COMPILED COMMUNITY COMMENTS ON
WORKING DRAFT OF BEAUREGARD SMALL AREA PLAN
2-22-2012
Ver. #1

Commenter: Annabelle Fischer
Date: February 18, 2012

1. Plan Preparation: P&Z and city staff continue to state that BCSG compiled a series of individual "recommendations" for this plan. Not so. The citizens group submitted comments/suggestions and not RECOMMENDATIONS that were submitted to P&Z. Eliminate word "recommendations that you use throughout this draft working plan. These are not the recommendations - page "vii" which city staff has incorporated in your plan and as you have given "symbols/labels" that you have designated throughout each chapter, the majority of these "labels" are either "modified" by city staff along with "New" recommendations proposed by staff. This certainly gives the appearance that this is the city staff's plan along with the recommendations of the developers. Unfortunately for all of us who spent time on this "draft plan".

2. Page 6 - Need for Plan. You site 4 reasons for the need for this plan at this time, but leave out the most important reason for now pushing the Beauregard SAP now - BRAC-133 and the fact that the city wil NOT BE GETTING ANY TAX REVENUE FROM DOD, so it now needs to be made up by this increased density development & rezoning.

3. Vison/Guiding Elements Section, Page 8. Your statements/assumptions regarding plan implementation along with comments about what strengths plan builds on (figure 10). Question all of your statements re: loss of affordable housing, no real transportation plan, integration of transit, land use and urban design along with topography. The boundaries that have now been changed to include going over the Seminary over-pass present major problems for all of these statements and the fact that the city has bought into the Ellipse/traffic circle when the majority of residents/civic assoc./homeowner assoc. in the affected area oppose the Ellipse. What deals has P&Z, TES, mayor/council and City Manager made with JBG to get the ellipse and how much money will it take to remove the 3 left hand turn lanes from Seminary to Beauregard along with the 4 lanes on Beauregard heading into the Mark Center or going straight down Beauregard? Fire station at Sanger/Beauregard. I do not support this and we need to wait and see how the new fire station on Eisenhower West will reduce the need for response from Fire Station 206 on Seminary across from Hammond School. I suspect when the new fire station opens on Eisenhower West, there will be a reduced need for engine company 206 to answer calls on the West side/condo/canyon neighborhood. Neither Arlington nor Fairfax are working with Alexandria with regard to transportation improvements and there is no money for a street car here and at Columbia Pike. And we are not going to get a metro stop at Beauregard/Seminary.

4. Page 10(A). How do you plan to integrate transit, land use and urban design? this area cannot acommodate bikes, unless there is a separate bike path, not on our streets or sidewalks. There are already transit stops located at Southern Towers and now a transit hub at Mark Center, which

works well for transit users. Why are you continuing to want a connection to the Pentagon/Shirlington. It already exists via buses. Also understand that P&Z want to create "new streets" within the development plan, but you have not made the case for these new streets. Southern Towers wants to extend a street to Shirley Gardens neighborhood which would mean crossing through the median stripon Beauregard from So. Towers to the Heikiman development, taking away the trees from the median strip and suspect a major traffic mess for residents needing to make a left turn from Beauregard into So. Towers or the Hermitage apts.

5. Housing. JBG has now stated they will transfer Hillwood garden apts. to the city at no cost by 2018, which would only provide 703 market rate rental units. What deal has JBG made with the City, P&Z, Housing Dept., TES, City Manager Young/Jinks and mayor/council in order for this transfer to occur. JBG is a business and they are not going to transfer any property for free. So what is the deal? Increased density/rezoning. There will be no more affordable rentals for those of us who currently live here should this development move forward without major modifications as the primary development for Beauregard is for town homes, some rentals as very high prices, etc. Those individuals/families who have an income of $80,000+ dollars p/year should not expect Alexandria taxpayers to assist with their rents. They can afford to rent and pay for themselves.

6. Urban Design Section - Page 17+. Throughout this entire section city staff continues to refer to the Ellipse as a foregone conclusion a the Seminary/Beauregard intersection. These are city owned streets. With regard to Beauregard there is absolutely no discussion about Beauregard Street North/South and the impact of traffic from Rt. 7 down to Alexandria. Why not? The "urban landscape" will impact the trees along the entire street and the Planning Commission and City council's vote to adopt "Corridor C" was certainly not carefully thought out and was what the city wanted and not the residents within the area.

As I have read through this entire document, rather than citing all of the pages, but especially looking at the Appendix Section, the majority of changes have been "modified" by city staff along with many "new" changes to the plan by staff and developers. Where is the infrastructure money coming from to pay for this plan? Where are the "existing conditions" discussion that we have asked for? The city is banking on Alexandria taxpayers to front $60 million dollars before developer contributions have been decided and after the residential/commercial developments have been put in place. What plans and when will JBG begin to redevelop the Shops at Mark Center, which I certainly agree needs improvement. The other 4 developers want to incorporate "boutique" hotels, major residential developments, etc. I agree we do need some redevelopment in this area. However, the plan has now changed so much thanks to P&Z, other city agencies along with the mayor/council/city manager's office, that it really has gotten out of control. We are still waiting for landmark Mall to get going and that appears won't happen for several years due to the current economic conditions and banks not loaning money. This draft plan by the City staff has glossed over the open space issues and not provided any standards nor criteria. Maintaining surface parking in many of the developments that can handle surface parking and don't need to spend so much money for underground parking because P&Z staff want it is not acceptable in this part of Alex., i.e. West End and needs further review and elimination for some of the projects. Since the Landmark Mall/Landmark Van Dorn plan was adopted by Council

several years ago, nothing has happened due to what I believe are related to the current economic situation. We citizens who live within the Beauregard SAP need to go back and review and restructure this plan. For myself and suspect for others within the area, we do want some improvements, but not along the massive scale the city has now presented to us with with "DRAFT RECOMMENDATION PLAN". This plan is not ready for prime time, we need to slow it down a bit and allow the other plans being developed in Alexandria to get going. The world won't come to an end if the Beauregard SAP is put on the middle burner. Lets do a good plan rather than one that looks like a "stepford wives" community. We can all agree to disagree, but I suspect many of us, myself included want to see a better plan and want our voices heard as this development moves ahead rather than the mayor/council/city manager telling us what kind of area/neighborhood they want us to live in.

Commenter: Allison Silberberg
Date: February 16, 2012

As Alexandria's Economic Opportunities Commission (EOC), we are the voice of the least fortunate and most vulnerable citizens of Alexandria, and it is our mission to advocate for their best interests. It is our duty to inform City Council about the legitimate concerns faced by residents of the Beauregard Street corridor in the face of the area's impending redevelopment. These citizens are valuable members of our community who deserve the City's recognition and support.

We respectfully urge members of City Council to govern in a manner that serves these citizens in a meaningful way by not only listening to their concerns about being displaced by the redevelopment project but also by being proactive in negotiating specific terms to help prevent the significant and permanent loss of affordable housing units in the west end of the City. Specifically, we recommend the City negotiate a redevelopment plan that includes the creation of housing units at 30% AMI or below and incorporates such units into the proposed fire station slotted to be built in this area.

Additionally, in order to assist those citizens who will be displaced from their homes as a result of the redevelopment, the EOC encourages City Council to adopt measures to efficiently notify affected individuals and families, and communicate the transition process to Department of Community and Human Services' staff in order that programs to mitigate the impact can be utilized or developed.

Commenter: Diane Costello
Date: February 16, 2012

GENERAL COMMENTS:

The first community meeting was held 29 October 2009. The SAP border had been drawn and there was a 7-slide staff presentation. One slide titled Corridor Issues - Other Infrastructure listed:

. Sewer Capacity: trunk, plant and nitrogen removal

. Dam Safety
. Fire and Emergency Services
. Schools
. Open Space and recreation
. Affordable Housing

Two years later and the emphasis has certainly shifted - sewer system is discussed on two pages (p106-7), there is no mention of Lake Barcroft Dam, never mind any related safety issues, the section on schools amounts to a paragraph on p103 (because it is now anticipated that no new schools will be necessary), fire and EMS is discussed although there is no mention of corresponding need for expanded ER and/or hospital capacity with increased population, open space and recreation are discussed, and the priority/importance of affordable housing in the current plan is debatable.

1) What has changed in the intervening two years to account for this shift?
2) Although it is consistent with the 2009 boundary, why is the Winkler Preserve shown within the Plan border when it is privately owned?

Much has been made of the "bucket list" or the "stuff" coming from the developers and in the Draft the term "public improvements" is often used (items such as the fire house, the Ellipse, etc). I'd like to point out that these are not gifts being given by a charitable organization. These are business decisions. The new development will have to compete, in a projected crowded market, for buyers - whether the purchase is a new home, a rental contract, retail or office space. And this West End project will always come up short with respect to transportation and access as it will not be near a Metrorail station. And that shortcoming, more than likely, will only grow in importance in the future as the region becomes more congested. Throw in gridlocked streets, a paucity of recreation facilities for the children, and slow to respond emergency services - why would anyone want to move to this redeveloped area to live or to own a business when they have a choice? In my mind these items represent the developers' provisions to attract their future customers.

Much has also been made of the collective nature of dealing with JBG, Southern Towers, Home Properties, Hekemian-Foster Fairbanks, and Duke rather than taking each developer and their section of the plan area individually. This does have benefits with respect to cohesion of the final project, timing etc. But again, what is being overlooked is the enormous advantage this has bestowed on one of the developers - namely, Duke Realty. After the BRAC 133/ Mark Center fiasco, what possible standing does Duke Realty have with the West End, not to mention the City, to demand anything? Duke Realty sold 16 acres to DoD for $105 million (taxpayers' $$) and somewhere in the deal the 6.5 acres that was to remain open space in return for development, got "lost". DoD is compensating the City with a $1.5 million payment (taxpayers' money, which means in a sense we've paid Duke Realty twice for the same land).

1) Please explain to me the justification for granting Duke Realty additional density? They had a beautiful business park which could have been developed in a sensitive manner. Instead, they showed no regard for the surrounding community, nor their neighbors (e.g., IDA), nor their

own tenants (e.g., CNA - which is pursuing a lawsuit against Duke). Why is such behavior entitled to be rewarded?

Several times it states in the draft - "A strength of Alexandria is the unique character and individuality of its many great neighborhoods. The Plan reflects a commitment to this City tradition."
If the Plan really achieved that goal, so many of us would not be struggling to see our West End in this Draft

As a native NYer and someone who has driven up and down the mid-Atlantic region for 30 years on a regular basis, I am extremely skeptical that the density that has been proposed can be handled with the suggested transportation plan. Not without a rail system.

1) What examples of suburban/urban areas of corresponding density (both in the immediate area and that would equate what we experience here in the DC vicinity) can you provide which manage their population without traffic congestion in the absence of rail?

Should the City grant the increased density and rezoning, thereby increasing the value of the developers' holdings, what guarantee is there that the developers won't turn around and sell?

Is the SAP negotiated with current property owners binding on subsequent ones?

This was raised at the recent Federation meeting but I think it deserves more public discussion - what is the impact of the DSUP/ SUP process on SAPs?

SPECIFIC COMMENTS

How fast is BRT?
In other words, when compared to the current express buses (take 7X as an example), how much sooner will the BRT vehicle arrive at the Pentagon?
Does this justify the expense?

