball court and a tot

lot. The Draft Beauregard Small Area Plan does not include any provision

for similar outdoor recreational amenities, placing more pressure on

existing recreational facilities at the Ramsey Elementary School, the

recreation center, Chambliss Park and John Adams.

A goal of the

Draft Plan is to foster a healthy and active lifestyle for residents and

employees in the plan area.

a. Suggest Recommendation 4.1, Page 73

describing the land use strategy include:

- Outdoor recreation including

swimming pools, tennis courts, volleyball courts, exercise facilities and

tot lots.

The Draft Plan advocates ground level and roof top open

space, encourages amenities such as swimming pools, exercise facilities

and provides an athletic field to be located near William Ramsay School.

There is no requirement to replace any of the current recreational

facilities provided by the developers. Assuming the significant increase

in population envisioned under the Draft Plan, I suggest the following

language to the Draft Plan.

b. Suggest Recommendation 4.4, Page 76 be

revised to read:

- Accessible public outdoor recreation space shall be

provided in each of the neighborhoods to encourage healthy and active

lifestyle including swimming pools, tennis courts, volleyball courts,

exercise
facilities and tot lots.

Comment: In the planning process it

is essential to set aside space to accommodate the recreation
needs of a

diverse community. To alleviate pressure on the limited public

recreational resources, the plan
should include provisions for the

developers to replace amenities currently being provided to their

tenants.

2. Tree Canopy

Recommendation 4.45, page 77 requires

redevelopment areas to have 40% tree canopy coverage, but
stipulates the

requirement can be provided "on-site or as a combination of on-site and

off-site
improvements.

The loss of tree canopy in any of the

proposed neighborhoods is a permanent loss and is not replaced
with

additional tree canopy elsewhere.

It is important to protect and

maintain the old growth tree canopy especially on steep grades where
there

is a south and west exposure. It is also important to protect the

distinctive natural character of the area
along Beauregard and Sanger

Avenue. I suggest the recommendation focus on and maintaining the old

growth tree canopy in the proposed redevelopment

neighborhoods.

Suggest Recommendation 4.45, page 77 be revised to

ensuring existing tree canopy percentage is
maintained and deletes

provision for off-site replacement of tree canopy.

- The redevelopment

areas are required to provide 40% tree canopy coverage and/or maintain
the

existing percent of tree coverage within each of the Plan Neighborhoods.

Plans for redevelopment shall
minimize the loss of existing groves of old

growth trees especially in areas where there are steep slopes.

Dave

Cavanaugh

Attachment: 1af86ebf1857ab2f8b24107b42df314d.doc

Gloria Sitton

From: Jackie Henderson
Sent: Tuesday, May 08, 2012 12:40 PM
To: Gloria Sitton
Subject: FW: COA Contact Us: 12. MASTER PLAN AMENDMENT #2012-0003 BEAUREGARD SMALL AREA PLAN
Attachments: 70a7ae90b62d9dc350ddd9be802b80ec.doc; ATT00001.txt

From: Dave Cavanaugh [mailto:dacava1@yahoo.com]
Sent: Tuesday, May 08, 2012 12:34 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: 12. MASTER PLAN AMENDMENT #2012-0003 BEAUREGARD SMALL AREA PLAN

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

Time: [Tue May 08, 2012 12:34:28] Message ID: [39269]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Dave
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria, VA
State: Virginia
Zip: 22304
Phone: 7038698362
Email Address: dacava1@yahoo.com
Subject: 12. MASTER PLAN AMENDMENT #2012-0003 BEAUREGARD SMALL AREA PLAN
To: Mayor and City Council
From: Dave Cavanaugh
Subject: Docket
Item 12, Master Plan Amendment #2012-0003 12.
Enclosed are suggested changes to provisions in Chapter 8, Transportation
Comments: Although a goal of the Beaugard Small Area Plan Draft is to create a modern transit oriented community, most of the attention has been focused on a traffic Ellipse that is not part of the proposed Bus Rapid Transit corridor. The Draft Plan barely mentions the Mark Center Station, the prospect of VDOT

approving the I-395 High Occupancy Vehicle (HOV) ramp or proposals for a transit station at Southern Towers. These changes are significant and should be included in the Draft Plan.

Mark Center Station was designed primarily for BRAC employees and not designed as a regional transportation hub. Construction of the HOV ramp will increase demand for transit bus service along the I-95 corridor serving Lorton, Lake Ridge and Woodbridge. As a result Mark Center Station will likely need to be expanded as development in the area increases. Although VDOT will fund construction of the ramp, no additional funding was provided to redesign transit movement at Mark Center Station

Southern Towers is currently a major transfer station. WAMATA and DASH buses serve the plan area providing transit service to Pentagon Metro. It is also a transfer station for commuters traveling to other nearby destinations. With the proposed increase in redevelopment in the plan area, realignment of streets, and a proposed Bus Rapid Transit system, it will be necessary to modernize and redesign the current transit operation and service at Southern Towers. The April 13, 2012 Technical Memorandum from an engineering consultant is inadequate and confirms the fact transit has not been adequately considered in the Draft Plan.

The impact of growth on transit both at Southern Towers and at Mark Center have not been factored into the planning. The Draft Plan should address the design of the transit proposed at Southern Towers and arrangements for funding the transit improvements. Constructing a major transit station will put Mark

Center on the regional transit map, increase ridership and build on the qualities that make living in this area attractive.

This brings us

to the Ellipse. Among other things, the Draft Plan requires construction of a \$35 million (see Table 8, Page 151) traffic Ellipse (a traffic circle) at Seminary Road and North Beauregard. It also requires

construction of the Ellipse be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development. The

Implementation Plan assumes construction of the Ellipse between years 2018-2020.

I have raised concerns regarding the proposed Ellipse.

Although I am not a traffic engineer, a look at the diagram presented by

Transportation and Environmental Services support my belief the Ellipse will slow traffic (5 traffic signals) at a critical intersection, slow

transit bus service, confuse drivers, create unsafe conditions for

pedestrians and potentially slow response time for emergency vehicles

caught in the traffic maze. I am not convinced that although the

Ellipse is not perfect it is the best we can do.

At the

Transportation Commission Meeting City staff reported the Virginia

Department of Transportation wrote a letter endorsing the concept. As of

noon on May 8, 2012 the letter has not been posted on the City's website.

The concept is basically a 10% design drawing. I suggest it is too early to endorse intersection design in a small area plan and more analysis is necessary to evaluate the impacts on transit.

However, the Ellipse is

not currently part of Corridor C and is not critical to the initial phasing of

redevelopment and creating a transit oriented community. Therefore conditions for redevelopment in the Beauregard Corridor should not be contingent on construction of the Ellipse, but be linked to meeting the

transit needs of current and new residents. Initial funding

(public/private) should be included in the plan to ensure the

infrastructure for transit in the Plan area is in place as a condition of

obtaining an occupancy certificate for new or replacement

apartments.

Priority should be given to ensuring all transitway

improvements including bus stations are completed prior to issuing a

certificate of occupancy for the various phases of new construction. Since

the Ellipse is not part of the transitway plan, this would send a signal

Alexandria places a high priority on transit improvements in the

Beauregard Corridor as opposed to additional road construction.

There

are a variety of elements to transportation and transit planning in the

Beauregard Small Area Plan that need to be brought together from a

planning point of view. These elements include the Mark Center Station,

the proposed I-395/Seminary Road HOV Ramp, the Ellipse and revamping the

transit facilities and services at Southern Towers. Without a more

comprehensive approach, we will be adversely impacting the movement of

BRT, local buses and pedestrians moving through the plan area. I suggest

the plan include language the proposed changes in transportation and

planning are conceptual and will be subject to a more thorough

multi-modal study.

Line Additions and Deletions

A. Transportation

Network

8.1 The transportation network should shall be designed to mitigate traffic impacts associated with the plan, facilitate transit movement, and encourage non-single occupant vehicle (SOV) modes of transportation.

8.3 The street network should shall be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.

B. Transportation Phasing

Prior to the approval of any rezoning for the Plan area, a transportation infrastructure phasing plan transportation and transit plan for the plan area will be approved by the City and will include construction of transitway facilities in the

plan area including a major transit station at Southern Towers. all of the transportation improvements outlined in the Plan (Table 6). All transportation infrastructure required in each of the phases of the Plan

will be constructed and operational prior to the certificate of occupancy for the phase of development. The transportation infrastructure phasing plan must reflect the following:

- Construction of the Ellipse must be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development.

- Construction of the transitway and any cash contributions shall be constructed and/or contributed according to the phasing plan outlined in the implementation chapter.

- Transportation improvements on property frontages must be constructed prior to certificate of occupancy for those blocks.

Comments:

- I would delete the transportation infrastructure phasing plan since it implies approval of a list of road improvements. Instead, I suggest substituting a transportation and transit plan for the plan area.
- Changes to the list (Table 6, p. 125) would eliminate items not under City or developer control (Items S & T), not require transitway construction outside the plan area, and place focus on developing the transit first before issuing a certificate of occupancy. I suggest the transportation and transit plan for the plan area be approved by City Council since it would likely have budgetary impact.

D. Transit and Transportation Improvements

Add the

following:

- Design and locate a bus transfer station at Southern Towers

to accommodate the proposed Bus Rapid Transit, buses serving Pentagon

Metro as well as local buses.

- Construction of all transit stations and

stops on North Beauregard and Seminary Road shall be completed prior to

issuance of a certificate of occupancy for 2,400,000 square feet of development.

(Comment: As currently written, the certificate of

occupancy is contingent on construction of the Ellipse. The suggested

change reinforces the transit oriented nature of the community. The

proposed BRT does not go through the Ellipse.)

Sincerely,

Dave

Cavanaugh

Attachment: 70a7ae90b62d9dc350ddd9be802b80ec.doc

Gloria Sitton

From: Jackie Henderson
Sent: Tuesday, May 08, 2012 12:40 PM
To: Alicia Hughes; Beth Temple; William Euille; Del Pepper; Elizabeth Jones; Frank Fannon; Jane McDonald; John O'Neal; Judy Stack; Karen Parker; Kerry Donley; kerry donley (work); Nancy Lavalley; Paul Smedberg; Rob Krupicka
Cc: Gloria Sitton
Subject: FW: COA Contact Us: Beaugard Small Area Plan

From: Cicely Woodrow
Sent: Tuesday, May 08, 2012 12:39 PM
To: 'Saadia Sarkis'
Cc: Graciela Moreno; Jackie Henderson
Subject: RE: COA Contact Us: Beaugard Small Area Plan

Dear Ms. Sarkis,

Thank you for submitting comments to the Department of Planning and Zoning. The Beaugard Small Area Plan will be heard at the May 12 City Council meeting. By copy of this email, I'm forwarding your message to Jackie Henderson, City Clerk and Clerk of Council, who will make your comments available as part of the official record. You are welcome to attend the hearing and voice your comments also.

Best regards,
Cicely Woodrow

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

From: Saadia Sarkis [mailto:sarkis_s_2000@yahoo.com]
Sent: Tuesday, May 08, 2012 12:08 PM
To: PnZFeedback; Cicely Woodrow; Graciela Moreno
Subject: COA Contact Us: Beaugard Small Area Plan

COA Contact Us: Planning and Zoning General Feedback

Time: [Tue May 08, 2012 12:07:31] Message ID: [39267]

Issue Type: Planning and Zoning General Feedback

First Name: Saadia
Last Name: Sarkis
Street Address: 5809 Merton Court, Apt. 281
City: Alexandria
State: VA
Zip: 22311
Phone: 703-931-7210
Email Address: sarkis_s_2000@yahoo.com

Subject: Beaugard Small Area Plan

I would like to voice my dismay at the "Beaugard Small Area

Plan" coming up for a vote in the Alexandria City Council. This

plan basically envisions demolishing affordable housing, getting rid of any plants and trees as well as displacing around 5000 people in the name of

some distorted vision of progress. The North Beaugard/Seminary road

area has been torn up for years with the BRAC building construction, badly

planned roads and major traffic hassels. I don't see this new

Comments: "vision" of the West End as an improvement. I have lived in

my apartment for almost 35 years and yet if this plan goes through as

proposed I and many others will be forced to other places to live.

Affordable housing and trees are becoming a very rare commodity in

Alexandria, especially the West End. I realize, of course, JBG

Management will do what they want with the property, anyway, but doesn't

the City of Alexandria have an obligation to look out for people living

here?

Thank you.

Jackie Henderson

From: Dave Cavanaugh <dacava1@yahoo.com>
Sent: Tuesday, May 08, 2012 9:09 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beaugard Small Area Plan Southern Towers Traffic Analysis
Attachments: 95ce5d3f96c39c9dcaa76e7a3ce912af.pdf; ATT00001.txt

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

Time: [Tue May 08, 2012 09:09:27] Message ID: [39252]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Dave
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria
State: Virginia
Zip: 22304
Phone: 7034613310
Email Address: dacava1@yahoo.com
Subject: Beaugard Small Area Plan Southern Towers Traffic Analysis
Attached is a "technical memorandum" dated April 13, 2012.

The technical report was prepared by AECOM and RK&K Engineers, LLP sent to JBG Companies with a copy sent to Steve Sindiong, City of Alexandria. "The results of the technical memorandum also serves as an addendum to the Beaugard Small Area Plan Transportation Analysis Report released on January 18, 2012." I am not sure how long the technical memorandum has been posted on the website or whether TES has formally approved the Transportation Analysis Report released on January 18, 2012.

Northbound Mark Center Drive between Seminary road and Main Street (the new east/west street through Southern Towers) will have two travel lanes. The technical memorandum calls for a future transit station on Mark Center Drive. Some of the existing buses will share the

dedicated BRT Lanes. Levels of service at
Mark Center Drive and Main

Street (AM Peak Period) for all scenarios is F.

The technical report

finds that although current levels of service within the Southern Towers

property are
currently poor, they are only slightly worse assuming year

2035 traffic.

"The results indicate that levels of service at the

study intersections with the new Southern Towers site
plan and transit

operations are comparable to the original analysis results with relatively

small delay
increases."

This is a questionable report. There is

inadequate space for a transit station and traffic will be
concentrated

primarily on two lanes on Mark Center Drive. This report should not be

made part of the
Beauregard Small Area Plan.

The Transportation and

Transit provisions of the Beauregard Small Area Plan contain many
elements

that
are not adequately coordinated for planning purposes. Many of the

recommendations will knowingly
make things worse. Full disclosure makes

it okay. The Mayor and City Council needs to have an overall
analysis

made to ensure we are not wasting time and money.

Thank you

Attachment: 95ce5d3f96c39c9dcaa76e7a3ce912af.pdf

Memorandum

| | | | |
|---------|--|------|----|
| To | James Nozar, The JBG Companies | Page | 15 |
| CC | Steve Sindiong, City of Alexandria & Peter Colarulli, Southern Towers | | |
| Subject | Beauregard Small Area Plan Traffic Analysis for Proposed Southern Towers Development | | |
| From | AECOM and RK&K Engineers, LLP | | |
| Date | April 13, 2012 | | |

Introduction

This technical memorandum summarizes the methodology, assumptions and findings of the traffic impact analysis related to the updated development plans within the Southern Towers area, located to the north of Seminary Road and east of Beauregard Street in the City of Alexandria as part of the Beauregard Small Area Plan. The new development plan of Southern Towers assumes a different roadway network, lane configuration and site layout compared to the existing conditions, but assumes the same development density as assumed in the original draft Beauregard Small Area Plan released on January 23, 2012. The results of this technical memorandum also serves as an addendum to the Beauregard Small Area Plan Transportation Analysis Report, released on January 18, 2012. The analysis also incorporates future transit operations within the site including proposed Corridor C Bus Rapid Transit (BRT) and existing local bus operations. This analysis uses the 2035 Market Demand (Development) Land Use conditions with the development Network, which includes the Ellipse at the Seminary Road and Beauregard Street intersection. Weekday AM and PM peak hour turning movement volume forecasts for the Year 2035 Market Demand development scenario were prepared by RK&K Engineers, LLP. These forecasts were reviewed by the City of Alexandria and incorporated into the traffic operations analysis. This memorandum is organized in the following manner:

- Assumed 2035 transportation network and lane configurations in Southern Towers,
- Proposed transit facilities and operations,
- 2035 volume projection estimations,
- Analysis methodology and simulation assumptions,
- Findings and recommendations.

Assumed 2035 Transportation Network and Lane Configurations in Southern Towers Area

A new roadway network is proposed to accommodate the proposed Southern Towers redevelopment and provide better circulation within Southern Towers. While the land uses and densities remain the same as previously assumed (195,000 square feet of office, 25,000 square feet of retail, 80,000 square feet of optional retail, and a hotel of 100,000 square feet), all of the additional land use has been shifted to the west of Mark Center Drive. **Figure 1** shows the proposed roadway network as well as the study intersections for this analysis. Main Street is a two-way street parallel to Seminary Road. Westbound Main Street connects I-395 southbound off-ramp and Beauregard Street, and continues west across Beauregard Street to connect to the Hekemian development. A signal is assumed at the intersection of Main Street at Beauregard Street, providing full access at this location. Eastbound

Main Street terminates before the I-395 ramp. Within Southern Towers, Main Street has one-lane in each direction between Beauregard Street and Mark Center Drive. Hermitage Street, parallel to Main Street, is located to the north of Main Street and connects Beauregard Street and Mark Center Drive. Hermitage Street has one lane in both directions. The intersection of Hermitage Street at N. Beauregard Street would operate as a right-in/right-out intersection, except for transit which would have access to the transitway within the median of Beauregard Street. A traffic signal is proposed to facilitate the transit movement at this location. The existing access from the Hermitage Hills apartments (located north of Southern Towers) to Beauregard Street would be closed, and relocated to tie into Hermitage Street. This new access would allow for residents of Hermitage Hills to either access Beauregard Street, or continue through Southern Towers to access the signal at the intersection of Mark Center Drive and Seminary Road. Southbound Mark Center Drive approaching Seminary Road has dual left turn lanes, a single through lane and a right-turn lane. Northbound Mark Center Drive between Seminary Road and Main Street has two travel lanes. Mark Center Drive between Main Street and Hermitage Street contains two lanes in both directions and the curb lane will be primarily used as a transit lane as part of the proposed transit center in this segment. Mark Center Drive north of Hermitage Street has one-lane in each direction. The recommended intersection configuration and control at the Mark Center Drive and Main Street intersection is discussed in the subsequent sections of this memorandum.

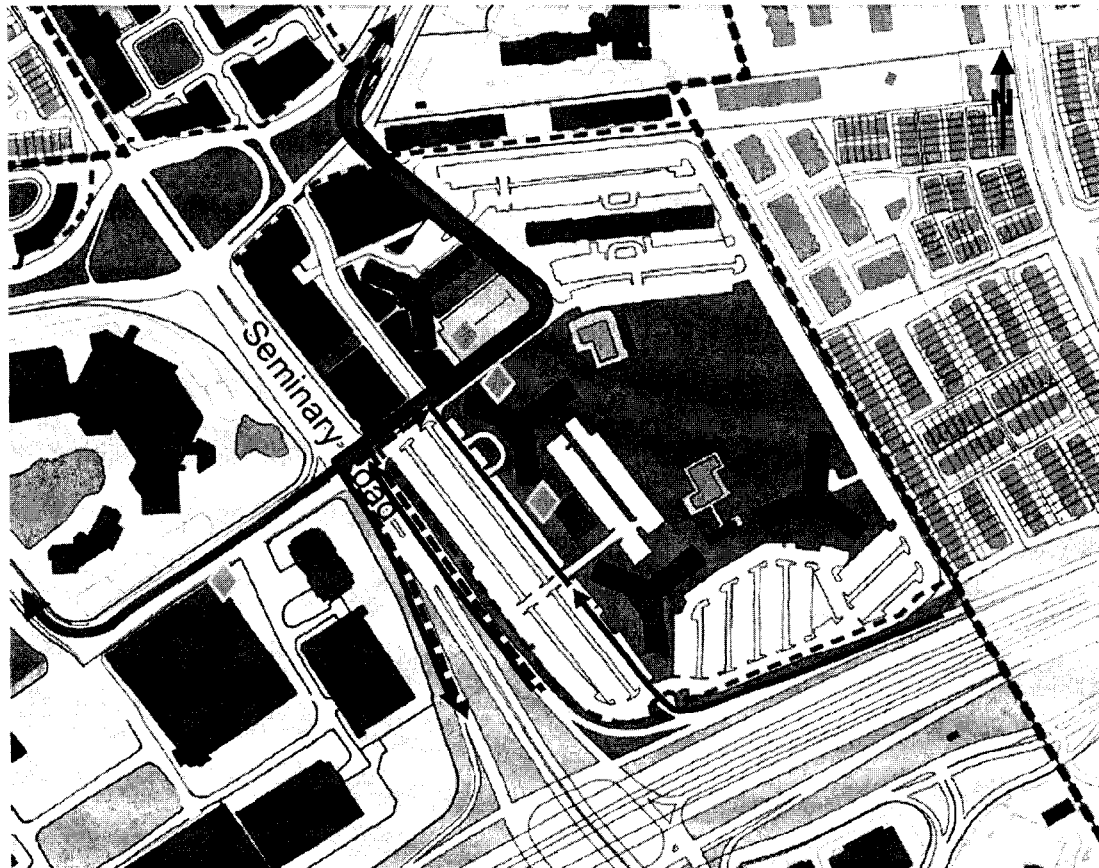
Figure 1: Proposed Roadway Network and Study Intersections within Southern Towers



Transit Operations

This analysis includes an assessment of transit operations within Southern Towers. To the north, the proposed Bus Rapid Transit (BRT) will enter and exit Southern Towers via the Beauregard Street and Hermitage Street intersection. This intersection will be signalized to facilitate transit access to and from the transitway within the median of Beauregard Street. To the south, the BRT would enter and exit Southern Towers at the intersection of Mark Center Drive and Seminary Road. The BRT would continue across Seminary Road toward Mark Center. Two future BRT stations are proposed within Southern Towers located along Mark Center Drive between Main Street and Hermitage Street on both sides. A local transit stop is located on the north side (westbound) of Main Street about 200 feet east of Mark Center Drive. Some of the existing local buses will share the dedicated BRT lanes and the future transit station on Mark Center Drive, including WMATA bus routes 7A, 7B, 7E, 7Y, 25B, 25D and 28A. Other local buses, including the WMATA bus routes 7M, 7W, 7X, 28G, and Dash bus routes AT1 and AT2 will use the transit station on Main Street. The study assumes existing bus schedules to be maintained in the future. **Figure 2** and **Figure 3** show the future bus routes that will use BRT transitway and circulate through Southern Towers in 2035.

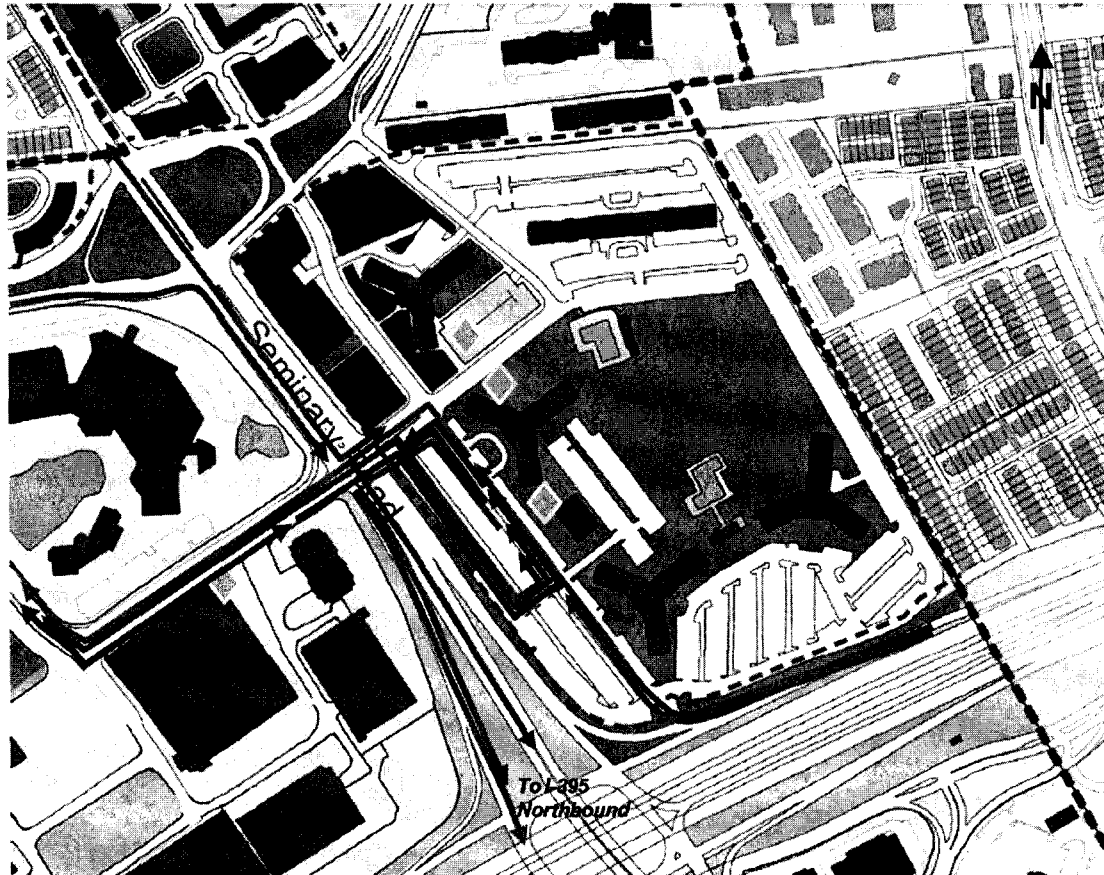
Figure 2: Southern Towers Transit Routes using BRT Transitway




LEGEND:

- Bus Rapid Transit / 7A, B, E, F, Y
- 25 D
- 25 B
- 28A
- ◆ Transit Station

Figure 3: Southern Towers Transit Routes circulating through Southern Towers



LEGEND:

- | | |
|--|---|
|  7M |  28G |
|  7W, X |  Transit Station |
|  AT 1, AT2 (DASH) | |

Volume Projections

Weekday AM and PM peak hour turning movement volume forecasts for the Year 2035 Market Demand development scenario were prepared by RK&K Engineers, LLP, for several intersections along Beauregard Street and Seminary Road that would provide access to and from the Southern Towers site, as well as for several proposed intersections that would be located within the site. The "external" volumes along Beauregard Street and along Seminary Road were based on the Year 2035 Market Demand scenario volumes that were previously prepared for the Beauregard Corridor Plan study. **Appendix A** shows RK&K Engineers, LLP's future volume projection methodology and calculations.

Methodology and Simulation

Traffic impact analysis for the updated development within Southern Towers was conducted using VISSIM. Network updates and transit route updates relevant to the Southern Towers redevelopment were applied to 2035 simulation models that were previously developed as part of the Beauregard Small Area.

Preliminary analysis indicated that redevelopment within Southern Towers did not impact traffic operations outside the Southern Towers area but modified traffic volumes and patterns in the vicinity of Southern Towers – between Seminary Road and Hermitage Street in the north-south direction; Beauregard Street and

I-395 in the east-west direction. Various alternatives were tested to improve traffic operations within Southern Towers. Three different traffic control type and lane configuration assumptions were tested at the intersection of Main Street and Mark Center Drive.

Scenario 1:

- Three-way stop sign control on eastbound and westbound Main Street, and southbound Mark Center Drive; free-flow traffic on northbound Mark Center Drive.
- Single traffic lane on westbound Main Street at Mark Center Drive.

Scenario 2:

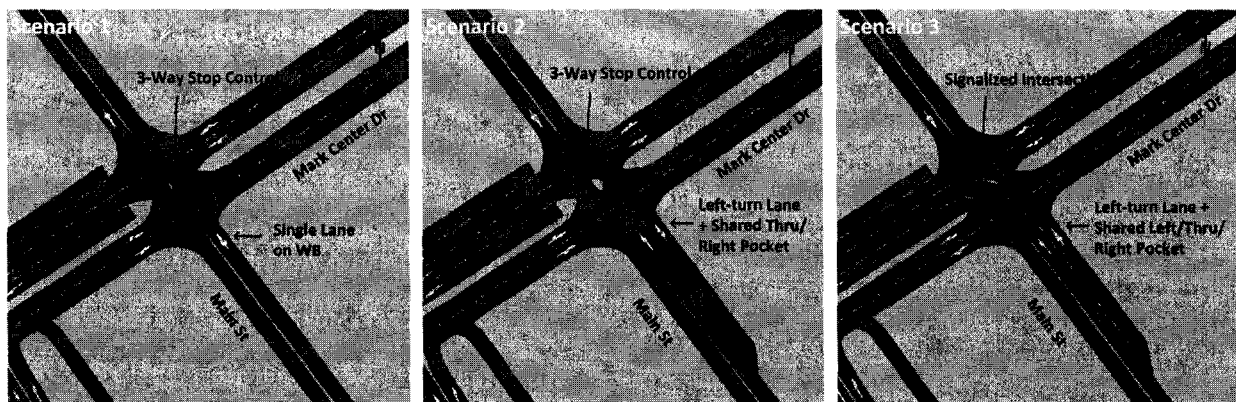
- Three-way stop sign control on eastbound and westbound Main Street, and southbound Mark Center Drive; free-flow traffic on northbound Mark Center Drive.
- A single left-turn traffic lane with a shared through/right-turn pocket of 150 feet on westbound Main Street approaching Mark Center Drive.

Scenario 3:

- Fully-actuated free running (uncoordinated) signalized intersection.
- Single left-turn lane with a shared left-turn/through/right-turn pocket of 150 feet on westbound Main Street approaching Mark Center Drive.
- Split phase operation for westbound and eastbound Main Street, and permitted left-turn operation for northbound and southbound Mark Center Drive.

Figure 5 shows these three scenarios at the Main Street and Mark Center Drive intersection.

Figure 5: Lane Configuration and Traffic Control Device Alternatives at the Main Street and Mark Center Drive Intersection



In order to fully utilize the two left-turn lanes on southbound Mark Center Drive at Seminary Road, the left-turn lane needs to be striped to direct drivers to the right two most lanes on eastbound Seminary Road. In this case, the drivers on the outside left-turn can immediately reach the I-395 southbound on-ramp without changing lanes while drivers on the inside left-turn lane have options to go to either the I-395 southbound on-ramp, I-395 northbound via rotary, or continue on Seminary Road.