Please note - the Seminary Rd/ Mark Center Dr intersection noted in Draft figures (27a) as part of the BRT route - was determined by VDOT in their recent EA for the I-395 HOV Ramp to be at a LoS F in 2035.

With all the retail, restaurants, hotels proposed - where are the needed employees supposed to be living? It is noted in the text that the shortage in affordable housing is anticipated to include adjoining jurisdictions. Will this pool of workers need to commute from areas like Manassas and Woodbridge? How is this consistent with the live-work scenario that is repeatedly mentioned as a guiding principle of the Plan?

There is mention of Independent Design to be utilized in a portion of the housing units. What percentage?

I would note that townhomes, because of the numerous levels, are notoriously unfriendly to the physically impaired.

As someone familiar with wheelchair use, I would ask you to go beyond the standard ADA requirements in public areas for restroom facilities and parking spaces. The bathrooms are often adequate for someone with a cane or walker, but not a wheelchair. And certainly not a wheelchair + a second person providing assistance. Parking for those who use a "ramp-van" with side discharge is also extremely difficult as the handicap spaces are not generally wide enough.

Provide playground equipment and surfaces that can be enjoyed by disabled children.

This has been requested before - please provide more detailed schematics of the Ellipse and justification for the statement "improves the projected traffic."

I live in Lincolnia Hills but the "d" in Beauregard Manor is plastered over my little box of a house. Please take the time to get the existing neighborhoods correct.

The realignment of Sanger Ave needs to be explained much earlier in the document to avoid confusion with the figures/maps earlier in the text. I thought Ramsay School had been moved.

I raised this at a previous meeting - if existing buses are to continue to run down Beauregard (e.g., 7X) in addition to the BRT (which doesn't start on Beauregard until Sanger), you will need pull-offs for the vehicles to discharge/load their passengers. Otherwise you have effectively one lane for through traffic in each direction.

Many of the figures need to have better keys - e.g., fig3.
Some are purely wishful thinking - e.g., fig5

How have the land use patterns of the last 20 years changed in the area (assertion p5 - Need for the Plan)?

Are utility lines to be buried underground? I never see any in the schematics.

Who is responsible for deciding the "optional retail"?

"The Plan recommends a balance of residential and office uses to enable:.24/7 activity.."
So this BSAP is really a mini-Manhattan on stimulants?

As someone not accustomed to reading this type of document, my overall impression was that of a PR/ marketing brochure. Much jargon, convoluted language, and repetition of themes were noted.
Examples -

"Each neighborhood park is intended to have a distinct character and programmatic function." In real life - what does that mean?
"The Plan recommends a canopy coverage requirement of 40% for each neighborhood, which can be met through a combination of on-site and/or off-site improvements."
Does "off-site" mean a tree planted on Eisenhower Ave counts towards the canopy of the BSAP?
What does "socially. sustainable for the City" mean (p2)?
"Services necessary to create a more self-sufficient community" (p10) - unless people are growing their own food, making their own furniture and the like, that's a bit of a stretch don't you think?
"The Plan recommends using contemporary building design elements to implement the "garden city" vision of the Plan" (p27) What?
"The plan also recommends future Urban Design Standards and Guidelines to ensure high quality buildings." Who sets/determines such standards and guidelines?

SUGGESTION -

With all the computer graphics that are currently available, is it possible that a video could be done demonstrating a person walking the various streets and settings within the BSAP? The idea would be for the viewer to get a sense of building heights and the proximity of structures. It is very difficult to get a sense of that from reading a description. My concern stems from my experience of going to the IDA building after BRAC 133 was built and walking in the Winkler Preserve post-construction. It was shocking - the claustrophobic feeling at the IDA entrance was in sharp contrast to what I had always felt before - a wonderful green expanse. And the looming BRAC buildings impose such visual pollution on the Preserve, that it is much harder to achieve the sense of escape that once greeted you there.

Thank you for the opportunity to provide feedback.

Commenter: Shirley Downs
Date: February 14, 2012

1) Green Space Between Buildings and 395 on Either Side of Sanger.
In Figure 21 page 28 the townhouses and multifamily buildings on either side of Sanger appear to be right up against the state right of way for 395. So that the only trees sheltering these buildings are on state right of way land. Given the fact that in the area on the Van Dorn side VDOT has proposed to tear down all the trees and put up a sound wall local residents are very concerned that this could also happen on the other side of 395. This is highly probable because the state has already discussed widening 395 over Sanger and at some future date the under-pass could be widened.

For this reason we would like to see additional dedicated green space on the Small Area Plan itself which could accommodate the planting of a tree screen between the state land and the buildings. This may necessitate adjustments to move all of the buildings to the west on the Plan but it is essential that there is a permanent screen of trees between 395 and any and all residences

in the Beauregard Small Area Plan. This is necessary to preserve what has been most appreciated about the old garden apartments that is the numerous trees. It is the lack of trees next to BRAC on 395 that residents find so offensive and ugly.

- How wide is the state right-of way between the 395 roadbed and the proposed JBG Buildings?

- How wide is the land where the JBG buildings are and the edge of the Beauregard Small Area Plan?

2) Affordable Housing Formulas

The West End has always had an excellent mix of homes and rental units. They include large, medium and small single-family homes, townhouses, garden apartments, apartment buildings and condos. The neighborhood is exceptionally diverse in terms of income, race, age, ethnicity, and family size. We feel that is something we wish to preserve. For that reason a higher priority should be placed on affordable housing at all price points, we need housing for young people starting careers, blue-collar workers, older retired persons and service employees as well as higher income professionals. ***But we want this housing to be scattered throughout the Small Area Plan.***

On page 77 the table of 2015 income limits on affordable housing suggests that the needs of the lowest income group, those making say $25,000 are not going to be addressed. The definition of those to be served needs to be more flexible so that people at lower income levels are also included and we are still able to secure the goal of 20% affordable housing.

3) Parking for Residents of Affordable Units.

On page 82 and in other places in the draft plan it is suggested that lowering parking requirements is a way to provide more affordable housing. The experience of local residents is that low-income residents often need MORE parking spaces rather than a diminution of parking spaces because there are multiple family members working.

Residents of affordable units should have the same parking rights as other residents.

For the sake of good relations between neighbors, there should be adequate parking for both residents and their guests.

4) Affordable Housing within the Beauregard Plan Area

In the Housing Recommendations section, page 87, 5.2 states that "Affordable homeownership will not be subsidized through the Beauregard public amenities fund and /or through Beauregard

developer voluntary affordable housing contributions. These sources will be dedicated to produce and or preserve affordable and workforce rental housing…."

It then goes on to state in Section 5.3, page 87 that "Preserving or securing affordable and workforce housing in areas immediately outside of the Plan area should be considered as an alternative strategy to exceed the targeted number established to achieve even more deeply subsidize units (i.e., reach lower ratings of affordability than 55% or 60% of AMI) and/or as a means to obtain particular unit types or sizes not available within the Plan area when redeveloped."

First it should be pointed out that local residents who have encouraged having affordable and workforce housing within the Plan Area have always meant just that.

- The Plan Area itself should have the affordable housing within it. That means in the same buildings and the same complexes.

- Further we expect that the money provided by the developers to be used to subsidize the affordable housing within the Plan Area! It may be that additional money will be necessary to fund the affordable and workforce housing but additional funding is intended to augment whatever the developers provide.

- Further providing a minimum of 20% affordable and work force housing should be part of the price of developers getting the further density they desire. This should not be optional or voluntary but should be the price for the density that they are seeking.

Pages 85 and 86 in the draft plan suggest that Willow Run and Southern Towers could be dedicated to affordable and workforce housing. The local community wants such housing available but would be completely opposed to either of these complexes being completely dedicated affordable units. Rather we believe both of these complexes should have affordable units scattered within them. That way the higher rents can offset some of the costs of subsidizing other units.

There should be a mix of apartment sizes and price points. The goal should be to have people of all incomes living together within each complex and throughout the whole Beauregard Small Area Plan and the City of Alexandria. This is what we currently have here in the West End and it is worth preserving.

- ***We also note that Willow Run is outside of the Beauregard Small Area Plan and has no place in this discussion or in this draft plan. Any discussion of***

using Willow Run as a substitute location for providing affordable and workplace housing for the Beauregard Small Area Plan is inappropriate.

- Our goal in this Plan is to improve and insure the availability of affordable, and workforce housing ***within the Plan Area being discussed.***

5) Affordable Tax Credits

It should be noted that most workforce and affordable units in the country have been built using the Low Income Housing Tax Credits (LIHTC). Indeed about 90% of all such housing is built with these credits. These credits are attractive as they provide a dollar for dollar tax credit. They therefore provide a dollar for dollar reduction in a taxpayer's federal income tax. So in effect these units are subsidized via our federal tax code. Under the program the owner will provide an application to the state authority, which will consider the application competitively. To secure these tax credits applicants must comply with either of the following conditions or sets-aides:

- At least 20% or more of the residential units in the development are both rent restricted and are occupied by individuals whose incomes are 50% or less of the area median gross income.
- At least 40% or more of the residential units in the development are both rent restricted and occupied by individuals who have an income of 60% or less of the area median gross income.

The low income tenants can be charged no more than 30% of the maximum eligible income, which is 60% of the area median income as determined by HUD. There are no restrictions on the rent that can be charged to the tenants who are not low income.

Clearly this tax credit program provides adequate subsidy and incentive for the developers who are building or renovating existing units. In the case of developers who are building offices such as Duke they can increase the amount of their contribution to the City's affordable housing fund as the price of being able to build an additional office and a hotel and to finally compensate the City for the killing they made on the BRAC building. Indeed if Duke Realty does not comply then they should be removed from the developer group entirely and fend for themselves when they are ready to apply for development changes at the end of the 10 year lease cycle of their office buildings.

6) Car Sharing

Local residents share the City's interest in lowering the number of cars in our neighborhoods and suggest that in addition to having car sharing stations at newly developed properties that they encourage existing rental and condo properties to establish car sharing programs for their

residents. We understand that a certain level of density may be required for such a program to be attractive to the car sharing companies but it is highly probable that such a program would be successful at many current properties.

7) Creating an Urban Walkable Environment

The whole goal of smart growth policies is to insure that residents have a chance to live and work in an area where they do not have to get into a car to shop, enjoy a walk, run errands, or enjoy a meal. And being able to walk to work would be the biggest bonus.

Virtually any and all articles and planning documents on successful urban walkable environments stress that they need to have slow traffic and narrower streets. For this reason it is recommended that the parking lanes on Beauregard be eliminated and parking be placed on the streets in non-rush hours and evenings. This will not only help the residents and retail facilities it will match the criteria for successful new urban environments. Having parking on the streets helps pedestrians. This works well in Old Town and Shirlington. If we are to have an urban environment here in the West End why isn't that model appropriate?

- What speed limits do City Transportation Staff envision posting on Beauregard and Van Dorn?

- What is the estimated speed of the traffic with 2 lanes of dedicated transit, 4 lanes of traffic, and 2 lanes of parking as envisioned by the plan both in rush hour and non-rush hour?

- What is the estimated speed of traffic envisioned both in rush hour and non-rush hour if the 2 side lanes of parking are removed and on–street parking is allowed during non-rush hour and evenings as is allowed in Old Town? Are these speeds comparable with the speeds in Old Town?