Pedestrian activities at the Mark Center Drive and Main Street intersection were modeled in VISSIM. Pedestrian crosswalks are only assumed for the west side, north side and east side of the intersection. Note that these three crosswalks provide adequate access to the proposed transit center as well as the existing and proposed developments. The absence of a pedestrian crosswalk on the south leg of the intersection will help the traffic operation to be more efficient without adversely affecting pedestrian access.

Analysis Results

The 2035 Market AM model was used to test and compare the three scenarios. **Table 1** shows the delay and Level of Service (LOS) by approach at the Mark Center Drive and Main Street intersection for all scenarios. **Table 2** shows the queue length by approach and total number of vehicles that were not able to enter the network during the simulation period.

Table 1: Delay and LOS by approach at the Mark Center Drive and Main Street intersection (AM Peak Period)

| Delay and LOS | Northbound | | Southbound | | Eastbound | | Westbound | | Overall Intersection | |
|-------------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|----------------------|-----|
| | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS |
| Scenario 1 | 0.7 | A | 226.6 | F | 30.3 | C | 206.5 | F | 155.8 | F |
| Scenario 2 | 0.4 | A | 125.0 | F | 24.2 | C | 237.1 | F | 117.3 | F |
| Scenario 3 | 12.6 | B | 29.2 | C | 49.0 | D | 104.8 | F | 58.6 | E |

*Northbound/southbound is Mark Center Drive and eastbound/westbound is Main Street.

Table 2: Queue length by approach and total number of vehicles that could not enter the network (AM Peak Period)

| | Queue Length (ft) | | | | | | | | Number of vehicles unable to enter the network |
|-------------------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--|
| | Northbound | | Southbound | | Eastbound | | Westbound | | |
| | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| Scenario 1 | 0 | 16 | 466 | 532 | 5 | 106 | 656 | 931 | 170 |
| Scenario 2 | 0 | 8 | 361 | 524 | 10 | 106 | 654 | 780 | 160 |
| Scenario 3 | 11 | 116 | 82 | 340 | 13 | 133 | 217 | 620 | 0 |

*Northbound/southbound is Mark Center Drive and eastbound/westbound is Main Street.

As shown in **Table 1** and **Table 2**, Scenario 3 provides better traffic operations at the Mark Center Drive and Main Street intersection during the AM peak hour. The overall intersection LOS is F for Scenario 1 and Scenario 2, and LOS E for Scenario 3. All of the vehicles in Scenario 3 can be processed within the simulation period while more than 160 vehicles were not able to enter the simulation network in Scenarios 1 and 2.

Traffic Operations with the Implementation of Scenario 3

Based on the alternative analysis, Scenario 3 was used to analyze traffic impacts of the revised Southern Towers redevelopment on the entire Beauregard Small Area Plan study area during both AM and PM peak hours. **Table 3** and **Table 4** show the delay and LOS by lane group at all study intersections within the network. **Table 5** shows the queue length by approach at major intersections. Please note all the results shown below assume that with the revised Southern Towers redevelopment in 2035, Scenario 3 will be implemented.

In comparison to the original 2035 Market Demand (Development) analysis identified in the January 18, 2012 Traffic Report, changes in delay/LOS are observed at several intersections:

- Beauregard Street and Seminary Road (AM) – Delay increases from 54.3 second/vehicle (LOS D) to 57.3 second/vehicle (LOS E). Please note the change in LOS is due to a small increase in delay because the LOS average delay threshold for LOS D is 55.0 second/vehicle.

- Seminary Road and Mark Center Drive (AM) – Delay increases from 32.8 second/vehicle (LOS C) to 37.3 second/vehicle (LOS D). Please note the change in LOS is due to a small increase in delay because the LOS average delay threshold for LOS D is 35.0 second/vehicle.
- Beauregard Street and Seminary Road (PM) – Delay decreases from 57.3 second/vehicle (LOS E) to 54.1 second/vehicle (LOS D).

Delay and LOS changes at these intersections are due to lane configuration updates and corresponding signal timing adjustments within the Southern Towers site and the vicinity. Although the LOS downgrades by one letter at two intersections as indicated above, the traffic delay increase due to the revised Southern Towers redevelopment is less than 5 seconds per vehicle at these intersections.

The maximum queue on westbound Seminary Road approaching Beauregard Street extends to the upstream intersection during the PM peak. However, the queue length beyond the distance between the two intersections is short and the queuing instances only occur in one or two signal cycles as the average queue indicates a length that is much shorter than the storage length. Other queue results are comparable to the original analysis.

Proposed BRT operations and local bus operations were included in the analysis. Visual inspection of the models indicated that transitway operations at Beauregard Street and Seminary Road were adequate. Furthermore, LOS/queue outputs indicate minimal traffic impacts due to transit within the Southern Towers.

Findings and Recommendations

The results indicate that levels of service at the study intersections with the new Southern Towers site plan and transit operations are comparable to the original analysis results with relatively small delay increases. Proposed BRT operations and local bus operations were included in the analysis. Visual inspection of the models indicated that transitway operations at Beauregard Street and Seminary Road were adequate. Furthermore, LOS/queue outputs indicate minimal traffic impacts due to transit within the Southern Towers.

The recommendations of this analysis include:

- Signalization of the intersection of Main Street and Mark Center Drive (a more detailed signal warrant study is recommended before implementing a signal at this location);
- Providing a single left-turn lane and a shared right/through/left pocket of 150 feet on westbound Main Street at Mark Center Drive;
- Signalization of the intersection of Hermitage Street and Beauregard Street to facilitate transit access to and from the transitway within the median of Beauregard Street (a more detailed signal warrant and transit operations study is recommended before implementing a transit signal at this location);
- Configuring the Beauregard Street and Hermitage Street intersection as right-in/right-out for vehicular access except for transit.

Table 3: Approach delay and LOS by lane group - 2035 Market AM (Scenario 3)

| Intersection | Northbound | | Southbound | | Eastbound | | Westbound | | Overall Intersection | |
|--------------------------------------|------------|-----|------------|-----|-----------|-----|-----------|-----|----------------------|-----|
| | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Beauregard St / Route 236 | 63.5 | E | 62.0 | E | 85.8 | F | 39.5 | D | 63.4 | E |
| Beauregard St / N Chambliss St | 9.6 | A | 40.7 | D | 120.2 | F | 74.7 | E | 52.9 | D |
| Beauregard St / Lincolnia Rd | 10.1 | B | 9.7 | A | 1.7 | A | 47.2 | D | 17.9 | B |
| Beauregard St / Quantrell Ave | 7.3 | A | 3.9 | A | - | - | 48.8 | D | 15.5 | B |
| Beauregard St / N Armistead St | 3.6 | A | 5.8 | A | 18.2 | B | 26.0 | C | 10.0 | A |
| Beauregard St / N Morgan St | 3.0 | A | 5.0 | A | 49.9 | D | 28.9 | C | 9.2 | A |
| Beauregard St / Old Sanger Ave | 9.6 | A | 7.4 | A | 18.4 | B | 43.4 | D | 13.4 | B |
| Beauregard St / Relocated Sanger Ave | 7.9 | A | 6.7 | A | 33.2 | C | 35.3 | D | 12.8 | B |
| Beauregard St / Roanoke Ave | 14.6 | B | 21.1 | C | 49.6 | D | 20.4 | C | 18.2 | B |
| Beauregard St / Reading Ave | 14.3 | B | 18.8 | B | 38.5 | D | 14.6 | B | 18.0 | B |
| Beauregard St / Rayburn Ave | 14.3 | B | 5.4 | A | 57.4 | E | 19.5 | B | 18.8 | B |
| Beauregard St / Highview Ln | 16.8 | B | 14.5 | B | 49.7 | D | 16.7 | B | 22.4 | C |
| Beauregard St / Mark Center Dr | 25.3 | C | 58.6 | E | 53.8 | D | 39.4 | D | 40.4 | D |
| Beauregard St / Seminary Rd | 24.3 | D | 90.5 | F | 48.4 | D | 70.4 | E | 57.3 | E |
| Beauregard St / Fillmore Ave | 8.3 | A | 5.5 | A | 13.4 | B | 58.2 | E | 10.0 | A |
| Beauregard St / W Braddock Rd | 19.0 | B | 36.5 | D | 39.3 | D | 22.9 | C | 25.1 | C |
| Beauregard St / King St | 55.6 | E | 168.1 | F | 52.5 | D | 46.3 | D | 62.2 | E |
| Beauregard St / Hermitage St | 1.0 | A | 39.5 | D | - | - | 10.3 | B | 2.5 | A |
| Seminary Rd / S. George Mason Dr | 16.5 | B | 20.7 | C | 7.0 | A | 24.9 | C | 14.7 | B |
| Seminary Rd / Dawes Ave | 37.1 | D | 28.8 | C | 6.6 | A | 4.4 | A | 4.6 | A |
| Seminary Rd / Echols Ave | 20.2 | C | 46.9 | D | 3.6 | A | 11.9 | B | 6.6 | A |
| Seminary Rd / Mark Center Dr | 26.0 | C | 55.4 | E | 39.3 | D | 33.0 | C | 37.3 | D |
| Seminary Rd / I-395 Rotary | 37.2 | D | 16.8 | B | 33.6 | C | 29.6 | C | 28.7 | C |
| Seminary Rd / I-395 HOV Ramp | 37.3 | D | - | - | 30.7 | C | 40.8 | D | 36.6 | D |
| Seminary Rd / Library Ln | 47.7 | D | 44.5 | D | 20.5 | C | 10.1 | B | 19.7 | B |
| Seminary Rd / Hammond M.S. | 51.8 | D | 24.8 | C | 2.6 | A | 1.2 | A | 3.3 | A |
| Seminary Rd / N Pickett St | 38.9 | D | - | - | 2.6 | A | 3.7 | A | 7.1 | A |
| Seminary Rd / N Jordan St | 50.3 | D | - | - | 4.2 | A | 7.6 | A | 13.8 | B |
| N Van Dorn St / Taney Ave | 16.6 | B | 6.9 | A | - | - | 44.3 | D | 16.4 | B |
| N Van Dorn St / Sanger Ave | 17.0 | B | 21.0 | C | 91.0 | F | 39.9 | D | 32.2 | C |
| N Van Dorn St / Kenmore Ave | 8.3 | A | 6.4 | A | - | - | 33.3 | C | 9.7 | A |
| N Van Dorn St / W Braddock Rd | 22.0 | C | 27.1 | C | 50.8 | D | 55.6 | E | 32.9 | C |
| W Braddock Rd / Hampton Dr | 43.1 | D | 27.5 | C | 3.8 | A | 5.5 | A | 9.8 | A |
| Mark Center Dr / Main St | 12.6 | B | 29.2 | C | 49.0 | D | 104.8 | F | 58.6 | E |
| Mark Center Dr / Hermitage Dr | 5.2 | A | 1.0 | A | - | - | 13.0 | B | 3.3 | A |

Note: Beauregard Street and North Van Dorn Street are north-south roadways. Seminary Road and West Braddock Road are east-west roadways. Results are based on 15 simulation runs.

Table 4: Approach delay and LOS by lane group - 2035 Market PM (Scenario 3)

| Intersection | Northbound | | Southbound | | Eastbound | | Westbound | | Overall Intersection | |
|--------------------------------------|------------|-----|------------|-----|-----------|-----|-----------|-----|----------------------|-----|
| | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Beauregard St / Route 236 | 60.3 | E | 40.7 | D | 105.7 | F | 86.4 | F | 79.3 | E |
| Beauregard St / N Chambliss St | 13.3 | B | 35.4 | D | 38.2 | D | 123.3 | F | 37.7 | D |
| Beauregard St / Lincolnia Rd | 9.6 | A | 10.8 | B | 1.8 | A | 45.3 | D | 16.5 | B |
| Beauregard St / Quantrell Ave | 2.8 | A | 4.7 | A | - | - | 46.1 | D | 8.1 | A |
| Beauregard St / N Armistead St | 8.8 | A | 3.8 | A | 10.0 | B | 18.5 | B | 7.5 | A |
| Beauregard St / N Morgan St | 3.3 | A | 4.3 | A | 50.2 | D | 28.4 | C | 6.4 | A |
| Beauregard St / Old Sanger Ave | 22.3 | C | 7.0 | A | 9.6 | A | 51.4 | D | 18.2 | B |
| Beauregard St / Relocated Sanger Ave | 5.3 | A | 7.7 | A | 23.7 | C | 30.2 | C | 10.1 | B |
| Beauregard St / Roanoke Ave | 25.5 | C | 38.9 | D | 25.8 | C | 16.2 | B | 32.5 | C |
| Beauregard St / Reading Ave | 14.4 | B | 17.4 | B | 25.2 | C | 9.3 | A | 16.3 | B |
| Beauregard St / Rayburn Ave | 9.8 | A | 9.5 | A | 44.7 | D | 41.7 | D | 15.1 | B |
| Beauregard St / Highview Ln | 5.1 | A | 6.0 | A | 56.7 | E | 30.3 | C | 9.4 | A |
| Beauregard St / Mark Center Dr | 24.4 | C | 15.6 | B | 50.0 | D | 38.1 | D | 24.9 | C |
| Beauregard St / Seminary Rd | 35.3 | D | 52.6 | D | 35.4 | D | 85.1 | F | 54.1 | D |
| Beauregard St / Fillmore Ave | 9.5 | A | 7.6 | A | 19.2 | B | 48.8 | D | 10.9 | B |
| Beauregard St / W Braddock Rd | 23.0 | C | 28.8 | C | 53.6 | D | 18.9 | B | 26.9 | C |
| Beauregard St / King St | 53.5 | D | 82.5 | F | 73.9 | E | 33.7 | C | 61.9 | E |
| Beauregard St / Hermitage St | 1.3 | A | 62.1 | E | - | - | 14.1 | B | 3.3 | A |
| Seminary Rd / S. George Mason Dr | 28.8 | C | 22.0 | C | 9.4 | A | 33.2 | C | 21.8 | C |
| Seminary Rd / Dawes Ave | 37.1 | D | 40.5 | D | 5.6 | A | 7.5 | A | 8.8 | A |
| Seminary Rd / Echols Ave | 17.8 | B | 46.1 | D | 3.7 | A | 5.2 | A | 4.9 | A |
| Seminary Rd / Mark Center Dr | 25.9 | C | 43.1 | D | 34.3 | C | 46.4 | D | 35.6 | D |
| Seminary Rd / I-395 Rotary | 10.2 | B | 27.3 | C | 18.4 | B | 10.2 | B | 15.9 | B |
| Seminary Rd / I-395 HOV Ramp | - | - | - | - | 10.7 | B | 13.8 | B | 11.8 | B |
| Seminary Rd / Library Ln | 40.5 | D | 40.5 | D | 23.6 | C | 14.3 | B | 23.0 | C |
| Seminary Rd / Hammond M.S. | 30.1 | C | 16.3 | B | 1.4 | A | 0.8 | A | 1.4 | A |
| Seminary Rd / N Pickett St | 31.4 | C | - | - | 3.5 | A | 4.2 | A | 5.1 | A |
| Seminary Rd / N Jordan St | 54.2 | D | - | - | 5.7 | A | 8.5 | A | 11.4 | B |
| N Van Dorn St / Taney Ave | 8.5 | A | 5.5 | A | - | - | 41.9 | D | 8.9 | A |
| N Van Dorn St / Sanger Ave | 39.1 | D | 51.4 | D | 98.8 | F | 70.3 | E | 60.6 | E |
| N Van Dorn St / Kenmore Ave | 4.4 | A | 9.3 | A | - | - | 58.9 | E | 15.8 | B |
| N Van Dorn St / W Braddock Rd | 36.2 | D | 35.5 | D | 35.8 | D | 41.3 | D | 36.7 | D |
| W Braddock Rd / Hampton Dr | 31.7 | C | 46.6 | D | 2.8 | A | 7.6 | A | 15.7 | B |
| Mark Center Dr / Main St | 11.4 | B | 34.2 | C | 26.8 | C | 31.1 | C | 26.5 | C |
| Mark Center Dr / Hermitage St | 1.7 | A | 2.4 | A | - | - | 20.1 | C | 4.3 | A |

Note: Beauregard Street and North Van Dorn Street are north-south roadways. Seminary Road and West Braddock Road are east-west roadways. Results are based on 15 simulation runs.