8) Marketing the Plan Area

What steps do the City and the developers plan to take to market the availability of these proposed homes and rental units to current and potential employees in the area? If we seriously want to reduce the number of cars on our streets we need to try to entice current and potential employees to work in the area they live in. We need to really make this a walkable urban neighborhood where you don't have to get into a car to achieve what you want.

9) Place Making

According to the Urban Land Institute the goal of mixed-use building is "place making". That is you create environments that are alive and lively. Some of this can be done with retail and restaurants and parks but most successful efforts also have other components such as a library, a

theatre, or some other facility that acts a heart of the "place." For the level of density envisioned the City should consider this area for a similar place-making magnet. Are there cultural facilities that are seeking a new home here in Alexandria? If we are going to have good mass transit what about making it a place where people can go and enjoy themselves? The addition of the library and the Signature Theatre has certainly helped to define Shirlington and Eastern Market certainly has created a heart for Capitol Hill in the District. What might help to contribute to the heart of this West End development here on Beauregard?

10) Location of Other Amenities

- Where is the Community Garden proposed to be?
- If there are objections to the location of the Recreational Field what other locations can be considered?
- What is the cost of grading the current site of the recreational field to provide better drainage? If another site is available that doesn't involve such costs would such cost savings help to allow it being constructed earlier?
- Where is the dog park proposed to be located?

11) The Ellipse

It is clear that the ellipse is a high priority for the City but the developers do not all seem to feel the same way. If the citizens and developers are not wedded to the ellipse why can't the City wait to build the Ellipse at a later point in time? Residents would rather have any

12) Parking

In earlier comments I asked a number of questions about existing parking spaces and policies. To date I have not received any information relating to the questions posed. We need to know the number of current rental units, the number of tenants, and the number of parking spaces they have and the proposed number of rental units, tenants, and parking spaces they will have. These are critical questions and to date there have been no answers.

13) The Ratio of Office Spaces to Residential Units

On pages 38 and 39 under land use the draft plan discusses the fact that the Beauregard area, because of BRAC already has a very high ratio of office spaces to residential units. This raises the question. Why are we then planning to build additional office space in the JBG upper town center, at Southern Towers, the Duke office area, and in the Hekemian development on Seminary? Our neighborhood is primarily a residential community why has the City chosen to make this community increasingly dominated by office towers

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Commenter: Don Buch
Date: February 14, 2012

While 161 pages generate innumerable questions and issues I will use this space to address what I believe are some "big picture" matters and wanted to first see what issues arose last night.

1. We need to figure out/agree a way to work through the draft plan in some detail. From what I've seen and heard there are innumerable issues that are not addressed in the comments posted on the City website. Perhaps you have received more in direct emails? Whatever the case, we need to recognize and work through them now rather than have the Plan come up for votes and have people raising all manner of issues they feel have been inadequately addressed. That said, at this point we ought to be thankful people did not go page-by-page, recording their each and every comment.

2. "Affordable housing" is clearly sill an open issue. Despite the efforts of many, I believe that the vast majority of people in the community still don't understand how it all works and what the ramifications of different decisions are or could be. I would like to see a "table" of the mix of housing units in the Plan area today and what that mix is planned to be 5 years from now, 10, 15, 20, 25, 30 years from now. Given the turnover rates, how many of today's residents will likely be in the same communities in the same 5 year timeframes (assuming the only change was escalations in the "market rate" rents). It appears we also need to have a discussion about what "obligations" the community has to ensure "affordable" housing for people who do not live in Alexandria today but might wish to at some future time.

3. To date our primary focus has been on "bricks and mortar" and green space. I would ask the planners to help us understand what we/they can do, in a building sense, to stimulate interaction between people. For example, how do we build a town center that actually encourages people to congregate there and interact with their neighbors? How do we make it a meeting place, a place for cultural events? I'm thinking of, say, a mini Washington Square Park in New York City (delusions of grandeur?) At this point, what can the design do to help make this happen; or what do we need to be careful not to do as it could preclude it happening?

4. We need to be sensitive to restrictions on what retail merchants can and can't do, such as make use of the "public" sidewalk. I've also heard comment that, in some areas, farmers markets are not allowed because the supermarket in the neighborhood got a prohibition on "competition".

5. Is there a way to integrate the various neighborhoods so that they feel like parts of a whole? To some extent can they have a common theme? Maybe it is expressed through public artworks? Presumably major streets have a consistency but it would be nice if they had some characteristic unique to the area – not just "could be most any streets in most any town".

6. Speaking of public art – it does not appear to have gotten much recognition in the Plan. Again, I think this is one very significant way that character and uniqueness is established.

7. Can we do something to ensure "standards" are agreed, set and maintained across the area? Can we force the establishment and continuance of a "property owners' consortium" to ensure some continuity across the area? The first item that comes to mind is "green space" standards and maintenance. Along similar lines, there needs to be an organization that ensures "community activities" actually take place and, in many instances, are appropriately funded. Who oversees the public gardening venture?

8. I feel that there is extensive "planning speak" throughout the document and there is a lot of room left for misinterpretation, if not misunderstanding and that can come back to haunt us all down the road. We need a lot of much clearer definitions. We also need to be clear about the enforceability of terms like "desired" and the extent to which that does or does not mean "required".

Lots of detail to get to.

Commenter: Seminary Hill Association
Date: February 14, 2012

COMMENTARY OF THE SEMINARY HILL ASSOCIATION, INC., ON THE DRAFT BEAUREGARD CORRIDOR SMALL AREA PLAN

The Seminary Hill Association, Inc., (SHA) finds that the draft Beauregard Corridor Small Area Plan (Plan) is severely flawed and needs a thorough restructuring. It should not be considered by the Planning Commission or the City Council until this restructuring has been accomplished to the satisfaction of stakeholders, including the residents of Seminary Hill.

SHA's chief concerns are that:

1. The Plan potentially would displace 10,000 residents without any provision for affordable housing until after 2020.

2. The City would invest $60 million of taxpayer funds in the project—up front, before developer contributions—with much of the money to be used for infrastructure that residents oppose, like the ellipse.

3. The densities proposed are the functional equivalent of five more BRACs.

4. The Plan, without justification, contravenes the current West Alexandria Small Area Plan that calls for modest growth in the area and for the protection of adjoining neighborhoods.

The SHA Board of Directors adopted these comments on February 9, 2012.

Commenter: John Broughton - President, Brookville-Seminary Valley Civic Association
Date: February 13, 2012

(I have emailed this, separately, as a document; I'm posting it here to make the comments more public - JB)

Comments on the Beauregard Small Area Plan draft of January 2012

The Brookville-Seminary Valley Civic Association (BSVCA) is a non-profit organization that represents 662 households, primary detached homes, within the City of Alexandria, Virginia. These households are in the geographical area roughly bounded by Seminary Road, I-395, Holmes Run, and North Jordan Street

BSVCA believes that there is no objective rationale for including the area east of I-395 in the Beauregard SAP; this should be removed from the plan.

At a meeting on Thursday, February 9, Faroll Hamer, the City's Director of Planning and Zoning, said that including the Seminary Towers/Seminary Hill Apartments area in the Beauregard SAP was a discretionary matter. Since it is, the following are reasons why this area should be removed from the plan:

(1) There is no clear synergy between the proposed developments on the west side of I-395 and those on the east side. For example, the east side area is unconnected to the transit corridor on the west side, and is only marginally "within a 5-10 minute walk from the transit stops" (see Figure 22). In fact, none of the stated benefits on page 10 of the Working Draft (reduced car trips, mixed use, interconnected open space, pedestrian-friendly streets, services for self-sufficient communities, etc.) are realized, to any greater extent than now exists, by what is proposed for the east side of I-395.

(2) The inclusion of the area where Seminary Towers and Seminary Hill Apartments now are, within the Beauregard SAP, means that the existing east side community is unable to negotiate separately for mitigation of negative aspects of the increased density. If there were significant benefits proposed, this would not be an issue. But in fact there are no benefits to the existing east side community from allowing the developer, Home Properties, to get increased density (1.6 million square feet allowed, rather than current zoning of 1.0 million, and current build of 0.9 million). [Figures are from slide 4 of the November 21, 2011 City presentation.]

[Note: The plan seems to show a number of benefits. One is the "greenway" that appears to link to the Hammond School open space area, and new sidewalks. In fact, the greenway, if one continues along its main axis, leads to a parking lot that the SAP fails to show. A second (figure

41) are new sidewalks along what is now labeled on some maps as Library Lane (south of Seminary Road), and will be renamed Kenmore Avenue and realigned with the street that goes to Van Dorn Street. But these two things are benefits primarily for the residents of Seminary Towers and Seminary Hill Apartments, not for the larger community. A third (figure 41) is the claim that the plan increases the "accessibility of the adjoining open space", when in fact the space is not open to the public, and therefore any improved access facilitates trespassing.]

(3) The proposed SAP does in fact have significant costs to those just outside of the Seminary Overlook "neighborhood". These include:

-- Increased problems with storm water and sewer capacity issues in the Brookville-Seminary Valley area and the condominiums along Van Dorn Street, with the SAP providing no mitigation for the worsening of these problems. (As the draft plan states, on p. 106, the area suffers from inflow and infiltration of sewer lines, though it is incorrect – at least with regards to the area between Seminary Overlook and Holmes Run, that there is an "on-going extensive rehabilitation program"; in fact, there is no work going on at all in this specific area, nor has there been work in recent years.)

-- Increased traffic along Van Dorn Street and Seminary Road, among other local roads, due to the increased number of residential units to be built.

-- Potential negative visual impacts from higher buildings.
In summary, the "Seminary Overlook Neighborhood" is simply one developer who wants more, taller apartment units, and is asking the City to create a plan that authorizes this, without providing any offsetting benefits to surrounding neighborhoods. It may well be that City Council would approve such increased density without requiring anything more of the developer than is required by this plan. But the current plan offers no such opportunity for such a discussion.

At an absolute minimum, the Planning and Zoning Department should change the maps through the plan that currently show parking surrounding Hammond Middle School as being green space. Figure 23 is the only one that correctly shows where non-permeable surfaces actually exist within such "open space". Every other figure and illustration within the draft SAP is simply wrong. Figure 41 is egregiously wrong.

Commenter: John Broughton
Date: February 13, 2012

The plan is silent as to who will get priority for subsidized housing. Does that mean that displaced tenants will have no special rights in terms of priority for these subsidized, committed affordable housing units? (The plan should be explicit regarding this, so that there are no surprises when these units start to be filled.)

Commenter: Carol James
Date: February 13, 2012

I appreciate the opportunity for input on the Beauregard Small Area Plan and the endeavors of all stakeholders in this project.

I wish to associate myself with the comments of Dave Cavanaugh, and most especially with his concerns about fire/EMT service. Public safety is Job One of the City and should never be contingent upon others' agreements to fund it.

My additional concerns beyond those he has articulated are:

1. Financial assumptions need to model best, worst, and likely-case scenarios. For example, there are no assurances that Ft. Belvoir will not pursue further encroachment into the plan area, removing property from tax roles and adding a further burden on City and State services. In fact, it would seem that a negative number for removal of tax revenue by BRAC-133 and its free parking facility would be a more accurate accounting of the development costs in this locale. Another BRAC round is now foreseen, despite City planning staff's previous assumption that such an initiative is likely. A comparison of expansion activities by Ft. Belvoir at its Charlottesville annex is worthy of review and extrapolation.