Table 5: Queue length by lane group – 2035 Market AM/PM (Scenario 3)

| Intersection | Approach | Road | 2035 Market AM | | 2035 Market PM | | Storage Length (ft) |
|---------------------------------------|-------------------|-------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| Seminary Rd @ I-395 Rotary | WB | I-395 NB On-Ramp | 106 | 336 | 23 | 145 | 580 |
| | SB | I-395 SB Off-Ramp | 29 | 126 | 17 | 98 | 1830 |
| | EBTH | I-395 SB On-Ramp | 112 | 462 | 66 | 286 | 870 |
| | EBRT ¹ | I-395 SB On-Ramp | - | - | 13 | 231 | 1700 |
| | NB | I-395 NB Off-Ramp | 53 | 205 | 49 | 199 | 1110 |
| Seminary Rd @ Mark Center Dr | WBLT | Seminary Rd | 287 | 527 | 34 | 200 | 1100 |
| | WBTH | Seminary Rd | 110 | 523 | 124 | 424 | 960 |
| | WBRT | Seminary Rd | 98 | 324 | 19 | 216 | 960 |
| | EBLT | Seminary Rd | 16 | 92 | 31 | 194 | 570 |
| | EBTH | Seminary Rd | 117 | 453 | 119 | 539 | 570 |
| | EBRT | Seminary Rd | 16 | 223 | 9 | 309 | 570 |
| | NBLT | Mark Center Dr | 52 | 207 | 112 | 463 | 760 |
| | NBTH | Mark Center Dr | 52 | 207 | 112 | 463 | 760 |
| | NBRT | Mark Center Dr | 52 | 207 | 112 | 463 | 760 |
| | SBLT | Mark Center Dr | 107 | 237 | 69 | 241 | 245 |
| | SBTH | Mark Center Dr | 107 | 237 | 69 | 241 | 245 |
| | SBRT | Mark Center Dr | 107 | 237 | 69 | 241 | 245 |
| Beauregard St @ Mark Center Dr | WBLT | Mark Center Dr | 15 | 105 | 93 | 370 | 920 |
| | WBTH | Mark Center Dr | 15 | 105 | 93 | 370 | 920 |
| | WBRT | Mark Center Dr | 0 | 0 | 22 | 239 | 920 |
| | EBLT | Mark Center Dr | 54 | 204 | 77 | 263 | 275 |
| | EBTH | Mark Center Dr | 54 | 204 | 77 | 263 | 275 |
| | EBRT | Mark Center Dr | 1 | 71 | 8 | 140 | 275 |
| | NBLT | Beauregard St | 171 | 770 | 87 | 446 | 690 |
| | NBTH | Beauregard St | 171 | 770 | 87 | 446 | 690 |
| | NBRT | Beauregard St | 171 | 770 | 87 | 446 | 690 |
| | SBLT | Beauregard St | 191 | 412 | 62 | 307 | 670 |
| | SBTH | Beauregard St | 191 | 412 | 62 | 307 | 670 |
| | SBRT | Beauregard St | 14 | 162 | 0 | 57 | 670 |
| Seminary Rd @ Echols Ave | WBLT | Seminary Rd | 0 | 36 | 1 | 61 | 840 |
| | WBTH | Seminary Rd | 35 | 395 | 20 | 376 | 840 |
| | WBRT | Seminary Rd | 24 | 336 | 9 | 286 | 840 |
| | EBLT | Seminary Rd | 1 | 29 | 1 | 24 | 940 |
| | EBTH | Seminary Rd | 10 | 258 | 12 | 287 | 940 |
| | EBRT | Seminary Rd | 2 | 180 | 1 | 173 | 940 |
| | NBLT | Echols Ave | 10 | 133 | 4 | 69 | 435 |
| | NBRT | Echols Ave | 1 | 58 | 0 | 7 | 435 |

| Intersection | Approach | Road | 2035 Market AM | | 2035 Market PM | | Storage Length (ft) |
|--|----------|----------------|----------------|----------------|----------------|----------------|---------------------|
| | | | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| | SBLT | Echols Ave | 4 | 47 | 4 | 52 | 390 |
| | SBRT | Echols Ave | 0 | 0 | 0 | 0 | 390 |
| Seminary Rd @ Library Ln | WBLT | Seminary Rd | 1 | 27 | 2 | 52 | 370 |
| | WBTH | Seminary Rd | 22 | 205 | 29 | 219 | 370 |
| | WBRT | Seminary Rd | 22 | 205 | 29 | 219 | 370 |
| | EBLT | Seminary Rd | 59 | 374 | 133 | 880 | 950 |
| | EBTH | Seminary Rd | 59 | 374 | 133 | 880 | 950 |
| | EBRT | Seminary Rd | 59 | 374 | 130 | 881 | 950 |
| | NBLT | Library Ln | 14 | 99 | 11 | 90 | 330 |
| | NBTH | Library Ln | 14 | 99 | 11 | 90 | 330 |
| | NBRT | Library Ln | 14 | 99 | 1 | 47 | 330 |
| | SBLT | Library Ln | 9 | 74 | 27 | 220 | 650 |
| | SBTH | Library Ln | 9 | 74 | 27 | 220 | 650 |
| | SBRT | Library Ln | 65 | 387 | 57 | 380 | 650 |
| Mark Center Dr @ Main St | WBLT | Main St | 216 | 617 | 46 | 365 | 900 |
| | WBTH | Main St | 216 | 618 | 47 | 365 | 900 |
| | WBRT | Main St | 217 | 620 | 52 | 375 | 900 |
| | EBLT | Main St | 13 | 133 | 21 | 161 | 612 |
| | EBTH | Main St | 13 | 133 | 21 | 161 | 612 |
| | EBRT | Main St | 12 | 134 | 19 | 162 | 612 |
| | NBLT | Mark Center Dr | 8 | 104 | 12 | 158 | 170 |
| | NBTH | Mark Center Dr | 8 | 104 | 12 | 158 | 170 |
| | NBRT | Mark Center Dr | 11 | 116 | 17 | 172 | 170 |
| | SBLT | Mark Center Dr | 81 | 337 | 67 | 407 | 420 |
| | SBTH | Mark Center Dr | 81 | 337 | 67 | 407 | 420 |
| | SBRT | Mark Center Dr | 82 | 340 | 68 | 408 | 420 |
| Seminary Rd @ Beauregard St ² | WBLT * | Seminary Rd | 97 | 365 | 153 | 365 | 365 |
| | WBLT | Seminary Rd | 158 | 420 | 186 | 567 | 550 |
| | WBTH | Seminary Rd | 158 | 420 | 186 | 567 | 550 |
| | WBRT | Seminary Rd | 158 | 420 | 186 | 567 | 550 |
| | EBLT | Seminary Rd | 27 | 408 | 74 | 587 | 920 |
| | EBTH | Seminary Rd | 96 | 517 | 74 | 587 | 920 |
| | EBRT | Seminary Rd | 27 | 408 | 74 | 587 | 920 |
| | NBLT | Beauregard St | 19 | 198 | 33 | 328 | 430 |
| | NBTH | Beauregard St | 19 | 198 | 33 | 328 | 430 |
| | NBRT | Beauregard St | 19 | 198 | 33 | 328 | 430 |
| | SBLT | Beauregard St | 117 | 306 | 112 | 336 | 1106 |
| | SBTH | Beauregard St | 117 | 306 | 112 | 336 | 1106 |

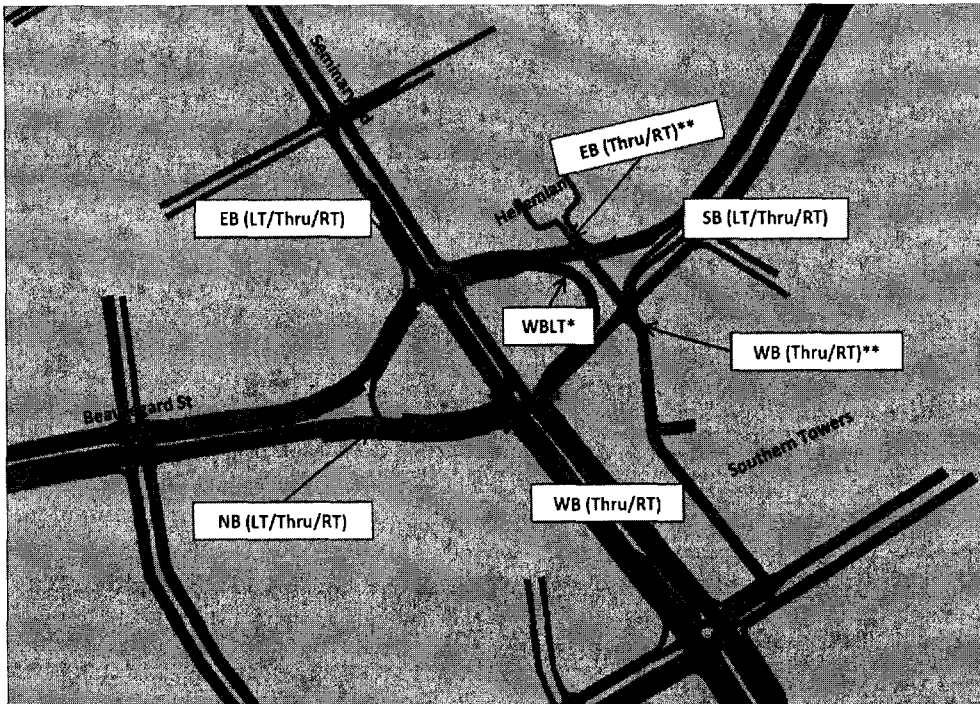
| Intersection | Approach | Road | 2035 Market AM | | 2035 Market PM | | Storage Length (ft) |
|------------------------------------|---------------|-----------------|----------------|----------------|----------------|----------------|---------------------|
| | | | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| | SBRT | Beauregard St | 117 | 306 | 112 | 336 | 1106 |
| | WBLT ** | Southern Towers | 109 | 501 | 39 | 358 | 612 |
| | WBTH ** | Southern Towers | 109 | 501 | 39 | 358 | 612 |
| | WBRT ** | Southern Towers | 109 | 501 | 39 | 358 | 612 |
| | EBLT ** | Hekemian | 34 | 176 | 26 | 163 | 181 |
| | EBTH ** | Hekemian | 34 | 176 | 26 | 163 | 181 |
| | EBRT ** | Hekemian | 34 | 176 | 26 | 163 | 181 |
| Beauregard St @ Highview Ln | WBLT | Mark Center Dr | 2 | 34 | 16 | 99 | 235 |
| | WBTH | Mark Center Dr | 2 | 34 | 16 | 99 | 235 |
| | WBRT | Mark Center Dr | 0 | 0 | 0 | 10 | 235 |
| | EBLT | Mark Center Dr | 102 | 378 | 38 | 190 | 430 |
| | EBTH | Mark Center Dr | 102 | 378 | 38 | 190 | 430 |
| | EBRT | Mark Center Dr | 36 | 272 | 1 | 81 | 430 |
| | NBLT | Beauregard St | 46 | 449 | 13 | 123 | 610 |
| | NBTH | Beauregard St | 46 | 449 | 13 | 123 | 610 |
| | NBRT | Beauregard St | 2 | 210 | 0 | 21 | 610 |
| | SBLT | Beauregard St | 17 | 129 | 26 | 294 | 690 |
| | SBTH | Beauregard St | 17 | 129 | 26 | 294 | 690 |
| SBRT | Beauregard St | 0 | 2 | 1 | 58 | 690 | |
| Beauregard St @ Rayburn Ave | WBLT | Rayburn Ave | 5 | 50 | 20 | 108 | 470 |
| | WBTH | Rayburn Ave | 5 | 50 | 20 | 108 | 470 |
| | WBRT | Rayburn Ave | 5 | 50 | 0 | 8 | 470 |
| | EBLT | Rayburn Ave | 111 | 396 | 66 | 299 | 910 |
| | EBTH | Rayburn Ave | 111 | 396 | 66 | 299 | 910 |
| | EBRT | Rayburn Ave | 111 | 396 | 16 | 204 | 910 |
| | NBLT | Beauregard St | 27 | 203 | 22 | 129 | 625 |
| | NBTH | Beauregard St | 27 | 203 | 22 | 129 | 625 |
| | NBRT | Beauregard St | 3 | 83 | 2 | 54 | 625 |
| | SBLT | Beauregard St | 5 | 121 | 34 | 337 | 610 |
| | SBTH | Beauregard St | 5 | 121 | 34 | 337 | 610 |
| SBRT | Beauregard St | 0 | 0 | 0 | 60 | 610 | |
| Beauregard St @ Reading Ave | WBLT | Reading Ave | 6 | 62 | 7 | 77 | 470 |
| | WBTH | Reading Ave | 6 | 62 | 7 | 77 | 470 |
| | WBRT | Reading Ave | 3 | 61 | 8 | 81 | 470 |
| | EBLT | Reading Ave | 29 | 138 | 18 | 119 | 1020 |
| | EBTH | Reading Ave | 29 | 138 | 18 | 119 | 1020 |
| | EBRT | Reading Ave | 30 | 140 | 15 | 120 | 1020 |
| | NBLT | Beauregard St | 60 | 276 | 40 | 163 | 850 |