Current plans to avoid taking on debt financing for this project are laudable and, to my mind, a prerequsite assumption for any plan approval.

Affordable housing is a widespread concern. Maintaining workforce housing is an important objective - and must be accomplished as a scatter-site, integrated initiative rather than as a segregated site or sites. Government-sanctioned segregation based on economic determinants is as perverse in its implications for building functioning communities as other classifications of persons - all persons must be included by and desirable to the whole.

Parking as currently planned is inadequate. Parking for workforce vehicles such as panel trucks and pickups must be provided.

As new utility services, such as FIOS, are installed, such services also must be made available in surrounding neighborhoods.

In addition to upgrading fire/EMT services in the corridor, City administrative services also need to be located here - perhaps above the fire station.

Corridor C and the ellipse are counterproductive to the walkable urban community envisioned by this plan and should be abandoned in favor of improved performance of Seminary Road and I-395.

Commenter: Tenant and Workers Association
Date: February 13, 2012

There are three major concerns with this plan that must be addressed in order to prevent "an affordable housing crisis in the City of Alexandria."

The plan calls for a study of the Area Median Incomes (AMI's) just before demolition in order to allocate a relocation package for families whose salaries are between 55-80 AMI.

A study should not come weeks before demolition. An AMI study is needed immediately to continue responsible dialogue and negotiation with developers on what the affordable housing subsidies and proffers should be be in the development area. How can we responsibly discuss how much affordable housing will be set aside if we don't know how many families exist at what income levels and how big the families are?

The second concern ties directly into the first. The vast majority of residents in the Beauregard planning area are in the 30-50 AMI range. So why are the city and developers setting aside affordable housing for people in the 55-80 AMI range? The AMI range for the affordable housing should reflect the reality on the ground, otherwise it looks like a deliberate attempt to remove the current tenants. An immediate study on who lives in this area is needed to responsibly address this concern.

The third issue has to do with the number of affordable housing units to be set aside. Currently the number 703 is being offered however, this number is consistently being compared to the number of units in existence. Let's be consistent and compare apples to apples. The number of new units to be created in the plan is 6470. The number of new affordable housing units to be created in the new plan is 647 (10% of what will be created). The number of affordable housing units to be preserved is 56. In total, only 10.8% of the future units will be affordable housing units. This is not enough when this area houses upwards of 2800 units of market rate affordable housing (as per City 2011 information) and is 44.4% of the entire city stock of market rate affordable housing.

In one massive development, a town will be created inside of a city, complete with its own town center. The cost and irreparable harm to the city for this development cannot be measured in millions of dollars. The least the city can do is act responsibly moving forward.

1. Accurate information is needed on who lives in the affected areas to continue discussion on the plan.
2. More affordable housing units are needed to try and retain as many residents to be affected as possible.
3. There must be greater subsidies set aside in order for families to continue living in the area (which will be justified by the study that needs to happen immediately) – in other words, the affordable housing should be for families in the 30-50 AMI range.

Commenter: Judy Cooper
Date: February 13, 2012

Beauregard Small Area Plan
NOTE:
1) It is William RamsAy School.
2) If many of the pictures of buildings, people, green areas, etc., which serve no purpose, were eliminated, then the charts and maps could be located on the same page, or next page, as they relate to the text. This is a waste of space and could have reduced the Draft by 30 pages. What a waste of paper.
Questions, Comments, and Remarks: (References to the page number in the DRAFT.)
*p. v, While many individuals were welcomed to attend these meetings, many attended only a few or one meeting. Thus, their knowledge of the process only involved a minor segment of issues.
*p.vii, The BCSG individual recommendations, Appendix A, which forms the basis for this plan, is a compilation of individual ideas. There was no group consensus nor vote allowed on any parts of this plan/process and little discussion of major ideas.
*p. 2 The proposed Plan accommodates the existing and proposed zoning in a manner compatible with the adjacent neighborhoods while creating a transit oriented, mixed use series of neighborhoods that are reflective of the City's goal for a more sustainable approach to growth.
Where is the compatibility with the current neighborhoods?
*p. 4, figure 7: Note that the plan boundaries do not include the area on the NW corner of Sanger and Beauregard.
*p. 5, The perspective of the plan (figure 9) does not indicate amenities that are listed.
*p. 6, If the plan recommends 2,400,000 sq. ft. of additional development , then open space should be identified.
Who decides what is "compatible?"
*p. 11, Retail is to be accessible in each neighborhood. Does this mean that each neighborhood has to have retail?
E. Provide Interconnected Open Space Network:
The Plan proposes that public open spaces be centrally located within each neighborhood. In addition, the Plan proposes a new greenway adjacent to the existing Winkler Botanical Preserve (Figure 11). The Plan also expands the Dora Kelley Nature Park (Figure 42). The proposed new open spaces, parks, and greenways will constitute approximately 45 acres. In addition to the parks and greenways, ground level open space and roof-top open space will be provided within each neighborhood
Are the buildings constructed to support roof-top open space? Will this happen near the Town Center?
*p. 16, figure 13, Residents were not asked if they wanted a transit stop on N. Van Dorn near Sanger/Richenbacher. We don't. 2

*p.21, If the street character is to allow gathering, walking, and biking, then how would this work with the Beauregard multi- lanes and transit planned for this corridor? Since Beauregard is planned for a 30 ft. streetscape, double rows of trees, and setbacks, it seems as if a large amount of footage (and trees) would be lost on the western side of Beauregard.
*p. 22, Who's going to cross Beauregard or Seminary to use the ellipse as a place to bike ride or walk?
The plan looks rather complete but don't you still have to find areas for alleys later? Why not now? Won't this eat up a lot of green space?
*p. 24, Someone needs to rethink the A, B, and C streets.
*p. 26, Midblock connections merely divide the "green space" into smaller segments, which appear to be regular, flat land that has to be mowed.
*p. 31, Urban Design Recommendations contain 20 New recommendations by the staff and 19 are BCSG recommendations with staff modifications. This represents a lot of staff changes!
*p. 36, Transit stops are at Southern Towers and Mark Center but the ellipse is not used? Odd. A transit stop is near the proposed fire station and school - one block away. Some of the highest density is planned for that location on Beauregard. This too much and dangerous.
Too much density with retail on the "New" Sanger at Beauregard near the fire station and Ramsay School. Why do we need four hotels? This increases traffic and what are they visiting?
*p. 38, Existing and Planned Office Development (chart): Between Landmark/Van Dorn and Mark Center, there will be approximately 8 million sq. ft. of office space, which is greater than any other area in Alexandria. The planned hotel space will be 768,100 sq. ft. , which is greater than any area except for hotels in Eisenhower East (780,000). Too much density.
*P.39,
The Plan recommends a balance of residential and office uses to enable:
• A mixed-use community;
• 24/7 activity; and
• A jobs/housing balance.
With 24/7 activity, will we have police on duty 24/7 in that area? Who wants 24/7 activity?
*p. 53, figure 41. The figure is 10 pages past the discussion on p. 53. See Note 2. Open space is the area between buildings in Seminary Towers. This isn't my concept of real open space.
*p. 54 Where are the multi-purpose fields? Holmes Run already exists; it is not being added to this plan. Where will they put the dog parks besides in the Greenway, where some play spaces are to be located? 3

*p. 64, The Ramsay field is located outside of the Beauregard SAP and near Dora Kelly Park. I believe that it belongs to the City and thus should not be designated as a new recreation area in this DRAFT. There is little, if any, available street parking for anyone who would be interested in using this proposed area.
*p. 84, It seems as if the housing density is developed to support Corridor C. If an expectation is to encourage worker to reside in this area, does that mean we want BRAC workers to move here? Would the possibility of potential ownership from JBG to the City of two Hillwood buildings be in opposition of the City's long standing effort to split up affordable units throughout areas of the City?
Part VIII - highly questionable.
*p. 88, Section 5.4 is questionable. Section 5.5 - No.
*p. 92, Section 4: Grading "minimized" - seems strange since that area is very hilly and some land drops off suddenly.
*p. 93, Section 2: There is a great concern about stream restoration by the City. Habitats could be ruined and wildlife displaced in this process.
*p. 97, Section 6.3: Need more information.
*p. 102, Fire Station #211 -- WHERE did the City plan to locate this station, which most have agreed is sorely needed, prior to the developer's "contribution" offer? The placement at Sanger and Beauregard is an extremely poor location because (1) it is on two major roads; (2) there will be exiting/entering onto these roads during any time period; (3) it is too close to RamsAy School; (4) it is too close to the tennis courts and park; and (5) some community members will have to travel by car to use the meeting room (more traffic). Most of the major fire problems are within the area of Station #208.
*p. 105, It is interesting that there are no new cultural facilities but lots of office and retail space.
*p. 106, With the current sewer service, BRAC is using Arlington's Water Pollution Control Plant. Sewage and water are critical issues and a solution must be developed now and not in 20 - 30 years.
The above remarks, about randomly chosen parts of this Draft, are important items. These and other issues need to have better explanations, be revised, or be deleted. In summary, the plan needs revision due to too much taxpayer cost, too much growth and development, and affordable housing concerns, if I were really convinced that someone would read this, then I would consider responding to more items!

Commenter: Allen Lomax
Date: February 13, 2012

Overall, I think the draft Plan is a good start. My specific comments regarding the Plan are as follows:

A. Transportation and Parking
(1) The Plan shows and extension of Mark Center Drive into the Southern Towers property with a left hand turn onto a new roadway between the Berkeley Building and the Monticello Building. However, I don't understand from the Plan where the road comes out on Beauregard. Does it cut through the Hermitage Hill Apartment Complex?
(2) The Plan shows at least 4 new office/retail buildings in front of and on two sides of the

Berkeley Building at Southern Towers. These buildings appear to consume current residents' parking. It appears, for example, that over 200 resident parking spaces will be consumed by the buildings just in front of the Berkeley Building. What happens to the residents' parking?
(3) I am not convinced that the proposed ellipse will eliminate potential traffic issues not does the Plan yet specifically show what land will be used. For example, will the Cleaners at the corner of Seminary and Beauregard be eliminated? Is this part if the land for the ellipse? More specific land overlays are needed for better clarity of what land will be consumed for the ellipse.

B. Housing
(1) How was the goal of 28% of the existing units for committed affordable and workforce housing decided on? Why is it not higher?
(2) The Plan supports committed affordable and workforce housing at 55-60% AMI. However, a draft goal of the City's Housing Master Plan (goal 2) focuses on focusing a priority on housing units priced to support households at 50% of AMI and below. Why does the Beauregard Plan not align with this draft goal?
(3) The City's draft Housing Master Plan also focuses on providing a variety of affordable and accessible housing units including households earning 30% of AMI and below (goal 5, objective 5.1). Why is the Beauregard Plan silent on trying to address this important population of residents?
(4) I would like to see a broader variety of housing for families at various AMIs, those at 30% AMI, 35-50% AMI, 55-80% AMI.
(5) The two existing multifamily buildings at Hillwood would be a good choice, since ownership will be transferred to the City or its designee, for housing for families at 30% AMI of below. I would like this option to be considered within the Plan.
(6) Another option I would like the City to consider is to alter the design of the new fire station to include some housing incorporated within the building such as at Potomac Yard. This would offer additional housing for families earning 50% AMI and below.
(7) On page 82 of the Plan it states that the Tenant Assistance Plan will be reviewed by Housing's Landlord Tenant Relations Board. This Tenant Assistance Plan will have impacts on more than just housing issues. Thus, I recommend that this Plan be reviewed by not only Housing's Landlord Tenant Relations Board but also by the Affordable Housing Advisory Committee, the Economic Opportunities Commission, and the Social Services Advisory Board. Involvement by the last two Commissions in this process is essential since a variety of human service programs will be impacted by the Plan as well as providing help for ensuring the successful implementation of the Tenant Assistance Plan.
(8) On page 86 of the Plan, it discusses an Affordable and Workforce Housing Plan. While it may be implied, I think the document should state that the draft Affordable and Workforce Housing Plan will be made available for public comment and appropriate changes before its adoption.

C. General
(1) Since the offices at the Mark Center office complex, 1900 and 2000 N. Beauregard, will be replaced, what are the plans for re-locating JobLink, the Center for Alexandria's Child, and ACPS central offices? I think the Beauregard Plan should include some discussion regarding this issue since especially JobLink and the Center for Alexandria's Child provides vital services to

the public.
(2) The Plan does not show VDOT's proposed pedestrian bridge between Southern Towers and the Mark Center property over Seminary Road. I think this should be included in the Plan for a more complete picture of all the proposals within the Plan.

Commenter: Owen Curtis

Date: February 13, 2012

We offer the following thoughts on this draft document, which is being reviewed by a joint work session of the Council and Planning Commission this evening:

1. We are in agreement that it makes sense to develop a plan for the coming redevelopment of the land formerly owned by the Winkler family. Many of the urban design aspects of this plan are in keeping with the improving standards of the profession, and are sensitive to the quality of life of the development's **future** residents and employees.

2. On the contrary, this plan is grossly insensitive to the quality of life of the thousands who will be displaced, and of the **existing** long-term residents of adjacent residential neighborhoods.

3. While the listing of names and the description of the process in the document suggests that this is a community-based planning document, nothing could be further from the truth. This document reflects first and foremost the desires of the major land owners and developers, secondly the ideas of the City staff, thirdly the dreams of the homeowners of the Foster-Fairbanks area who have sold out to Hekemian and plan on leaving (and thus have no real interest in the future quality of the community), and lastly of the chair of the BCSG – not a resident of the area – who ran the meetings in a manner which brooked no opposition to her ideas for the plan. **This plan does not reflect the views, interests, and vision of the vast majority of the citizens of the City west of I-395.**

4. Any plan that is so developed should first be oriented to

a. Being respectful to the adjoining residential neighborhoods, who have long voiced the view that the neighborhoods need to be protected from the creeping densification of adjoining development, with its many adverse impacts on quality of life.

b. Developing a transportation and land use balance, such that the multimodal transportation system is expanded and improved to handle what exists today and what is already approved.

5. No plan should be approved that creates any additional traffic in the area unless and until the current traffic issues are resolved, and the traffic issues to be created by already approved development are resolved.

6. The transportation aspects of this plan are not credible, nor is the Traffic Impact Analysis report (draft dated 11/11/11). The principal concerns we have with the transportation analyses include:

a. The reliance on the regional model for the bulk of the analysis. The regional model was chosen because it diverts traffic away from areas where new development (and new trips) are proposed. That is a false approach to analysis, and not in keeping with the City's adopted guidelines for traffic impact studies, nor in keeping with national standards for such studies.

b. The reliance on traffic counts which were taken at intersections where operations are constrained. When the traffic conditions are as congested as they are today in the peak along Seminary and Beauregard, it is unprofessional to count the cars getting through the intersection; one must account in the real demand values the number of cars which tried but could NOT get through the intersection due to the downstream blockages.

c. The reliance on a poorly defined BRT system with no defined northern end and a very limited service area from which to attract riders as the magical solution which will induce significant numbers of future employees to take transit to the study are job sites. This system is flawed, its costs are grossly underestimated, and it is not being developed as part of a balanced, multimodal system. This plan dreamily relies on transit as the solution to traffic issues in this area, with no real regard to how the majority of residents and employees will truly need to get about in cars on roads. AND, it further fails to understand the impact on transit ridership that poor roadway levels of service imply.

d. The acceptance of levels of service of E and F at many of the major intersections along Seminary and Beauregard. These are NOT the standards of acceptable level of service today nor in 2035. Such levels of service, for several hours in the AM and an hour or two more in the PM, greatly degrade the quality of life of the residents of the west end, and threaten our emergency service response time.

e. The reliance on the 'ellipse" – an odd-shaped traffic circle which is claimed to solve all the problems in the area. A traffic circle is probably the last idea one would try if they were seriously going to address traffic issues. The profession around the country has been working for years to eliminate traffic circles (not roundabouts, those are a different thing, but the volumes here are far too great for a roundabout). Take a look at the District, with its infamous traffic circles, and you get some idea of how the ellipse may work. And those in the District mostly have at least one of the major roads in a tunnel under the circle (e.g.,DuPont Circle),and they STILL don't work.

7. A better transportation approach to this plan would recognize that the chief issues stem from the close proximity of multiple intersections within the functional area of the Seminary Road / I-395 interchange. From Library Lane to at least Beauregard, the congestion stems from the

conflict between the traffic to/from Shirley Highway and the turns into/out of Library Lane, Kenmore Avenue, Southern Towers/Mark Center Drive, and N. Beauregard Street. This plan does NOTHING to address those conflicts, and even makes them worse by loading up more traffic within the same constrained distances, by connecting Kenmore to Library Lane, by a new connector from Southern Towers to the Hekemian property (too close to the Seminary/Beauregard intersection), and by placement of buildings at Seminary and Beauregard so close to the intersection that future real solutions will be precluded (think about Summit Center on King Street, and how its placement has kept the City and VDOT from the ability to widen King Street where it is desperately needed).

8. The plan places roads and buildings too close to adjacent single-family neighborhoods which somehow were left out of the plan. At the original meeting with staff at the start of this process several years ago, the community spoke up loud and strong that the staff had artificially drawn the boundaries of the study area too narrowly. The staff turned a deaf ear, and the result will be an abuse of the quiet enjoyment of our homes if anything like this plan is enacted. Specifically, we object to the following:

a. A roadway along Dora Kelly Nature Park. More so than the Winkler Preserve, the Dora Kelly Park is the home to wildlife of all sorts, and a true refuge for residents and visitors. There is NO need for the plan to abuse the park by placing a roadway along it, even with the proposed buffer that is shown. Rather, residential and commercial buildings can have their rear yards face the park, just as the (former) Hamlet apartments have compatibly been adjacent since the 1960s.

b. A roadway – the major new roadway in the plan – adjacent to the playground of John Adams School and the residences of Seminary West, Seminary Heights, and Seminary Park. For 40+ years, there has been a parking lot – low volume, limited hours of activity – adjacent to these sensitive land uses. This plan can do better, and rearrange the building placement and the road so that we get rear yards of the buildings and not moving traffic next to our children and our homes.

c. Building heights in the area currently occupied by 1500 – 2000 North Beauregard today are mostly three story (one is 5 or 6 stories). The plan calls for 6 – 8 stories adjacent to Seminary West, Seminary Heights, and Seminary Park. In the current small area plan for this area, heights were limited as a transition from the very tall structures of the (now Duke) CDD and the 2 – 3 story townhomes and single story detached homes. This plan is too impactful on the views from and to these residences. They will block the sunlight and be an eyesore, with the potential to adversely affect property values.

Our recommendation to the Planning Commission and the Council is that the City take more time to resolve the great concerns of the citizens (voters and taxpayers). There has been an unfortunate rush to get this ready when there is no need for anything but long-term, intelligent

deliberation that truly hears all views and reaches a compromise solution. There are some good ideas in this draft document, but they are outweighed by the lack of reality to the core aspects of the plan. This document fails to envision true long-term improvement to any aspect of the City except for the bottom-line of the wealthy landowners. We already have nearly as much approved development in this area as there is development today. Your leadership is needed to take on the monumental task of getting the City ready for that development increase when the market permits, so that our quality of life is not any more degraded than it has been with the recent BRAC disaster. You have approved already more density that the transportation system can handle, and this plan does not provide a way out of that. Tackle the existing mess first and the mess which the approved development will bring, and then we can address the ideas in this plan.

Commenter: Kelley Merill
Date: February 13, 2012
February 13, 2012

City of Alexandria
Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Re: Beauregard Small Area Plan – Affordable Housing

Current tenants, many of them long-time residents of Alexandria, will be inarguably displaced, casualties of the proposals indicated in the draft of the Beauregard Small Area Plan ("Working Draft 1-23-12"), particularly those regarding affordable housing.

• Recent meetings, articles and Beauregard Small Area Plan ("the Plan") itself cite the preservation of 28% affordable housing and gaining over 700 units when in fact thousands of residents will lose housing before the first affordable housing unit is even available in the year 2020. When the last of the 703 units is finally completed, the actual amount of affordable housing attained is only 10.8% and will not remain so permanently.

• The Plan does not serve its current residents. The draft Plan proposes to serve those with income ranges from 55% to 80% of the Area Median Income (AMI), which translates to serving those with incomes from $58,355 to $84,880. Current tenants make from about $30K – $50K annually. This means that not one single family residing in the area of development will be served by this plan.

• It is irresponsible to discuss affordable housing without taking into account the current residents' salaries and family sizes. Therefore, tenants/residents have requested that the City of Alexandria do surveys specific to the area of development in order to obtain such data.

On behalf of the thousands of tenants who will be affected by the Beauregard Small Area Plan, and especially by those who are proud to raise their families here in the currently diverse West End of the City of Alexandria, thank you for the opportunity to comment and be an active voice in the planning of our community.

Tenants particularly look forward to attending and being an integral part of the Town Hall meeting of the Affordable Housing Advisory Committee to be held on Thursday, February 23, 2012 at the William Ramsay Recreation Center from 7:00 PM – 8:00 PM. Residents are especially appreciative that this meeting is to take place in the heart of the neighborhood.

Commenter: Pete Benavage
Date: February 13, 2012

Page Number	Paragraph	Comment
54	2, last sentence	"…be needed…" should read **are** needed
77	1, 1st sentence	"ARHA" spell out acronym when used the first time
84	2, last sentence	"incent" ? -- no such word
85	3, last sentence	close parenthesis omitted
90	Last, 1st sentence	"LEED-ND" spell out acronym when used the first time
91	III.	How? What criteria/standard?
91	IV.	"Permeable paving…" such as? Give an Example
92	I., 1.	Does this include demo/salvage of existing homes?
92	I.,2.	Doesn't shipping in cause major emissions and traffic issues? This seems to merely push some pollution elsewhere, and increase traffic emissions here.
92	I.,4.	How is this in keeping with below grade parking?
92	I.,6.	This conflicts with sub-paragraph 2.