| Intersection | Approach | Road | 2035 Market AM | | 2035 Market PM | | Storage Length (ft) |
|---------------------------------------|---------------|----------------|----------------|----------------|----------------|----------------|---------------------|
| | | | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| | NBTH | Beauregard St | 60 | 276 | 40 | 163 | 850 |
| | NBRT | Beauregard St | 12 | 271 | 3 | 119 | 850 |
| | SBLT | Beauregard St | 17 | 98 | 49 | 256 | 625 |
| | SBTH | Beauregard St | 17 | 98 | 49 | 256 | 625 |
| | SBRT | Beauregard St | 12 | 101 | 37 | 253 | 625 |
| Beauregard St @Roanoke Ave | WBLT | Roanoke Ave | 12 | 164 | 5 | 85 | 280 |
| | WBTH | Roanoke Ave | 12 | 164 | 5 | 85 | 280 |
| | WBRT | Roanoke Ave | 0 | 7 | 0 | 0 | 280 |
| | EBLT | Roanoke Ave | 19 | 116 | 8 | 91 | 500 |
| | EBTH | Roanoke Ave | 19 | 116 | 8 | 91 | 500 |
| | EBRT | Roanoke Ave | 0 | 0 | 0 | 0 | 500 |
| | NBLT | Beauregard St | 84 | 363 | 65 | 320 | 415 |
| | NBTH | Beauregard St | 84 | 363 | 65 | 320 | 415 |
| | NBRT | Beauregard St | 12 | 221 | 3 | 157 | 415 |
| | SBLT | Beauregard St | 33 | 179 | 154 | 569 | 850 |
| | SBTH | Beauregard St | 33 | 179 | 154 | 569 | 850 |
| SBRT | Beauregard St | 0 | 70 | 43 | 392 | 850 | |
| Beauregard St @New Sanger Ave | WBTH | New Sanger Ave | 30 | 185 | 17 | 129 | 730 |
| | WBRT | New Sanger Ave | 30 | 185 | 17 | 129 | 730 |
| | EBLT | New Sanger Ave | 23 | 146 | 24 | 226 | 380 |
| | EBTH | New Sanger Ave | 23 | 146 | 24 | 226 | 380 |
| | EBRT | New Sanger Ave | 23 | 147 | 22 | 226 | 380 |
| | NBLT | Beauregard St | 3 | 120 | 2 | 67 | 370 |
| | NBTH | Beauregard St | 19 | 342 | 7 | 226 | 370 |
| | NBRT | Beauregard St | 19 | 342 | 5 | 228 | 370 |
| | SBLT | Beauregard St | 10 | 77 | 18 | 176 | 415 |
| | SBTH | Beauregard St | 10 | 77 | 18 | 176 | 415 |
| | SBRT | Beauregard St | 1 | 79 | 15 | 176 | 415 |
| Beauregard St @ Old Sanger Ave | WBLT | Old Sanger Ave | 35 | 155 | 56 | 216 | 840 |
| | WBTH | Old Sanger Ave | 35 | 155 | 56 | 216 | 840 |
| | WBRT | Old Sanger Ave | 42 | 168 | 66 | 230 | 840 |
| | EBLT | Old Sanger Ave | 12 | 102 | 7 | 70 | 540 |
| | EBTH | Old Sanger Ave | 12 | 102 | 7 | 70 | 540 |
| | EBRT | Old Sanger Ave | 11 | 110 | 11 | 83 | 540 |
| | NBLT | Beauregard St | 0 | 20 | 1 | 36 | 860 |
| | NBTH | Beauregard St | 25 | 281 | 56 | 350 | 860 |
| | NBRT | Beauregard St | 24 | 282 | 56 | 351 | 860 |
| | SBLT | Beauregard St | 7 | 106 | 4 | 89 | 910 |

| Intersection | Approach | Road | 2035 Market AM | | 2035 Market PM | | Storage Length (ft) |
|------------------------------|----------|---------------|----------------|----------------|----------------|----------------|---------------------|
| | | | Avg Queue (ft) | Max Queue (ft) | Avg Queue (ft) | Max Queue (ft) | |
| | SBTH | Beauregard St | 7 | 106 | 16 | 209 | 910 |
| | SBRT | Beauregard St | 6 | 109 | 14 | 210 | 910 |
| Beauregard St @ Hermitage St | WBRT | Hermitage St | 3 | 82 | 5 | 112 | 700 |
| | NBTH | Beauregard St | 3 | 170 | 3 | 144 | 240 |
| | NBRT | Beauregard St | 3 | 176 | 4 | 163 | 240 |

Notes:

1. Results based on 15 simulation runs
2. I-395 SB Ramp is metered in the PM Peak. The queue results are obtained from a Queue Counter placed at the ramp meter in VISSIM.
3. Refer to the following figure for approach designations at Seminary Rd/Beauregard St (Ellipse).



APPENDIX A - RK&K Engineers, LLP's Future Volume Projection Methodology and Calculations

Intersection turning movement counts were performed by McMahon Associates, Inc., in early June 2011 for the intersection of Beauregard Street and the Southern Towers driveway, the intersection of the Southern Towers driveway and Mark Center Drive located within the site, the intersection of Seminary Road and Mark Center Drive, and the intersection of the off-ramp from northbound I-395 and the driveway into Southern Towers. These counts show the existing volume of traffic entering and exiting the Southern Towers site. To determine how much traffic would be entering and exiting the Southern Towers site in 2035, a growth factor was applied to these 2011 volumes. This growth factor was determined by entering the proposed Southern Towers redevelopment details (i.e., the floor area of new retail, office and residential development units) into the Institute of Transportation Engineers (ITE) trip generation formulas to obtain site trip estimates for 2010 and 2035, and comparing the change in the estimated number of trips generated between those two years. The trips estimated to be generated by the Southern Towers site in 2010 and 2035, using the ITE methodology, are summarized in **Table 1**. Using this comparison, the Year 2035 site-generated trips would be 36% higher than the existing Year 2011 site trips generated during the AM peak hour, and 45% higher than the existing site trips generated during the PM peak hour. These ITE-based Year 2035 site-generated trips were synthesized with the "external" volumes along Beauregard Street and Seminary Road from the Year 2035 Market Demand scenario volumes previously prepared for the Beauregard Corridor Plan study.

Existing site trip estimates were also calculated for the adjacent Hermitage Hills Apartments using ITE formulas, because the proposed internal street layout for the Southern Towers site would modify the existing access to that property. Since this property is not being redeveloped, the Year 2035 trips generated by these apartments would be the same as the current year trip generation. The trips generated by the Hermitage Hills Apartments are summarized in **Table 2**.

The trips generated by the Southern Towers redevelopment and the adjacent Hermitage Hills Apartments, as well as from the southbound I-395 off-ramp, were distributed throughout the site to and from the following three access points along Beauregard Street and Seminary Road: 1) Seminary Road at Mark Center Drive, 2) Beauregard Street at "New Main Street" (which would be located just north of the proposed Beauregard/Seminary ellipse and also provide access to the proposed Hekemian development west of Beauregard Street), and 3) Beauregard Street at "New Hermitage Street" (which would be located near the existing access point to the Hermitage Hills Apartments but would now provide access to Southern Towers as well). The trips generated by the proposed Hekemian development west of Beauregard Street are summarized in **Table 3**, and these trips were used to estimate the future year traffic volumes at intersection #2 listed above. The trip distribution within the Southern Towers site was based on the proposed locations of certain types of development within the site (i.e., such as the location of the proposed parking garage, which would attract trips), as well as the turn percentages (left vs. through vs. right) from the intersection turning movement counts performed in June 2011.

The total Year 2035 AM and PM peak hour intersection turning movement volumes associated with the redevelopment of the Southern Towers property are shown on **Figure 1**. These traffic volumes were subsequently used to perform operational analyses using VISSIM.



Appendix A -Table 1: Summary of Trips Generated by the Southern Towers Redevelopment (ITE Method)

| <u>YEAR 2011 - 2020</u> | | | | | | |
|---------------------------------------|--------------------------------|------------|--------------|--------------------------------|------------|--------------|
| <u>TRIP TOTALS</u> | <u>MORNING PEAK HOUR</u> | | | <u>EVENING PEAK HOUR</u> | | |
| | <u>Adjacent Street Traffic</u> | | | <u>Adjacent Street Traffic</u> | | |
| | <u>IN</u> | <u>OUT</u> | <u>TOTAL</u> | <u>IN</u> | <u>OUT</u> | <u>TOTAL</u> |
| General Office (ITE-710) | | | | | | |
| 75,000 sq.ft. | 131 | 18 | 149 | 28 | 135 | 163 |
| Transit Reduction (20% for AM and PM) | -26 | -4 | -30 | -6 | -27 | -33 |
| Trips after Transit Reduction | 105 | 14 | 119 | 22 | 108 | 130 |
| less internal trips(2% AM, 4% PM) | -2 | 0 | -2 | -1 | -5 | -6 |
| Net New Trips | 103 | 14 | 117 | 21 | 103 | 124 |
| Shopping Center (ITE-820) | | | | | | |
| 45,900 sq.ft. | 59 | 38 | 97 | 181 | 197 | 378 |
| Transit Reduction (20% for AM and PM) | -12 | -8 | -19 | -36 | -39 | -76 |
| Trips after Transit Reduction | 47 | 30 | 78 | 145 | 158 | 302 |
| less internal trips(2% AM, 4% PM) | -1 | -1 | -2 | -6 | -7 | -13 |
| Net External Trips | 46 | 29 | 76 | 139 | 151 | 289 |
| Pass-by Trips(0% AM, 34% PM) | 0 | 0 | 0 | -48 | -52 | -100 |
| Net New Trips | 46 | 29 | 76 | 91 | 99 | 189 |
| 2011-2020 New Trips | 149 | 43 | 193 | 112 | 202 | 313 |
| <u>YEAR 2021 - 2035</u> | | | | | | |
| Hotel Rooms (ITE-310) | | | | | | |
| 140 rooms | 38 | 24 | 62 | 44 | 39 | 83 |
| General Office (ITE-710) | | | | | | |
| 120,000 sq.ft. | 191 | 26 | 217 | 36 | 177 | 213 |
| Transit Reduction (20% for AM and PM) | -38 | -5 | -43 | -7 | -35 | -43 |
| Trips after Transit Reduction | 153 | 21 | 174 | 29 | 142 | 170 |
| less internal trips(2% AM, 3% PM) | -3 | 0 | -3 | -1 | -5 | -6 |
| Net New Trips | 150 | 21 | 171 | 28 | 137 | 164 |
| Shopping Center (ITE-820) | | | | | | |
| 59,100 sq.ft. | 69 | 44 | 113 | 215 | 232 | 447 |
| Transit Reduction (20% for AM and PM) | -14 | -9 | -23 | -43 | -46 | -89 |
| Trips after Transit Reduction | 55 | 35 | 90 | 172 | 186 | 358 |
| less internal trips (2% AM, 3% PM) | -1 | -1 | -2 | -6 | -6 | -11 |
| Net External Trips | 54 | 34 | 88 | 166 | 180 | 347 |
| Pass-by Trips (0% AM, 34% PM) | 0 | 0 | 0 | -57 | -62 | -118 |
| Net New Trips | 54 | 34 | 88 | 109 | 118 | 229 |
| 2021-2035 New Trips | 242 | 79 | 321 | 181 | 294 | 476 |
| 2011-2035 New Trips | 391 | 122 | 514 | 293 | 496 | 789 |
| <u>YEAR 2010</u> | | | | | | |
| <u>TRIP TOTALS</u> | <u>MORNING PEAK HOUR</u> | | | <u>EVENING PEAK HOUR</u> | | |
| | <u>Adjacent Street Traffic</u> | | | <u>Adjacent Street Traffic</u> | | |
| | <u>IN</u> | <u>OUT</u> | <u>TOTAL</u> | <u>IN</u> | <u>OUT</u> | <u>TOTAL</u> |
| Apartment Units (ITE-220) | | | | | | |
| 2,378 units | 234 | 935 | 1169 | 862 | 464 | 1326 |
| Transit Reduction (20% for AM and PM) | -47 | -187 | -234 | -172 | -93 | -265 |
| Trips after Transit Reduction | 187 | 748 | 935 | 690 | 371 | 1061 |
| less internal trips (3% AM, 8% PM) | -6 | -22 | -28 | -56 | -30 | -85 |
| Net New Trips | 181 | 726 | 907 | 634 | 341 | 976 |
| | AM | PM | | | | |
| Growth Factor from 2010 to 2020: | 0.18 | 0.24 | | | | |
| Growth Factor from 2010 to 2035: | 0.36 | 0.45 | | | | |



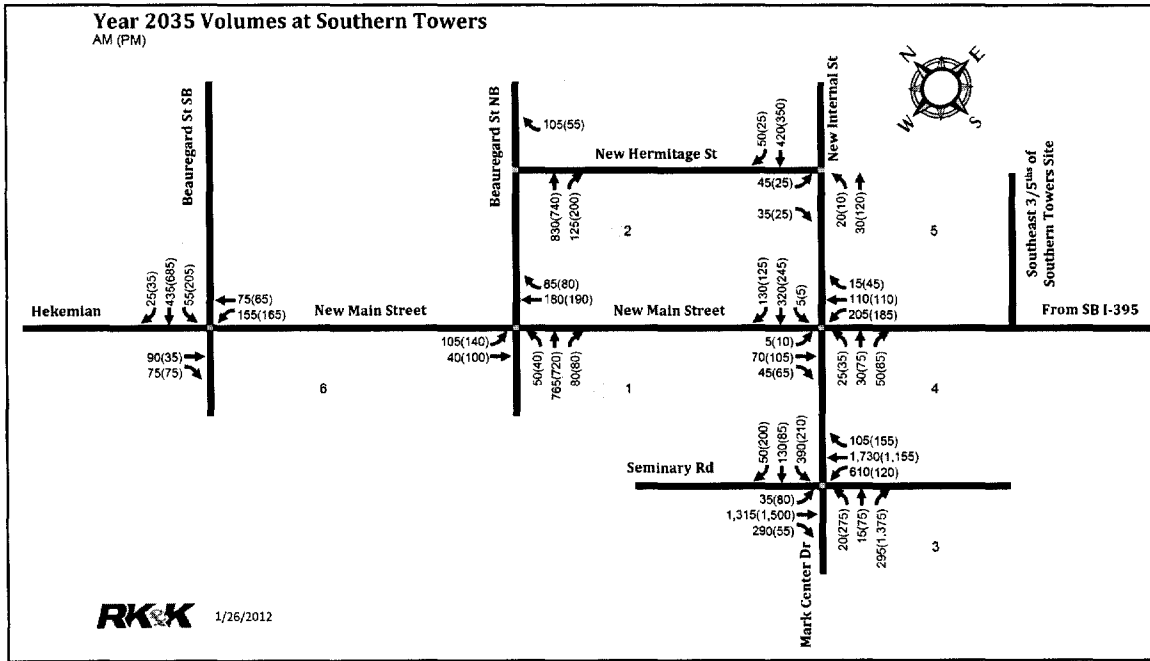
Appendix A - Table 2: Summary of Existing Trips Generated by the Hermitage Hills Apartments (ITE Method)

| Hermitage Hills Apartments - ITE Trip Generation | |
|--|-----|
| AM Peak Hour of Adjacent Street Traffic - Weekday | |
| Dwelling Units | 122 |
| Total Trips | 64 |
| Entering | 13 |
| Exiting | 51 |
| PM Peak Hour of Adjacent Street Traffic - Weekday | |
| Dwelling Units | 122 |
| Total Trips | 85 |
| Entering | 55 |
| Exiting | 30 |

Appendix A - Table 3: Summary of Existing Trips Generated by the Hekemian Development (ITE Method)

| YEAR 2011 - 2020 | | | | | | |
|--|--|------------|--------------|--|------------|--------------|
| TRIP TOTALS | MORNING PEAK HOUR Adjacent Street Traffic | | | EVENING PEAK HOUR Adjacent Street Traffic | | |
| | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Apartment Units (ITE-220) | | | | | | |
| 520 units | 52 | 207 | 259 | 198 | 106 | 304 |
| Transit Reduction (20% for AM and PM) | -10 | -41 | -52 | -40 | -21 | -61 |
| Trips after Transit Reduction | 42 | 166 | 207 | 158 | 85 | 243 |
| less internal trips (3% AM, 8% PM) | -1 | -5 | -6 | -13 | -7 | -20 |
| Net New Trips | 41 | 161 | 201 | 145 | 78 | 223 |
| Hotel Rooms (ITE-310) | | | | | | |
| 140 rooms | 38 | 24 | 62 | 44 | 39 | 83 |
| Shopping Center (ITE-820) | | | | | | |
| 16,000 sq.ft. | 32 | 20 | 52 | 89 | 97 | 186 |
| Transit Reduction (20% for AM and PM) | -6 | -4 | -10 | -18 | -19 | -37 |
| Trips after Transit Reduction | 26 | 16 | 42 | 71 | 78 | 149 |
| less internal trips (3% AM, 8% PM) | -1 | 0 | -1 | -6 | -7 | -12 |
| Net External Trips | 25 | 16 | 41 | 65 | 71 | 137 |
| Pass-by Trips (0% AM, 34% PM) | 0 | 0 | 0 | -23 | -25 | -48 |
| Net New Trips | 25 | 16 | 41 | 42 | 46 | 89 |
| General Office (ITE-710) | | | | | | |
| 78,469 sq.ft. | 136 | 18 | 154 | 28 | 139 | 167 |
| Transit Reduction (20% for AM and PM) | -27 | -4 | -31 | -6 | -28 | -33 |
| Trips after Transit Reduction | 109 | 14 | 123 | 22 | 111 | 134 |
| less internal trips (3% AM, 8% PM) | -3 | 0 | -4 | -2 | -9 | -11 |
| Net New Trips | 106 | 14 | 119 | 20 | 102 | 123 |
| 2011-2020 New Trips | | | | | | |
| | 210 | 215 | 423 | 251 | 265 | 518 |
| YEAR 2021 - 2035 : No New Trips Generated | | | | | | |
| 2021-2035 New Trips | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 |
| 2011-2035 New Trips | | | | | | |
| | 210 | 215 | 423 | 251 | 265 | 518 |

Appendix A - Figure 1: Year 2035 Traffic Volume Forecasts for Southern Towers



4800 Fillmore Avenue
Alexandria, Virginia 22311



May 1, 2012

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

Dear Ladies and Gentlemen:

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

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

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

I am in support of the Small Area Plan.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sai Subbar".