93	I.,8.	How would any of these hold up in another mega snow?
93	II.,4.	What about purification of the pond (considering what will drain into it)?
94	II.,7.	a) "50-80%..." that is an *awfully wide* range b) cost of these grey-water plumbing arrangements? Is this practical? Examples are needed. c) How will the laundry facilities be policed to ensure tenants use only "politically correct" detergents? How will the cistern usage be enforced? What will be the enforcement costs to the City?
94	III.,11.	Are heat pumps truly practical from an engineering standpoint in our climate?
95	C.	Where are the tax incentives to do so? Are these planned? How would they be structured?
100	A.	"EMS" and "CIP": spell out the first time Used
100	Last Paragraph	Include **time to on site** and **traffic** – *most important!*
102	Last Paragraph	Proposed site is the only corner of that inter-section out of the flood plain should the Barcroft Dam break. This is important, as otherwise currently owned City land could be used. **This entire section needs great emphasis, as it is *critical*.** Also, homeowners' fire insurance rates are higher currently due to distance to Fire Station across from Hammond.
104	D.	This smacks of pure boiler plate. Why not emphasize a sub-station (at new Firehouse?), and possibly bicycle patrols in neighborhood, including bike paths, and walks that kids take to school? This would enhance the *commendable Community Policing* initiatives.

107	Figure 48	In legend, acronym "CSO"; spell out the first time used
110	1st & 2nd	Omit hyphens after "shift -…";"character-" and "walk-[shed]"; in fact, obliterate the "-shed" and let the words read *"1/4 mile walk."* Makes more sense.
111	Ellipse…	Include *"proper timing/sequencing of traffic lights,"* as this is *crucial* for the ellipse to work
115	Table 6.	Add a column titled "Estimated Timeline for Completion" for clarity
128-129	2 & 3, respectively	Move the explanation of "unbundling" to page 128, when it first occurs. "Unbundled" is *not* an intuitive term.
136	C.	Change "livability" to "***safety*** and livability"; especially in light of first bullet following that paragraph.
137	Table 7.	Sequencing of "Notes" should flow from **1 through 4**; first footnote in Table is "**4**"
130	3rd line, right column	"$12.55 per square foot…" What square foot? FAR square foot? Acreage? One time assessment? This is confusing to a lay person.
141	Table 8.	Should specify what "year's dollars" this is in, or does it change per year?
159	General	a) Date of annexation to Alexandria is highly significant, as it bought water and sewer services, if nothing else. b) Date and impact of construction of N. Beauregard Street and William Ramsay; both led to building of the Hamlets, and were of *high significance* to West End.

Commenter: Dave Cavanaugh
Date: February 12, 2012

I appreciate the opportunity to comment.

General Comments:

I appreciate the efforts made by City staff to prepare a Working Draft within a very short of period of time. However the Beauregard Corridor Small Area Plan Working Draft (Working Draft) is unsatisfactory, promotional, and incorporates little analysis to support recommendations and guidelines to implement a small area plan. It should be completely rewritten.

A draft Beauregard Small Area Plan (BSAP)) should better explain the purpose, need and the underlying planning concepts that are relevant to redeveloping the plan area. Stating the current plan is outdated or surrounding land uses have changed is not enough to build public support for a massive transformation of the plan area to a much larger, upscale, urban development. This is absolutely essential if the City staff is to be successful in building public support for dramatic changes in the proposed plan area.

The Working Draft should focus on using public space to create a multi-model network connecting people to the transit stations at Mark Center Station and Southern Towers as well as the retail stores, cafes and coffee shops. Providing convenient options to move from one place to another will reduce the dependency on cars and local traffic congestion. The small area plan should ensure that streets, sidewalks, shared spaces redesigned to operate together for all users

Residents living at Seminary Park should be able to safely cross Seminary Road to a bus stop or using internal sidewalks and public space be able to walk, ride or bike through the proposed Hekemian development to Southern Towers. The public spaces used to get from one place to another should be safe, attractive and interesting-not parking lots or garages. Once on the Southern Towers property, pedestrians should be able to make their way to the proposed retail areas and proposed BRT station at Southern Towers and the Mark Center Station. Passengers arriving at Southern Towers from the District of Columbia, Skyline, Bailey's Crossroads should be able to walk to the Mark Center Station to catch the bus to Woodbridge or connect to a carpool.

The Beauregard Corridor Small Area Plan Working Draft includes several ideas not fully supported by members of the community. In a rush to complete the small area plan process, City officials and developers have not adequately addressed some of the major concerns expressed by residents. The mishandling of Corridor "C", the push for a Bus Rapid Transit system, the unexplained rationale for an ellipse all perplex residents. Part of the problem is unfamiliarity with the City's planning process, the concepts embedded in new urbanism and a perceived threat to the character of the community. A draft BSAP should be partly based on efforts to reconcile the outstanding issues and improving the environment for public involvement.

The Beauregard Corridor Open House held on Saturday February 11 provided an opportunity to understand concepts being incorporated into the planning process and be able to envision what is being proposed. It was relaxing, informative and a variety of residents that do not normally show up at meetings attended the open house. Although the developers have been persistent in advocating a need for increased density to make their projects work financially, they have demonstrated a wiliness to work with the community.

Specific Comments:

The primary purpose of preparing a Beauregard Corridor Plan is to outline goals, objectives, and provide specific recommendations on land use, zoning, transportation and urban design. City officials, developers and the community are and should be involved in that process. Redevelopment in the proposed plan area includes 395.25 acres, an estimated 5,500 housing units-mostly rental, of which about 3,000 (?) would be directly impacted.

Major property owners involved in the planning process include JBG Properties (129.64 acres), Southern Towers (40.81 acres, Home Properties (22.31 acres), Duke Realty 19.18 acres and Hekemian and Private (8.18 acres), Shirley Gardens-Fairbanks/Foster) and WRIT (1.94 acres). The property owners are seeking additional development rights in addition to what is allowed under existing zoning with a DSUP.

1. Prepare a draft Beauregard Small Area Plan (BSAP) without referencing earlier individual comments and suggestions of members of the Beauregard Corridor Stakeholders Group. Most of the individual comments were modified by staff and are virtually indistinguishable from the original comment. We had an opportunity to engage in an informal process and now it is for the City to draft a more comprehensive small area plan for public comment.

2. The primary focus of the Working Draft is on the JBG Property. This focus obscures the details necessary to evaluate guidelines and recommendations for the other properties being considered for redevelopment. The Working Draft should have specific goals, objectives and recommendations that generally apply to the all properties including a major commitment to improve interconnectedness within the plan area and ensuring families displaced are provided relocation and financial assistance. The draft BSAP should include a more current description of the other proposed redevelopment projects and how they are integrated into the plan area.

3. "The Existing Land Use Approvals-A Starting Point" infers the City has is unable to place conditions on design, open space, phasing or affordable housing. Although there are no standards, the City is not powerless in placing conditions on development through the Developmental Special Use Permit (DSUP) process. This item should be clarified to more accurately describe the City's authority under the DSUP process.

4. The working draft should incorporate information on the existing conditions within the plan area, population, transit use, parks, schools, current landlord provided amenities, and natural environment, especially in the Lower Hill Zone on the JBG Properties. An analysis of the

current conditions will confirm the current plan area is a vibrant, diverse, mixed use community, adjacent to parks and schools and is a transit oriented community.

5. This is a functioning community. However, a more transit oriented community, an attractive network of local streets, sidewalks and public and private spaces, increasing local retail and commercial services, would rejuvenate and enhance the long term economic sustainability of an attractive area.

6. The stated need for a new plan is really insufficient and misleading (p.5).

The need is not based on updating an old plan, changes in surrounding land uses (with the exception of BRAC, no land uses have changed), a desire to create developmental standards and phasing (?), or a need to provide dedicated affordable housing (not an issue until redevelopment proposed).

The Working Draft should provide better written justification for embarking on a major redevelopment of an area built during the 1960s and 70s. The draft BSAP should evaluate conditions in the existing community and develop recommendations and guidelines for a semi-urban development that retains and builds on the character of the community. This would make the planned development in the plan area more distinctive, differentiate it from other similar projects and reinforce the sense of place the original Mark Winkler plan created.

7. The proposed plan for the JBG properties envisions transforming a park-like suburban apartment complex into a large scale, urban mixed use development with tree wells, retaining walls, fountains paved community areas and parking garages. This is a dramatic change in the character of the area and is not compatible with the scale of the Greenway and Garden Districts outlined in the Working Draft.

The Working Draft should be revised to ensure the JBG property on Beauregard and Sanger is designed as a semi-urban development. The scale, building mass, streets and setbacks should be incorporated into the wooded landscape and not overpower the park like, natural setting. Development should ensure at least 40 percent tree canopy coverage in the lower (Garden and Greenway) sections of the proposed plan.

The proposed building heights of 45-70 feet for the Garden District and Greenway are too high. The draft BSAP should use environmentally responsible methods for mitigating surface water run-off, the loss of trees, and appropriately scaled buildings for a hillside exposure that overlooks a Dora Kelley Nature Park.

8. Many of the photos showing urban streets similar to areas on Connecticut and Massachusetts Avenue in Washington, D.C. This is not what many of us in the community envision. The Working Draft should incorporate photos of other nearby Town Center, mixed use, life style, communities more indicative of a semi-urban plan.

9. The Working Draft introduces a variety of unexplained concepts or terms. These concepts include "garden city", "shared parking", "Urban Design Standards and Guidelines", "Contemporary Style", "Signature Building" "a 10' sidewalk trail" and "required retail and optional retail". These terms and others should be defined and references provided to "Urban Design Standards and Guideline". This would help citizens evaluate the criteria for recommended guidelines and in many cases help build support for recommendations and guidelines in the Working Draft.

10. The building setback for new buildings on Beauregard should be at least 30 feet from the curb, excluding "bulb-outs". The Urban Design Recommendations (3.3 on page 31) provides exclusion for retail area "to enable a double row of street trees and 10ft. sidewalk trail".

11. The building heights proposed in the Working Draft for signature buildings in the town center area or hotels framing the proposed ellipse are too massive, overpower adjacent development, would add to traffic congestion and potentially reduce the walkability of the nearby areas. The building heights for townhouses, mid-rise multi-family, office, hotel, and signature buildings should be addressed in a more comprehensive manner in a draft BSAP.

12. The proposed ellipse has been promoted as a more elegant design for accommodating traffic through the Beauregard/Seminary Road intersection. Schematic drawings depict an intersection squeezed into an area where there will be transit, pedestrian and bicycle entrances, exits and crossings.

There have been no on the ground preliminary design plans that show the right-of-way a configuration that will be functional. The ultimate reconfiguration of the intersection must consider safe, efficient car, transit, pedestrian and bicycle crossing and circulation through the intersection. Because of the potential impacts on Seminary Heights (corner Beauregard and Seminary Road) and on planning the proposed Hekemian project, more information is needed to evaluate the design and function of the ellipse. A preliminary design plan to scale is necessary before including the ellipse as a reasonable option into the Working Draft. The first question to be asked is "what are the overall objectives we trying to accomplish?"

13. The proposed parking ratios may be too low. BRT and local buses cannot substitute for the convenience of living near a metro station. This area is and will be a semi-urban area and time, instant mobility will continue to be part of our way of life. The primary advantage for living in the Beauregard Corridor is the quick, efficient bus service to the Pentagon Metro Station and that is not likely to change.

Hopefully the Working Draft will not discourage local Alexandrian's from outside the plan area using cars to shop and patronize restaurants by making access and parking too restrictive. I suggest reevaluating the parking ratios and selecting ratios that are more indicative of an area in transition to a semi-urban development.