David B. Lombard
7416 Spring Village Drive #202
Springfield VA 22150
(703) 644-1491 dlombard@mailaps.org

April 16, 2012

Ms. Farrol Hamer
Director of Planning
301 King Street
Alexandria VA 22314

Dear Ms. Hamer:

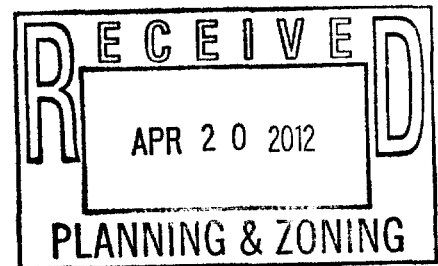
As a relatively long term participant in the Beauregard Small Area planning process, I have prepared a memorandum outlining my views on the subject. A copy is attached, and I would appreciate it if you would see that copies are distributed to all members of the Planning Commission.

Briefly, I am convinced that the Beauregard Small Area Plan, as presently drafted, will provide major benefits to the City of Alexandria. Some individuals have urged postponement of further consideration of this Plan until after the upcoming municipal elections. However, I see no advantages and much risk in "kicking this can" any further down the road.

Sincerely,



David B. Lombard



MEMORANDUM

Date: April 16, 2012

To: The Alexandria Mayor and City Council
The Alexandria Planning Department and Planning Commission

From: Dave Lombard, Resident of Springfield, VA

Subject: The Beauregard Small Area Plan (BSAP)

I represent Ruth Marshall, who owns a house and lot on Fairbanks Avenue, and as such, I have been a participant in the development of the BSAP for over a year and a half. I grew up in Massachusetts and lived in several other states before moving to northern Virginia (with my wife and five children) in 1972. We have lived here ever since, and a few years ago we moved to Springfield. Because I am not, nor have I been, a resident of Alexandria, I would like to offer an outsider's view of the BSAP.

In many of the places where I have lived, local residents learned about development plans only when the bulldozers showed up. Needless to say, they had little voice in the planning. So I am impressed by the extent of community involvement in the BSAP and by the effect it has had on both the planning process and the shape of the final plan.

Not only have interested citizens offered their visions for the future of this area as part of the planning process, but (wonder of wonders) the five involved developers actually began talking to and cooperating with each other and with the City planning staff. As a result, the plan not only began to come together, but has continually undergone substantial changes as each group responded to the others' concerns and suggestions.

In my career I have been a part of many planning processes, in the Federal Government, in my church, and in civic organizations. More often than not, as a plan begins to jell, and light shows at the end of the tunnel, someone is unhappy with what he (or she) sees. The critics commonly attack some perceived defect in the plan, but offer no constructive advice. Their usual solution is to kill the plan and retreat to square one to conduct more studies, "this time, with me in charge!"

Indeed, a number of speakers at the recent Town Hall have made similar suggestions. One, for example, felt that the plan lacked "requirements." This, despite the citizens' inputs asking for traffic control, a bus rapid transit corridor, a new fire station, open space, public parks, wide streets, tree cover, pedestrian and bicycle considerations, building height control, building setbacks, affordable housing, etc. But the prompt response of developers and city staff has yielded a plan that addresses all these issues.

Another speaker was concerned that some of the cost of the plan would be paid for out of future tax revenues, a “gamble.” But killing the plan and doing nothing is a much bigger gamble. Furthermore, like other aspects of the plan, the financing is well integrated. The BSAP timeline stretches out for 20 or more years.

“Proffers” (i.e. cash contributions) from the earlier developers will fund improvements that will enable future parts of the plan by other developers. In other words, if critics kill parts of the plan, they will in effect kill the entire plan. And having no development beyond what is allowed under present zoning will have a substantial negative economic and environmental impact, not only on the Beauregard area, but on the City of Alexandria as a whole.

Some Town Hall speakers criticized the BSAP because it does not provide immediate complete solutions to certain infrastructure problems that extend well outside the plan area. These include transportation and sewer issues. But the current BSAP is flexible enough to accommodate future changes in these areas.

Finally, there is the problem of affordable housing. The developers and city planners have stretched and modified the plan to provide more such housing in the Beauregard Small Area, paid for in part with future tax revenues. The proposed plan will redevelop some of the current (not subsidized) market rate housing, and presumably will not replace it all with comparably priced units. But property owners will not invest in money-losing properties, and the City cannot afford to subsidize as many as it would like to. Furthermore, the Federal Government has just yanked part of its share of the subsidy. The bottom line is that this problem is bigger than the Beauregard area, and bigger than the city of Alexandria and beyond. Killing or holding back the BSAP can in no way provide a solution for the housing issue.

Some of those who oppose the current BSAP appear to have political motivations. Many apparently do not realize how well integrated the plan is, and how much the many citizen inputs have improved it. Few seem to understand the overwhelmingly undesirable consequences of delay.

Based on all of the above information, as an interested outside observer, I believe that the people of Alexandria, especially those affected by the Beauregard Small Area Plan, should urge the City Planning Commission and the City Council to approve the plan without further delay.

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 3:54 PM
To: Gloria Sitton
Subject: FW: COA Contact Us: Beauregard Plan
Attachments: ATT00001.txt

From: Mike Porterfield [<mailto:mike@tartanproperties.com>]
Sent: Friday, May 11, 2012 3:46 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Plan

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

Time: [Fri May 11, 2012 15:46:03] Message ID: [39381]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mike
Last Name: Porterfield
Street Address: 16 W. Bellefonte Avenue
City: Alexandria
State: VA
Zip: 22301
Phone:
Email Address: mike@tartanproperties.com

Subject: Beauregard Plan

Dear Mayor and Council Members:

I am writing to you in strong support of

the Beauregard Plan that comes before you tomorrow morning for approval. I

guess I could have resent you the same email from the last time I

communicated with you on the waterfront plan, as the reasons are very much

Comments: the same. This has been studied and negotiated for a long time and the time is now to move the city forward. The concessions that the city has

secured from the developers are significant in terms of infrastructure

improvements, transportation and public housing. Locking down 800 units of

affordable housing would be huge and unheard of. This opportunity will not

likely come again. The units there currently are only

"affordable" because they are old and unimproved and that won't

be the case forever. These are being mischaracterized by opponents of the

plan. These are market rate units, whose market rate is very low b/c of their condition. You have done a good job to get 800 units. The city is going to change with or without our participation. This plan although not liked by some improves Alexandria for all of its citizens. I only ask that you make sure the Dairy Queen is brought back when its all done. The time

is now.

Thank you for your service and thoughtful deliberation on this

plan.

Mike

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 2:46 PM
To: Gloria Sitton
Subject: FW: COA Contact Us: Beauregard Plan
Attachments: ATT00001.txt

From: Laura Mandala [<mailto:Laura@MandalaResearch.com>]
Sent: Friday, May 11, 2012 2:33 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Plan

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

Time: [Fri May 11, 2012 14:33:29] Message ID: [39376]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Laura
Last Name: Mandala
Street Address: 5108 Bellemeade Lane
City: Alexandria
State: Virginia
Zip: 22311
Phone: 703.820.1041
Email Address: Laura@MandalaResearch.com
Subject: Beauregard Plan

Dear Esteemed Members of Council,

I know you care about affordable

housing in Alexandria and the quality of life on the West End.

I'm

traveling on business and can't attend the hearing tomorrow but I wanted to

let you know what I think what we still need in concessions from JBG in

Comments: exchange for the dramatic density they are being granted: an additional

100 affordable housing units; re-evaluation of the "ellipse"

planned for the intersection at Beuaregrd and Seminary; and a halt to the

planned demolition of trees that line the beautiful Beauregard boulevard.

Council should only vote "yes" with additional concessions from

the developer, JBG.

As a Democrat I find it remarkable that we have

lost so much
public housing under Democratic leadership. We are able to
extract more from the developers and I haven't seen anyone on council
push
for the concessions that are possible.

According to City Planners the
Ellipse gets us to a grade of "D" from an "F." And
that grade of D is expected to revert to an F after about 15 years. This
doesn't seem to be a good investment of 25 million dollars.

The
destruction of trees on Beauregard is inherently a bad idea, as the current
boulevard provides an idyllic and environmentally responsible
thoroughfare.

If you feel you must vote "yes" tomorrow, I am
hoping it is with the concessions outlined above.

Best regards,

Laura

Mandala

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 3:22 PM
To: Gloria Sitton
Subject: FW: COA Contact Us: Beaugard Small Area Plan Storm Water Management
Attachments: ATT00001.txt

From: Jodie Smolik [<mailto:jsmolik@winklerpreserve.org>]
Sent: Friday, May 11, 2012 3:16 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beaugard Small Area Plan Storm Water Management

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

Time: [Fri May 11, 2012 15:15:40] **Message ID:** [39378]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Jodie
Last Name: Smolik
Street Address: The Winkler Botanical Preserve
5400 Roanoke Ave
City: 5400 Roanoke Ave
State: Alexandria
Zip: 22311
Phone: 703-578-7888
Email Address: jsmolik@winklerpreserve.org
Subject: Beaugard Small Area Plan Storm Water Management
The Honorable William D. Euille, Mayor,
and Members of the City
Council
Alexandria City Hall
301 King Street
Alexandria, VA 22314

Re:

City Council Public Hearing -- May 12, 2012, Beaugard Small Area

Comments: Plan

Dear Mayor Euille and Members of the City Council:

This letter

registers our concern that the development allowed and anticipated under

the draft Beaugard
Small Area Plan (BSAP) may impact the Winkler

Botanical Preserve. Specifically, increased storm water
runoff and new

patterns of drainage following development of the area could adversely impact the Preserve.

Runoff from Beauregard Street and surrounding paved areas currently drains into the Preserve's streams and pond.

Recent engineering studies have shown that the Preserve's pond is at capacity for storm water and the Preserve is already subject to serious

flooding after rainstorms. Accordingly, the Preserve is not available to

absorb additional storm water drainage that might arise from future development, including the addition of impervious surfaces due to road widening and other proposed construction.

The draft BSAP recommends

a Storm Water Master Plan to minimize runoff and refers to a "potential" or

"likely" new storm water pond to be constructed south of the Preserve.

Before any plan for redevelopment of the Beauregard area goes forward, it

will be essential to completely identify the Beauregard area watershed

and to fully implement adequate plans for storm water management and

containment as designated by the Clean Water and VA DCR permitting

process. To the extent that new development would cause any changes in

the amount of storm water flowing into the Preserve, we expect this to

include diversion of additional storm water and containment so that no

additional storm water flows into the Preserve's pond.

Recent

events involving transportation planning for the BRAC 133 at Marc Center

have demonstrated the immense value that the people of Alexandria place

on the Winkler Botanical Preserve. We expect Council to honor their

prior commitment to protecting the Preserve by ensuring that any plans for redevelopment

of the Beauregard area, including all contracts with
developers, contain a mandate that such development
have no adverse
impact on the Preserve. We thank you for your support.

Sincerely,

Jodie P. Smolik
Executive Director
The Winkler Botanical Preserve

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 9:27 AM
To: Alicia Hughes; Beth Temple; William Euille; Del Pepper; Elizabeth Jones; Frank Fannon; Jane McDonald; John O'Neal; Judy Stack; Karen Parker; Kerry Donley; kerry donley (work); Nancy Lavalley; Paul Smedberg; Rob Krupicka
Cc: Gloria Sitton
Subject: FW: Support for the Beauregard Small Area Plan

From: Chris Henderson [<mailto:chenderson@vumh.org>]
Sent: Friday, May 11, 2012 9:25 AM
To: Jackie Henderson
Cc: Jeffrey Farnier; Wales, Ben
Subject: Support for the Beauregard Small Area Plan

Dear Ms. Henderson,

I would be grateful if you could forward the following message to Mayor Euille and members of the City Council.

Dear Mayor Euille, and members of the City Council,

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

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

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

While we appreciate the flexibility included in the draft Small Area Plan for additional senior housing as part of a rezoning application, as I stated in my testimony at last week's Planning Commission public hearing, it is imperative that the Plan's recommendations do not prevent VUMH from continuing the development of the Hermitage under its existing zoning provisions. As a not for profit senior service provider, it is essential that we maintain the flexibility provided by the existing zoning provisions as we explore the future needs of the evolving senior services sector and available funding streams. We have received confirmation during several discussions with Staff over recent months that there is no intent for the language included in draft the Small Area Plan, with respect to the Hermitage, to narrow the current flexibility provided by the property's existing zoning provisions and this has been essential to VUMH being able to support adoption of the Small Area Plan.

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

Thank you,

Chris Henderson

Christopher Henderson

Christopher Henderson

President and CEO

Virginia United Methodist Homes, Inc.

(804) 474-8700

DISCLAIMER

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

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 7:42 AM
To: Gloria Sitton
Subject: FW: COA Contact Us: SHA request to improve Beaugard Corridor Plan
Attachments: ATT00002.txt

From: Nancy Jennings [<mailto:nrjennings@comcast.net>]
Sent: Friday, May 11, 2012 6:16 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: SHA request to improve Beaugard Corridor Plan

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

Time: [Fri May 11, 2012 06:15:44] Message ID: [39359]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Nancy
Last Name: Jennings
Street Address: 2115 Marlboro Drive
City: Alexandria
State: VA
Zip: 22304
Phone: 7038206930
Email Address: nrjennings@comcast.net
Subject: SHA request to improve Beaugard Corridor Plan
Commentary of the Seminary Hill Association, Inc., on the Beaugard Corridor Small Area Plan
May 10, 2012
The Seminary Hill Association, Inc., last February, asked the Planning Commission and City Council not to consider the Beaugard Corridor Plan until it had been greatly restructured. In ensuing months some progress has been made but no final decisions should be taken until a number of essential issues are resolved. Some improvements have been made in the Plan in ensuing months but essential issues remain unresolved. Here are several of the most pressing issues:
First, the transportation improvements proposed have yet to be

proven effective for alleviating the traffic problems caused by the substantial increase in development. This includes a \$27 million ellipse which even proponents claim will only take the Seminary-Beauregard interchange from an F to a D rating. Also, the plan should preserve the transit hub at Southern Towers.