14. Open space is often described as a community gathering place. Open space can have many meanings and serve different purposes. It is important that the spaces are functional, serve a useful purpose and not be contrived to satisfy perceived planning requirements.

In many town center developments the town center is used to attract non-residents to the adjacent restaurants and shops, e.g., Shirlington, Pentagon Row.

15. The JBG Properties proposed development overlooks public parks, Chambliss, Dora Kelley Nature Park and playgrounds and tennis courts near William Ramsay Elementary School. The Working Draft should include a separate section on existing parks and recreational facilities and provide recommendations and guidelines to address potential impacts of the proposed small area plan on existing public resources.

16. The existing apartment development provides a club house, tennis courts, two swimming pools, a volley ball court and a toddler area. This is in addition to the tennis courts and play field at Ramsay School and the playground at John Adams. The Working Draft does not include any plans for replacing these facilities, placing more demand on public parks and resources. The Working Draft should ensure adequate on site recreation facilities are available to replace or enhance what is currently available.

17. The location of the fire station and whether the City should rely on a developer to pay and build it as a condition of getting approvals for increased densities raises ethical questions. There is also an issue of whether the City is appropriately allocating financial resources through an off budget process that distorts the planning process. This is an outstanding issue that should be discussed as part of draft BSAP. The fire station should be in a location that can serve the needs of the City of Alexandria, but also help meet our obligation under mutual service agreements with other jurisdictions.

18. The Working Draft does outline a plan for tenant assistance to be reviewed by the Housing Landlord Tenant Relations Board. The draft BSAP should require a tenant plan be approved prior to City approval for the project.

19. The implementation Plan should include the amount of City, State and Federal funding necessary to start planning, design and construction of an enhanced BRT system that may be superfluous to the transportation needs of the plan area. The primary destination for residents living in the area is to the Pentagon Metro station. Residents also rely on local service to nearby shopping and employment locations. There is no real demand for residents in the plan area to go to Van Dorn Metro Station that would justify an upfront expenditure for a BRT system. The primary focus should be on improving the existing network of streets, sidewalks, shared space that will increase transit use in the corridor from 34% to 60 or 70%.

20. The Working Draft assumes a high capacity transit service being built between the Pentagon and Van Dorn Metro Station. It assumes a dedicated transit "guideway" along most of the running way and mixed use in the more congested areas in the plan area. The City has already allocated funding in its 10-Year Transportation Improvement Program toward the design

and construction of the Transitway-a project that is still conceptual, with no connections to adjacent jurisdictions, no defined terminus, and inadequate funding for anything at that scale. Until the origin and destination of the proposed BRT is established and an integrated transportation, transit, pedestrian framework is established for the plan area, the Working Draft should refer to the BRT as being conceptual.

21. The working draft proposes a new street adjacent to the Seminary Heights and Seminary Park residential communities connecting to Mark Center Drive. Although this would help disperse traffic, it would become a street that would by-pass Beauregard and be in the backyard of the townhouses. This is likely a major concern of residents and efforts to resolve the potential conflict should be part of drafting a BSAP.

22. Historical Context: It is important the historical context be accurate. The Terrett family was very large and members of the family owned lands into the 1950s. The Working Draft should identify the Terrett family that owned "Oakland". Ownership of the "Oakland" residence may not even be relevant.

The "West End" referenced on page 157 is not the same as the West End referenced in the Working Draft. The original west-end was just outside the boundaries of the District of Columbia, near present day Carlyle which up until 1847 included Alexandria. Check with Amy Bertsch on Lance Mallemo's staff.

If there are any questions regarding the above comments, please contact me.

Commenter: Ben Wales
Date: February 10, 2012

It was good to see you both at the recent community meeting to unveil the working draft of the Beauregard Small Area Plan. As I mentioned, we had submitted some proposed language that would allow for the future redevelopment of the Hermitage property within the 1.25 FAR currently approved.

In follow-up to that language, please find the attached. As you will see, we have suggested changes to certain pages of the draft plan to provide for the possible redevelopment of the Hermitage. We believe this is consistent with the conversation we had with Jeff during a meeting at the end of last year.

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

Table 4: Development Summary

NEIGHBORHOOD	PRINCIPAL LAND USES	MAXIMUM BUILDING HEIGHT	OFFICE	FLOOR AREA (SQ FT) BY USE				TOTAL SQ. FT.
				RESIDENTIAL	REQUIRED RETAIL	OPTIONAL RETAIL[3]	HOTEL	MAXIMUM
1. Town Center	Residential/Office/Retail/Hotel	70 -130	405,165	2,408,145	200,000	109,245	126,845	3,249,400
2. Garden District	Residential	45 - 70	0	1,102,260	0	21,355	0	1,123,615
3. Greenway	Residential	45 - 70	0	2,030,745	0	13,250	0	2,043,995
4. Adams	Office/Retail/Hotel	45 - 110	1,020,765	0	0	15,000	100,000	1,135,765
5. Upland Park	Residential/Office/Retail/Hotel	45 - 110	75,470	590,000	0	16,000	75,000	1,156,470
6. Southern Towers	Office/Retail	45 - 110	195,000	-	25,000	80,000	100,000	
7. Seminary Overlook	Residential	70	0	979,745	0	0	0	979,745
Total			1,696,400	7,110,895	225,000	254,850	401,845	9,688,990
8. Hermitage in Northern Virginia	Mixed-use development limited to 1.25 FAR							

Notes:

[1] Community facilities, public buildings and accessory uses may be provided within any neighborhood in addition to the maximum permitted development; however, the uses will be subject to the height requirements, urban design standards and guidelines, and other applicable requirements as part of the rezoning(s) or Development Special Use Permit.

[2] Development within the total floor area permitted may be permitted to be transferred. The standards for the transfer will be determined as part of the rezoning(s) and require approval as part of a Development Special Use Permit.

[3] Optional retail use may be provided if approved as part of the development review process, subject to the locations depicted in the Plan.

[4] See Table 3 for required parking.

[5] Development Summary Table is exclusive of parking.

6 The Hermitage in Northern Virginia property is planned for high density residential uses. As an option, the Hermitage in Northern Virginia property may be redeveloped with a mix of uses. Density shall be limited to 1.25 FAR.

Figure 6: Existing Zoning

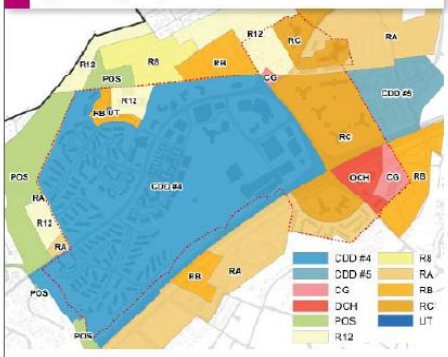
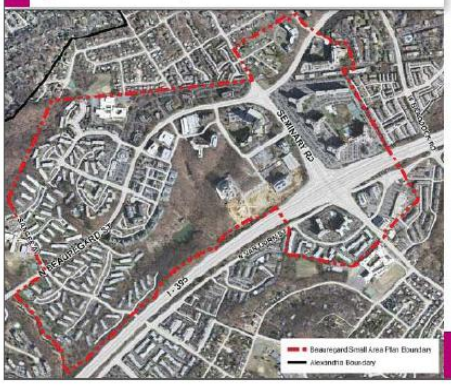


Figure 7: Plan Area Boundary



B. The Existing Land Use Approvals – A Starting Point:

In 1992, the City adopted the Small Area Plan(s) for the Plan area, with subsequent approval of the zoning (Figure 6). However, although the existing zoning permits approximately 4,500,000 sq. ft. of additional development, there are not standards or design requirements in place for elements such as streets, open space, phasing of infrastructure, etc.

Figure 8: Redevelopment Sites

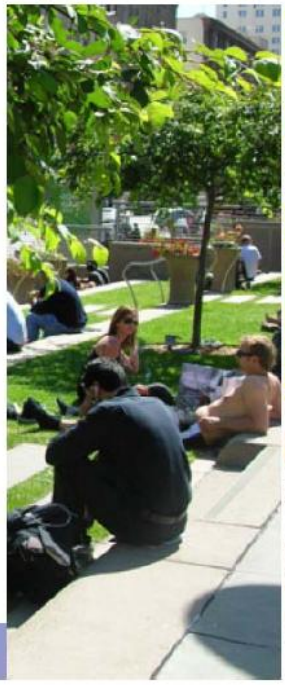
Ver. 1

J. Land Use—Future Zoning (Coordinated Development District)

The Plan recommends the creation of new CDD zoning for the redevelopment sites. The CDD zoning is recommended for the designated redevelopment sites to implement elements of the Plan such as streets, transit and open space located among the various property owners.

The rezoning will be contingent on compliance with the vision, intent and recommendations of the Plan and future Urban Design Standards and Guidelines (including a definitive plan agreed to by the property owners and the City addressing financing the plan improvements) and approval of subsequent rezoning(s), CDD Concept Plan(s) and applicable approvals by the City. The Plan does not recommend changing zoning for properties within the Plan area other than the potential redevelopment sites (Figure 8). The recommendations of the Plan will function as the CDD Guidelines and basis for approval of a subsequent rezoning(s).

The Hermitage in Northern Virginia property is identified on Figure 8 as a potential redevelopment site. It is currently planned for high density residential use. As an option, the property may be redeveloped with a mix of uses. Redevelopment of the Hermitage property shall not exceed 1.25 FAR. The Hermitage is an important property within Beauregard and its redevelopment would help further the neighborhood street framework, significantly improve the pedestrian environment and streetscape and, together with the Hekemian and Southern Towers neighborhoods, create an important gateway into the Corridor.



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Commenter: Alexandria Parent
Date: February 10, 2012

William Ramsay is spelled incorrectly as William Ramsey throughout the plan on many maps and on page 64.

The city needs to define what will happen to the Ramsay Playground when the Ramsay field is constructed. The current size of the space for used for Ramsay playground is not sufficient for the size of the student body. Whatever the school's population is projected to be after the plan is implemented, should be used to estimate the size of the playground that will be needed.

It is not alright to say that the playground will be "somewhere"- that place needs to be defined in the plan. The playground cannot be located on the street, as that would be present safety (traffic,

noise, stranger danger) hazards to the children. Perhaps the area behind the field closest to the nature center would work -- it just cannot be directly on the street. Our children deserve better.

Commenter: Beauregard Homeowner
Date: February 9, 2012
This development is long overdue. Although affordable housing is important, so is expanding the city's tax base in order to be able to provide improved services.

Commenter: Jim Lowenstern
Date: February 10, 2012

I live in the Larchmont Apartments which is slightly north of the coming construction, (displacement). Using market rates for affordable housing, the people who will have to leave (buildings being razed for new construction) rarely can afford the "new" affordable units. The City (of Alexandria) had partnered with construction activity (near the berg, trader Joes) where expensive or market bearing units partnered with (HUD?) under market value units exist side by side. Building units that are inexpensive will make them more inexpensive to rent or lease.

I believe (the state of) Virginia is a right to build, so a lot of these buildings that will be razed (destroyed) are still capable of housing people, All lot of people will be displaced and this will be a very challenging factor for their lives, Profit and business needs a balance with ethics and people's needs.

Commenter: Nancy Jennings
Date: February 10, 2012

Attached and below are comments of the Seminary Hill Association, Inc., on the draft Beauregard Corridor Small Area Plan. Please post them to the City's website.