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

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

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

Seminary Hill asks you to fix the flaws in the Plan that we and others have raised before approving it.

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

Drive
Alexandria, VA 22304

Gloria Sitton

From: Jackie Henderson
Sent: Friday, May 11, 2012 9:44 AM
To: Gloria Sitton
Subject: FW: Comments and questions concerning City Council Docket item #13 on May 12, 2012
Attachments: CityCouncil_12May2012_Docket_item#13.pdf

From: Jackie Henderson
Sent: Friday, May 11, 2012 7:44 AM
To: alicia hughes; beth temple; bill euille; del pepper; elizabeth jones; frank fannon; Jane McDonald; John ONeal; judy stack; Karen Parker; Kerry Donley; kerry donley (work); nancy lavalley; paul smedberg; rob krupicka
Subject: FW: Comments and questions concerning City Council Docket item #13 on May 12, 2012

Looks like some of you may not have received this.

From: David Fromm or Amy Slack [<mailto:alsdmf@earthlink.net>]
Sent: Thursday, May 10, 2012 11:28 PM
To: Jackie Henderson
Subject: Fwd: Comments and questions concerning City Council Docket item #13 on May 12, 2012

Jackie,

I forgot to include you in the original distribution. Sorry.

David Fromm

Begin forwarded message:

From: David Fromm or Amy Slack <alsdmf@earthlink.net>
Date: May 10, 2012 11:26:23 PM EDT
To: Kerry Donley <kerry.donley@alexandriava.gov>, Bill Euille <William.Euille@alexandriava.gov>, Frank Fannon <frank.fannon@alexandriava.gov>, Alicia Hughes <alicia.hughes@alexandriava.gov>, Rob Krupicka <rob@krupicka.com>, Del Pepper <delpepper@aol.com>, Paul Smedberg <paulcsmedberg@aol.com>
Cc: Rich Baier <rich.baier@alexandriava.gov>, Faroll Hamer <faroll.hamer@alexandriava.gov>
Subject: Comments and questions concerning City Council Docket item #13 on May 12, 2012

Mayor Euille and members of City Council,

The attached pdf file contains my comments and questions concerning City Council Docket item #13 (Route 1 Transitway Implementation). Below is an excerpt.

Sincerely,
David Fromm
23047 E Randolph Ave
703-549-3412

At the May 1st Planning Commission meeting and at the May 2nd meeting of the Transportation Commission I asked several questions and essentially received no answers. Those questions and several more are embedded in the narrative below. I will also list them all here at the top. I look forward to hearing the answers at the City Council meeting this Saturday.

1. Can the grid of connections across Route 1 for pedestrians at least be saved?
2. What happened to the Potomac Yard Urban Design Guidelines requirement that “The design of the remainder of the intersections along Route 1 shall be designed to the satisfaction of the Director of T&ES, in consultation with the adjoining neighborhoods.”?
3. Given the City's own traffic study, why is Hume being converted to right-in/right-out?
4. What is the envisioned method for northbound Route 1 traffic to access the businesses and neighborhood on the west side?
5. Pedestrian improvements were recently made at Montross and East Glebe. What improvements to East Glebe Road and when will they be done for the increased residential traffic?
6. The businesses asked: Will u-turns be allowed at East Glebe (and all intersections)?
7. If trucks cannot make u-turns, what will be done about trucks using the neighborhood streets to get where they want to go?
8. The businesses asked: Will the visibility of businesses be blocked by trees and will there be signage explaining how to access the businesses from northbound Route 1?
9. Is the length of the left-turn lane from Route 1 onto East Glebe Road sufficient to handle the number of cars or does the transitway have to come at the complete inconvenience to the residents?
10. Please describe the data collection and analysis and process (i.e., the hurdles for resident & the costs to the city) that creating a parking district entails.
11. What is the reason for not creating a parking district adjacent to Route 1 as part of this process?
12. Has the design/build process being used for Route 1 had a negative effect on citizen input and “consultation with the adjoining neighborhoods”?

Mayor Euille and members of City Council,

At the May 1st Planning Commission meeting and at the May 2nd meeting of the Transportation Commission I asked several questions and essentially received no answers. Those questions and several more are embedded in the narrative below. I will also list them all here at the top. I look forward to hearing the answers at the City Council meeting this Saturday.

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11. What is the reason for not creating a parking district adjacent to Route 1 as part of this process?
12. Has the design/build process being used for Route 1 had a negative effect on citizen input and “consultation with the adjoining neighborhoods”?

It is interesting to step back and look at the Route 1 transportation and pedestrian network we will end up with compared to what was discussed over the years.

In June 1999, in SPECIAL USE PERMIT #99-0020, the staff argued against the developer's proposal to widen Route 1.

“While the intent was to give the feeling of Washington Street to this section of the corridor, unfortunately, the result would have been similar to the U.S. Route 1 and 23 Street (in Arlington_ intersection or Washington Street at Montgomery Street. **These are very wide roadways that are extremely unfriendly to pedestrians. (emphasis mine)** The roadway should remain at four travel lanes with raised and landscaped medians that are at least wide enough (14-20 feet) to protect left turn lanes at various intersections in the corridor.”

But from East Glebe Road to Potomac Avenue we are ending up with something as wide or wider than Route 1 in Crystal City.

During the Potomac Yard planning process we talked a lot about the importance of having a grid of streets and connecting the two sides of Route 1 for both cars and pedestrians. In Old Town, there are approximately 10 cross connections per mile. In the mile between E. Glebe and Potomac Avenue, there are just 4 cross connections and one of those dead ends in the Oakville Triangle industrial park.

Question #1: Can the grid of connections across Route 1 for pedestrians at least be saved?

From page 28 of the Potomac Yard Urban Design Guidelines (revised 6 Feb 2007)

Improvements of Route 1 on the east side include a landscaped center median with left-turn lanes from East Glebe Road south to Monroe Avenue. Protected left turns will be provided at Howell, Swann and East Glebe Road; these intersections will operate as full intersections. **The design of the remainder of the intersections along Route 1 shall be designed to the satisfaction of the Director of T&ES, in consultation with the adjoining neighborhoods. (emphasis mine)** In any case, full access shall be maintained for emergency vehicles at Windsor. New sidewalks will be provided on the project side of Route 1. Street trees will be provided in the center medians and in front of the buildings. There shall be no curb cuts from Route 1 into individual properties. Lay-bys will be permitted as approved by the City. Refer to the Streetscape Standards for street tree, sidewalk, lighting, and site furniture standards.

From East Custis Avenue south, there was discussion about the intersections as part of the Monroe Bridge project. But north of East Custis Avenue, I have found no record of community discussions nor docket items for public comment. As late as December 2009, in the Potomac Yard Multimodal Transportation Study, the signalized Hume Avenue intersection was still present.

In March 2011, on page 5 of a grant application by the Washington Metropolitan Council of Governments for the Crystal City/Potomac Yard Transit Improvements Project – Section B, says:

“In the Build condition, the signalized intersection of US Route 1 and Hume Avenue will be converted to an unsignalized one eliminating all left turns. The proposed configuration also eliminates southbound left turns at US Route 1 on to Potomac Avenue, to accommodate the proposed transit stop at Potomac Avenue.”

The corresponding Appendix 11 contains detailed drawings showing Hume Avenue converted, but the December 2011 Transitway Corridor Feasibility Study for Corridor A that was prepared for the City (and I assume public consumption) made no mention at all of the Hume Avenue intersection. I did find a one page memorandum dated March 7, 2011 to the Transportation Commission concerning the City receiving the grant, but there were no other details.

On May 1, 2012, I spoke with a half dozen owners/managers of businesses on Route 1 south of East Glebe Road. None of them were aware of the coming conversion of the intersections to right-in/right-out. I assume the same holds for the vast majority of the residents.

Question #2: What happened to the Potomac Yard Urban Design Guidelines requirement that “The design of the remainder of the intersections along Route 1 shall be designed to the satisfaction of the Director of T&ES, in consultation with the adjoining neighborhoods.”?

The previously mentioned Potomac Yard Multimodal Transportation Study shows that currently the service of the Hume intersection is roughly comparable to Custis Ave. In 2030 with full development of the Potomac Yard, the predicted level of service at Hume is actually greater than that at Custis.

With Hume and Raymond converted to right-in/right-out, then residents north-bound on Route 1 would need to turn at E Glebe to access their neighborhood (if they don't turn a half mile before at Howell or Custis). If they do turn at E Glebe, then they'll need to make a left at E Clifford (difficult since it is virtually one with the E Glebe intersection) or turn left at Montrose, or continue all the way to Commonwealth Ave and make their way back to their homes. See attached map #1 to get an appreciation for the loss of access to the neighborhood.

The study shows that the service at E Glebe Rd will be an "F" (i.e., very bad) while if the intersection at Hume Ave is maintained then its service level will be an "A".

Question #3: Given the City's own traffic study, why is Hume being converted to right-in/right-out?

Question #4: What is the envisioned method for north bound Route 1 traffic to access the businesses and neighborhood on the west side?

Question #5: Pedestrian improvements were recently made at Montross & E Glebe. What improvements to East Glebe Road and when will they be done for the increased residential traffic?

The last time there was an effort to "boulevard" Route 1, the businesses complained about the closures and the loss of access. Several cuts across the median were recreated.

Question #6: The businesses asked: Will u-turns be allowed at East Glebe (and all intersections)?

Question #7: If trucks cannot make u-turns, what will be done about trucks using the neighborhood streets to get where they want to go?

Question #8: The businesses asked: Will the visibility of businesses be blocked by trees and will there be signage explaining how to access the businesses from northbound Route 1?

Concerning the left-turn lane at East Glebe: Based on one set of scale drawings, the length of the left-turn lane is comparable to the other left-turn lanes (e.g., Howell, Custis), but the traffic study indicates a left-turn vehicle rate 15-20 times greater.

Question #9: Is the length of the left-turn lane from Route 1 onto East Glebe Road sufficient to handle the number of cars or does the transitway have to come at the complete inconvenience to the residents?

The second attached map shows the existing parking districts in this area of the City and the planned transit stops. The Del Ray Parking Study recommends that a parking district be created around Mount

Vernon Avenue. Creating a parking district does not necessarily put any parking restrictions in place. In fact, much of Parking District 6 has not implemented any. But having a district in place does empower the residents to deal with parking problems in a timelier manner. Rich Baier was quoted that it only takes 30 days to create a district. I could not find the information on the website.

Question #10: Please describe the data collection and analysis and process (i.e., the hurdles for resident and the costs to the city) that creating a parking district entails.

Question #11: What is the reason for not creating a parking district adjacent to Route 1 as part of this process?

Finally, at the May 1st Planning Commission, concerns were raised by the Commission about approving plans that were not in fact complete due to the design/build process that is being used for the Route 1 project.

Question #12: Has the design/build process for the Route 1 project had a negative effect on citizen input and "consultation with the adjoining neighborhoods"?

Sincerely,
David Fromm
2307 E Randolph Ave
Alexandria, VA 22301
703-549-3412
alsdmf@earthlink.net

Jackie Henderson

From: Dave Cavanaugh <dacava1@yahoo.com>
Sent: Monday, March 26, 2012 2:50 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan
Attachments: ATT00001.txt

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

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

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Dave
Last Name: Cavanaugh
Street Address: 4008 Fort Worth Avenue
City: Alexandria
State: VA
Zip: 22304
Phone:
Email Address: dacava1@yahoo.com
Subject: Beauregard Small Area Plan
Check out the presentation given at last Community Meeting, especially pages 16-18. The ellipse will not be pedestrian friendly especially for those walking through the middle of it. It will be a barrier and impede, bike and transit traffic.
The proposed transportation station at Southern Towers will also be crowded at peak rush hour periods creating more backups in a traffic congested area. The plan is to consolidate bus stops currently on the property into one large station. We already have backups at Mark Center Station during the PM rush hour-- buses backed up.
See recent VDOT recent report for February.
The transportation part of the BSAP Working Draft is laughable and needs more work.

Comments:

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

Jackie Henderson

From: Theresa Pugh <theresapugh@mindspring.com>
Sent: Saturday, March 17, 2012 2:42 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beaugard Small Area Plan & Leverett Court
Attachments: ATT00001.txt

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

Time: [Sat Mar 17, 2012 14:41:46] Message ID: [37819]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Theresa
Last Name: Pugh
Street Address: 2313 North Tracy Street
City: Alexandria
State: VA
Zip: 22311-1622
Phone: 1 9311945
Email Address: theresapugh@mindspring.com
Subject: Beaugard Small Area Plan & Leverett Court

Dear Mr. Mayor and City Council Officials

I respectfully request that

no vote be made for interim or final decisions regarding the acceptance of

a gift
of the JBH two building complex for affordable housing until

significant discussions can be held with the
residents of the West End

of Alexandria.

Comments: I support affordable housing but am leery of any hastily

conceived plan with a 40 year old building. I
support affordable

housing--even in my neighborhood. But the last thing that I want is to see

the West End
afforded a "gift" that needs significant

renovation and give that 'gift' to lower income people to maintain.

There is no reason to rush this decision. Please respect the needs of

those people who deserve lower
priced housing (both rentals and

ownership) and to also respect the townhouse and single family owners in

the West End. We "West End" residents have not been pleased

with other decisions made in the last two years where inadequate time and

local attention were given to our concerns.

I have studied some of the

affordable housing programs which were successful in Philadelphia, San

Diego, Silicon VALley and Chicago. I know that affordable housing

programs can be done well--with lasting value to the residents and

adjacent neighbors. Lets get this right.

I will attend the March 19

meeting. I would also like an opportunity to speak at that meeting.

I

have invited 150 of my neighbors to attend and participate in a respectful and thoughtful manner.

Thank you for reading my letter.

Theresa

Pugh

Jackie Henderson

From: Dorothy Beck <dottie_b@verizon.net>
Sent: Saturday, March 17, 2012 10:48 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Comment on Beauregard Small Area Plan - Affordable Housing
Attachments: ATT00001.txt

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

Time: [Sat Mar 17, 2012 22:47:58] Message ID: [37822]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Dorothy

Last Name: Beck

Street Address: 2302 N. Tracy St.

City: Alexandria

State: VA

Zip: 22311

Phone: 703-671-3240

Email Address: dottie_b@verizon.net

Subject: Comment on Beauregard Small Area Plan - Affordable Housing

Dear Council Member,

I live next to Dora Kelley Park in the West End and about 500 feet from Leverett Court.

I have just learned that the JBG

developers are offering two buildings on Leverett Court to the city to be

used for affordable housing. While one of my concerns about the

redevelopment of the Hamlets was the lack of affordable housing, I am even

Comments: more concerned that those residents will be ghettoized in all 56 units of two adjacent buildings. I understand JBG wanting these units away from their upscale development, but, judging from the noise and trash that have unfortunately accompanied other such units in the area - and have been a problem even now at the units in question - we homeowners feel that we are

literally and figuratively being trashed by JBG and, if the proposal is accepted, by the City Council.

I am also concerned about the nearness

of the buildings to Dora Kelley Park, which is both a natural sanctuary and

a safe place for walking and cycling. The Winkler Botanical Reserve has already been constricted by the pressures of development, which makes Dora

Kelley even more precious. Already it is subject to trash from the apartment buildings in question (the trash is picked up twice a year by volunteers from our neighborhood), and youths have used it as a place to hang out and smoke marijuana.

But affordable housing is, of course, important. And if it is necessary that the West End (which already has the preponderance of affordable housing in the city) supply more such units, I suggest that they be dispersed throughout the JBG re-development project -

after all, people of modest income have lived in the Hamlet community for 40 years! They should not be stigmatized by being isolated into two old buildings.

(For that matter, there is a great deal of affordable housing about a half mile away in Fairfax County!)

I would like to point out

that the JBG plan for the Beauregard Corridor is not a gain for the residents who already live in the neighborhood. It will take away trees and add density and traffic. It is a big plus for the owners of JBG, and I guess a small plus for the City's financial position. If at one time it looked like our property values would increase, that will be wiped away by the proximity of the affordable housing buildings, which I can see from my living room window

The Council did not stand up for us when the BRAC project was located here; please don't let us down again!

Sincerely,

Dorothy E. Beck
2302 N. Tracy St.
Alexandria,

VA 22311
702-671-3240

Jackie Henderson

From: Mark Benedict <mark.benedict@fsis.usda.gov>
Sent: Monday, April 02, 2012 7:13 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Support for Beauregard Corridor revised SAP
Attachments: ATT00001.txt

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

Time: [Mon Apr 02, 2012 07:12:38] Message ID: [38177]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mark
Last Name: Benedict
Street Address: 5214 Maris Avenue
City: Alexandria
State: VA
Zip: 22304-1904
Phone: 202 205-7913
Email Address: mark.benedict@fsis.usda.gov
Subject: Support for Beauregard Corridor revised SAP

I am the Vice President of Parkside at Alexandria Condominiums and have been a member of the Beauregard Corridor SAP Stakeholders Group since its inception. I am writing in support of the revised SAP for the Beauregard corridor - the boundaries of that SAP come right up against the northern property line of Parkside. I believe the revised SAP provides a reasoned plan for much needed growth and improvements within the SAP. Upgraded office space, better emergency services, preservation of green space, affordable housing, upgraded retail, and pedestrian friendly areas are all addressed by the revised SAP and the revised SAP is consistent will larger plans for new development in the West End of Alexandria. I hope the Planning commission will take favorable action to support the proposed SAP as revised. Please call my DC office at 202 205-7913 if you have any questions. Thank you.

Mark J Benedict, J.D.
Vice President - Parkside

at Alexandria

Jackie Henderson

From: James Brennan <brennanj2@gmail.com>
Sent: Sunday, April 29, 2012 9:39 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Beauregard Small Area Plan
Attachments: ATT00001.txt

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

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

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

Subject: Beauregard Small Area Plan
Dear Mayor & City Council:

I am writing in support of the Beauregard

Small Area Plan.

As proposed the plan will develop the highest and best use of the property adjacent to 395 in Western Alexandria. The proposed "green space" will preserve the trees and fields of Alexandria that we value, but as proposed the developed property will also maximize a

currently disjointed section of the City.

Comments: This area will have a tremendous amount of stress put on it through increased jobs via new site locations. The proposed ellipse will help alleviate traffic congestion, and the street connections close to Dora Kelly Park will provide ancillary traffic flow behind the arterial road. The proposed bus transit lanes going both ways will help shuttle citizens going both ways on Beauregard.

There is a trend in commercial real estate towards sites

that offer: live, work, play options, and this plan does just that. It will provide an area with amenities that residents would find appealing.

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

This 25 year plan for the redevelopment of a section of West Alexandria will help foster economic growth in our City.

Sincerely,
James

Brennan

01 May 2012

M E M O R A N D U M

From: The Shirley Gardens Group
To: The Honorable Mayor and City Council of Alexandria, Virginia
Subj: The Beauregard Corridor Small Area Plan (BCSAP)
Encl: (1) Letter to the Honorable Mayor and City Council dated 30 April 2012

Sir:


Enclosure (1) is our letter of support for the Beauregard Corridor Small Area Plan (BCSAP). We respectfully request that our letter be considered by the City Council in its deliberations over the BCSAP, anticipated for 12 May 2012.

An identical letter is being sent to the Planning Commission.

Very respectfully submitted,

The Shirley Gardens Group

For the Group:


Pete Benavage,
(Member and Point of Contact)

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

E-mail: raglan1854@verizon.net

TO THE HONORABLE MAYOR AND CITY COUNCIL OF ALEXANDRIA
April 30th, 2012

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

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

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

- Provide for a new **Fire Station and EMS facility**, which is urgently needed, with *private*, not public, funding for acquisition and construction;
- Provide for a reasonable amount of **dedicated** affordable housing, where *none* currently exists (*market* affordable housing can disappear with the simple raising of rents, as happened in the Encore apartment complex);
- Provide, in conjunction with the previously adopted Transportation Corridor C, a greatly **improved transportation flow** -- not just for cars -- and not for merely an immediate crisis, but for *20 -30 years of expanded service and capacity* via multi-modal forms;

- Provide for a safer, multi-village type series of **interconnected neighborhoods**, with a focus of *reducing the reliance on automobile trips*;
- Provide for enhanced **environmental protection and landscaping**, in accordance with modern *best practices* of urban design; and
- Provide for a **phased increase of revenues** for the City through enhancement of properties as each phase is developed, with consequent *increases in assessment and property taxes*, thus allowing for funding *without touching the General Funds* that now exist.

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

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

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

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

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

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

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

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

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

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

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

Very respectfully submitted,

The Shirley Gardens Group

Point of Contact:

A handwritten signature in black ink, appearing to read "Pete Benavage", written over a printed name.

Pete Benavage
5066 Fairbanks Ave.
Alexandria, Virginia 22311

01 May 2012

M E M O R A N D U M

From: Peter Benavage
To: The Honorable Mayor and City Council of Alexandria, Virginia
Subj: The Beauregard Corridor Small Area Plan (BCSAP)
Encl: (1) Letter to the Honorable Mayor and City Council dated 30 April 2012

Sir:

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

An identical letter is being sent to the Planning Commission.

Very respectfully submitted,


Peter Benavage

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

E-mail: raglan1854@verizon.net

TO THE HONORABLE MAYOR AND CITY COUNCIL OF ALEXANDRIA
30 April 2012

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

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

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

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

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

1. **Lack of Tenant Survey within the JBG property.** The turnover rate for tenants in the JBG properties currently stands at approximately 40% per annum. (The rent is low enough to ensure a low vacancy rate, but long term tenancy is not the norm.) Ergo, since the SAP is a *high level, conceptual* plan, and *not* an *implementation* plan, to survey tenants now would be to survey

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

2. **The proposed Dora Kelley Nature Park road and environs.** The proposed road, which the City Staff envisions as being paved in an eco-friendly manner, will be constructed on what is currently the developer's land. The developer is ceding additional acreage to expand the Dora Kelley Park, so that the road would have no actual impact on the *existing* park. In addition, such a roadway would facilitate access by emergency equipment, including the heavy fire-fighting equipment required to protect not only the residences near the park, but also the park itself in the event of a forest fire. Ms. Bostain conveniently omits that such roads already exist, with conventional paving to be sure, adjacent to the park (as well as Chambliss Park and Holmes Run), *on the Dowden Terrace side* of the park, and serve to separate the residences from the green spaces. Indeed, the Dowden Terrace swimming pool is located *in* the green space adjacent to Holmes Run, and in its flood plain. Why is there no environmentalist hue and cry to have *that* concrete and asphalt complex removed?
3. **The proposed ellipse.** Ms. Bostain fails to mention that at least *sixteen (16)* traffic studies have been commissioned in the past few years, at great cost, to identify a solution to the Seminary/Beauregard interchange (which frankly has been a problem almost from its inception in the late 1950s). Highly complex traffic modeling has been employed in the latest of these studies, the most sophisticated of which point to some form of ellipse as the *optimum* solution. (The *best* solution would be a below grade reconstruction of Beauregard beneath Seminary, and the topography would seem to suggest this; but costs, budgets, and traffic disruptions during construction would *not*.) Ms. Bostain led the charge in demanding that the City Staff fix the traffic situation *first*, and now unjustly criticizes the result. She also helped lead the charge to prevent *any* traffic solution that would *even remotely* affect the Winkler preserve, despite major cost savings and safety benefits to at least one of those alternatives. The HOV improvements from the I-395/Seminary interchange will not be implemented for many years; the ellipse, upon which most experts agree, could be implemented almost immediately. Its elongated shape – quite different from a circle – will accommodate more vehicles than the current “straight line” of turn lanes; that is simple high school geometry. With proper timing of lights, traffic flow will certainly be enhanced. Moreover, the BRAC twenty years from now – and that is this SAP's vision, not just tomorrow – will *not be the only traffic generator* in this zone. That the timing of lights

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

4. **Corridor C.** The City has, to the best of my knowledge, *never* claimed that traffic has *not* been impacted by the BRAC-133. It has merely been pointed out that, after the crash roadwork on Seminary Road between I-395 to and including the Beauregard intersection, the traffic issue is *not as bad as it could* have been. But with anticipated new development in the SAP area, fifty-four (54%) percent of which can be undertaken today *under existing zoning*, and without any significant proffers, a plan to provide multi-modal transportation in the *future* – over the next 20-30 years – is *vital*. Statistics show that a high percentage of those who occupy affordable housing in this area utilize mass transit. Expanding it, via a system over which the City has more control than it has over WMATA, simply makes common sense. In addition, the Traffic Corridor C, which has already been unanimously passed by City Council conceptually, will, when properly implemented, take traffic pressure off adjacent areas, by facilitating travel parallel to I-395, thus reducing (a) reliance on cars, and (b) the perceived need for motorists to cut-through adjacent residential neighborhoods. It also most certainly addresses “traffic outside the area,” especially that flowing from/to the Pentagon, Shirlington, Landmark, and the Van Dorn Metro. Again, why are statistical facts and the advice of experts who have closely studied these issues being utterly dismissed out of hand by Ms. Bostain?
5. **Clarity on interspersed affordable housing.** The question presented here is the definition of “interspersing.” The 55 units in question, which represent *only 6.9% of the total dedicated affordable housing proposed by the SAP*, in fact are part of a rational dispersal of affordable housing throughout the area, unless, of course, the idea would be to have every other town home in the zone established as affordable housing as well. I suspect that *that* is not what Ms. Bostain's solution would be, but rather that the affordable housing would be better if “interspersed” in a neighborhood other than hers. In fact, we must remember that there is nothing *compelling* the current owner of the two subject buildings – many units of which, incidentally, qualify as market affordable housing already – to gift them to the City *at all*. In return for higher density, which will generate the profits required to afford significant proffers to the City, and reduce the potential tax burden on its citizens, the developer is giving the City a bargain opportunity to ease the dedicated affordable housing situation. The proposed interspersing is not unusual. As

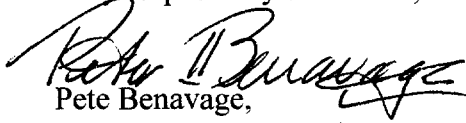
will be noted below, is there something more in play motivating Ms. Bostain's objection to this proposal?

6. **Proposed purchase of a JBG paved parking lot to be converted to parkland.** Allow me to put several issues to rest here very quickly. The price of the acquisition is in consonance with the land value under current zoning, and equates to \$40.57 per square foot. (The math is: 37,026 square feet divided into the sales price of \$1.5 million dollars.) Ms. Bostain's proposal to "gift the parking lot adjacent to ... the affordable housing units at Leverett Court" *appears* to be a thinly designed attempt to keep residents of those units from spilling over into the existing town home development, of which Ms. Bostain is herself a resident. With respect to the "Hekemian" site, the implication is that the City should acquire a large part of Shirley Gardens. Let me give Ms. Bostain a quick lesson in the economics of development: if the 206,306 square feet of available land were to sell for \$1,500,000 as she and others have suggested, that price would equate to \$7.17 per square foot, *which is less than 1/3 of the City assessment of our land under current zoning*; and assessments by their very nature tend to lag behind market value. To purchase property, one must not only produce "a ready, willing, and able buyer": there must also be a *willing seller*. Since none of us remaining in Shirley Gardens are distressed sellers, why, excuse me, would we sell at such a ridiculous price? And, more importantly, by what theory of law does she, *or any other private citizen or association*, for that matter, have the right to market our properties or dictate the respective prices of them *without our prior approval or consent*?
7. **Last minute expansion of the boundaries of the Beauregard Small Area Plan.** This is *demonstrably false*. From its inception, the Hermitage and the Goodwin House, as well as apartments such as Hermitage Hill, have been included within the SAP boundary. I know for a fact that the Hermitage was aware of this, for when the first City notices were published, I physically walked over and talked one-on-one with its Director himself, showing him the map of the SAP zone, and the Hermitage's place in it. An SAP is **not** a DSUP; inclusion in the SAP zone of course allows for entities to make their own contingency/concept plans for the future. Indeed, one would be foolish *not* to do so. Where in the laws of the Commonwealth does it state that the SWCA board of directors must give its prior approval before any private entity or facility can plan ahead?

To conclude, Ms. Bostain's letter is so rife with disinformation, misunderstandings, and distortions that it should be discounted out of hand. I *in good faith doubt* that it reflects, or would reflect, the *informed* opinions of the overwhelming majority of the SWCA general membership, and it most certainly does not reflect mine. The intent of such a letter can only be ascribed to the publicly announced intention of Ms. Bostain to de-rail the vote on the SAP until fall at the earliest, an announcement that coincidentally occurred only when she realized the proximity of the proposed Hillwood dedicated

affordable housing units to her domicile. Protest to the contrary notwithstanding, the juxtaposition of Ms. Bostain's frenetic opposition to the SAP, and the public announcement of the proposed dedicated affordable units to be located on Leverett Court, is *intriguing* to say the least.

Very respectfully submitted,

A handwritten signature in black ink, appearing to read "Pete Benavage". The signature is written in a cursive style with a large, stylized initial "P".

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

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

May 10, 2012

RECEIVED

MAY 10 2012

Dear Mayor Euille,

The decision to approve the Beauregard Small Area Plan is now in your hands. Your vote will determine the future of the Beauregard Corridor. It can be viable and thriving for many future years or it can remain in a time warp that becomes more and more tired and worn out.

Change can be frightening especially when it affects our own neighborhood. Our neighborhood has spent days, months, and years working through difficult issues by offering comments, suggestions and asking important questions.

All involved have made concessions to accommodate the various wishes and needs for the future success of our neighborhood. We now have a firm outline/plan that will be refined as we proceed through each phase in the years to come. Our plan will provide architectural consistency, design practicality, transportation efficiency and environmental beauty. Without the plan we could be faced with hodgepodge organization, traffic turmoil, lack of necessary amenities and reduced beauty through lack of flowing open space and design compatibility.

Our neighborhood is already changing. We have had the opportunity to shape and guide what the changes will be and when and how they will happen. I find this an extraordinary opportunity and a special experience.

No amount of complaining, grandstanding, threatening, and harassing will stop the coming changes nor turn back the clock. Now is the time to look forward to a new and exciting paradigm.

You have been given extensive and thorough explanation of the plan's features and impacts. I hope that you see this plan as positive as I do and vote to approve the Beauregard Small Area Plan.

Thank you,
Carolyn Griglione
1416 N. Ivanhoe St.
Alexandria, VA 22304
703 370-0653