COMMENTARY OF THE SEMINARY HILL ASSOCIATION, INC., ON THE DRAFT BEAUREGARD CORRIDOR SMALL AREA PLAN

The Seminary Hill Association, Inc., (SHA) finds that the draft Beauregard Corridor Small Area Plan (Plan) is severely flawed and needs a thorough restructuring. It should not be considered by the Planning Commission or the City Council until this restructuring has been accomplished to the satisfaction of stakeholders, including the residents of Seminary Hill.

SHA's chief concerns are that:

1. The Plan potentially would displace 10,000 residents without any provision for affordable housing until after 2020.

2. The City would invest $60 million of taxpayer funds in the project—up front, before developer contributions—with much of the money to be used for infrastructure that residents oppose, like the ellipse.

3. The densities proposed are the functional equivalent of five more BRACs.

4. The Plan, without justification, contravenes the current West Alexandria Small Area Plan that calls for modest growth in the area and for the protection of adjoining neighborhoods.

The SHA Board of Directors adopted these comments on February 9, 2012.

Commenter: Mark Benedict
Date: February 8, 2012

Parkside comments to VDOT and Alex. Council on Transport. Improvements & the Beauregard SAP

The following comments are submitted by the Parkside at Alexandria Condominium Board and Association (378 units – circa 1000 residents) Parkside is located directly across I-395 from the Mark Center BRAC-133 site. Parkside is located along Van Dorn intra Sanger & Seminary and will be directly impacted by the I-395 HOV ramp to Seminary and by proposed noise abatement walls. Parkside is located immediately adjacent to the Beauregard SAP boundary and will inevitably be directly impacted by the proposed Beauregard Corridor SAP.

Parkside at Alexandria Condominiums is a charter member of the BRAC-133 Advisory Group, a charter member of the Beauregard Corridor Stakeholders working group, and is a member of the Federation of Civic Associations. Parkside has been actively and continuously involved in all of these efforts either since the summer of 2007 or from their respective inceptions.

Parkside is not opposed to well thought out development in the Alexandria West End or the Beauregard corridor. However, Parkside feels resources should be spent in the way best suited to benefit the largest number of Alexandrians, not just BRAC-133 employees. Parkside feels that adverse impacts on the environment should be strictly limited and minimized to the greatest extent possible. Parkside opposes the proposed HOV ramp off I-395N to the top level of the old and in need of replacement Seminary Road interchange. Seminary strongly disagrees with the conclusions drawn in the VDOT EA of the Seminary Road ramp. Parkside opposes the shifting of I-395 North further to the east. Parkside does not believe the FHWA right of way reaches all the way up to Van Dorn. Parkside strongly opposes the proposed noise abatement walls along Van Dorn.

Parkside is not opposed to well designed development in the Beauregard corridor PROVIDED the environment is adequately protected. Parkside strongly encourages more mid-to high end retail development in the Beauregard corridor small area – especially more restaurants and retail which would benefit residents within the confines of the SAP. Parkside strongly encourages redevelopment of the Kenmore Plaza shopping center as part of the Beauregard SAP.

There is no need to build a ramp at Seminary (which will become outdated by the time it is completed and would cause unnecessary delays during construction). The amount allocated for the ramp should be invested in mass transit improvements, which would, hopefully, reduce the vehicular traffic.

1. the city should preserve the trees adjacent to Van Dorn Street as they create a natural abatement wall (This looks better than a man-made wall; keeping the trees separating Van Dorn Street from 395 is good for the environment; the trees and foliage naturally insulate the sound from traffic on 395 and are good for the community adjacent to 395).

2. There is no need to build an I-395 ramp to Seminary Road.

i. The Mark Center building is now open and occupied. The tenants at the building are able to park fine and building the ramp will only create huge traffic problems in the area to benefit only about 3000 parking spaces (and again, the occupants in the Mark Center are fine without the ramp now). Therefore, it seems unnecessary to build the ramp and it will likely create traffic congestion for years on 395 while the ramp is being built (again, just for the benefit of some of the 3000 cars that park at the Mark Center). Also, the plan will likely create permanent traffic congestion on the HOV lane at Mark Center (much like there is currently at the exit to the Pentagon in the mornings after 7am), and it will likely cause more problems than it's worth.

ii. Rather than using the $80 million allocated for building the ramp, if possible, it might be better to use the money to widen 395 where it bottlenecks at the little River Turnpike exit (as it decreases there from four to three lanes which causes delays during rush hour everyday, including for cars exiting from the Mark Center. Widening 395 Southbound lanes to four or five lanes would solve a lot of the traffic congestion that motorists on 395 face in the evening commute, including the 3000 cars that park at the Mark Center. Shifting of all the northbound lanes of I-395 further to the east makes no sense, is cost prohibitive, and will create incredible traffic disruptions for extended periods of time.

3. **Construction of noise abatement wall along Van Dorn** is NOT required nor is it desirable. The proposed wall will be ineffective, cost prohibitive, addresses increased noise NOT proven to exist, will destroy existing berm and trees, will not decrease noise from I-395 or the ramp – which is taller than the proposed wall, will have immediate adverse impacts on Parkside units' property values, will create traffic and safety hazards along Van Dorn, and will require obtaining ROW from the City of Alexandria since the FHWA ROW for I-395 does NOT extend all the

way up to the western edge of Van Dorn. A majority of Owners at Parkside at Alexandria will oppose construction of the proposed "Wall 1" thereby rendering further discussion moot. Proposed noise abatement walls are not justified nor required and there is no money to pay for them. The obvious and severe adverse impacts of these walls would far outweigh any minimal benefit – just a couple of db in noise level reduction – they would, at most provide.

With regard to agenda Item #5, the Beauregard Small Area Plan, Parkside's concern is with the *funding* for the Corridor C project.

The National Capital Regional Planning Board has a summary of the project, here: http://www.mwcog.org/clrp/projects/new/proposed_2012.asp (item 2) The cost is estimated to be $100 million. Does that projected cost include widening the Sanger Avenue underpass, or the Van Dorn Street overpass over Duke Street, or the Van Dorn overpass over the railroad tracks just south of Pickett Street, to add dedicated bus lanes?

How definitive is that cost estimate - is it based on at least preliminary engineering studies? If so, will these be made public in some form (even a summary) at some point? If not, when will an estimate based on at least preliminary engineering studies be completed and available?

What are the projected costs for land acquisition (right of way) for the BRT lanes, between the Van Dorn Metro Station and Sanger Avenue? There is NO accurate data on this – Parkside requests same.

If the costs of building Corridor C exceed the projected $100 million, is the expectation that the City will fund the cost overruns, or will there be fewer miles of dedicated BRT lanes, or is there some other plan to deal with this possibility?

With regard to agenda item #6, the BRAC update, my concerns include the following:

The briefing documents state that "An average of 1,450 vehicles are entering the parking garages [daily]". Is there any information as to where these vehicles originate from? (Ideally, by zip code.) I ask because the benefits of the proposed VDOT HOV ramp depend, of course, on how many vehicles are likely to actually use the ramp.

The Transportation Commission had not conducted a hearing and that they were being asked to endorse recommendations had been made by the ***Beauregard Corridor Stakeholder Group***. Making it more interesting was the Chairman of the Transportation Commission remarked that "The Transportation Commission was only given responsibility by Council to implement the Transportation Master Plan. He added that "Road improvements that are part of the Beauregard Small Area Plan remain in the purview of the Planning Commission. Parkside at Alexandria feels the Transportation Commission should be involved in all transportation issues, regardless of whether they are part of the small area process.

The primary reason for concern is the position of the Transportation Commission limits public involvement in transportation matters affecting the Beauregard-Seminary Road area. The Commission was not receptive to holding a public hearing and instead merely urged citizens to send their comments to the Commission. Parkside at Alexandria believes this MUST change.

- *The Commission and City officials appear to believe theirs is a limited role in evaluating transportation changes being proposed as part of the Beauregard Small Area Plan. The Commission has a role to ensure the public has an opportunity to comment.*
- *If necessary, the City Council should help clarify the Transportation Commission's mission statement.*

Currently, their mission is the following: "The Alexandria Transportation Commission is established to advocate and promote development of balanced transportation systems for the City of Alexandria, through oversight of the implementation of the Transportation Charter of the City's Master Plan." I believe there is ample discretion for the Commission to be more proactive. Parkside at Alexandria respectfully suggests that they should be an independent body that **encourages** public involvement on major issues.

> Parkside at Alexandria strongly urges the Transportation Commission to hold a public hearing regarding proposed transportation changes being considered as part of the Beauregard Small Area Plan.
>
> Parkside at Alexandria suggests City staff not refer to "recommendations" made by the Beauregard Corridor Stakeholders Group. They are individual comments forwarded to City staff through the stakeholders group.

City officials argue the reversible HOV ramp, and Seminary Road at Beauregard ellipse "the football" are part of a package to improve traffic congestion at I-395 and at Beauregard. Parkside at Alexandria believes members of the Commission are also receptive to this position. Parkside at Alexandria strongly objects to the appearance that they have made some assumptions and see the public commenting process as a "necessary nuisance." This is NOT in the best interests of the citizens of the Alexandria West End.

Discussion regarding the "auxiliary" lanes. Parkside believes the environmental process will start sometime in 2013. More clarification is required on these auxiliary lanes before anything else is done.

There is a joint Planning Commission/City Council work session scheduled for February 13, 2012. The staff is seeking input from the Transportation Commission to be forwarded at that work session. Parkside at Alexandria's Board and Association suggests and respectfully requests dissemination of discussion or positions by the Transportation Commission for that joint session **in advance**.

Parkside asks: Is the creation of a regional transit hub, rather than BRAC 133, the rationale for the proposed HOV ramp? Is there is a site plan for the hub, about which you suggest various jurisdictions apparently have corresponded? If so, Please provide a link.

Parkside notes that the transportation hub has not been mentioned at BRAC AG or BSAP meetings. [See Dave Cavanaugh's letter at http://www.alexandrianews.org/2012/02/a-regional-transportation-hub-at-mark-center/]

Is the creation of such a hub also the rationale for BRT? Is the hub the reason BRT will not be using the proposed $30 million ellipse? Are the hub and the BRT, then, connected to the rationale for Corridor C (which seems counterintuitive to the developers' intent for a walkable/bikeable Beauregard community not to mention the fact that its feasibility from Sanger to Landmark along Van Dorn has not been studied)?

Parkside questions the assertion that an integrated redesign for the I-395 interchange is needed. Is there such a plan? A plan for a plan? Just a chance convergence?

Parkside strongly argues that it would be hard to justify an $80 million expenditure (for the proposed I-395 ramp to the Seminary interchange top level) for BRAC employees only. It is likely there will be sufficient demand to make Mark Center Station a major regional transit hub. Further, the Seminary Road interchange is very old and in serious need of repairs. Spending $80 million on a new ramp connecting to an already dilapidated Seminary Road interchange makes NO sense and the idea should be abandoned and the $80 million be redirected to transportation projects which will serve a much larger population.

Parkside asserts that it is all the other employees in this area -- the rest of Mark Center, Skyline, Park Center, and even ALX INOVA Hospital -- who will now have the opportunity to share the ride and save time on buses will not benefit from the proposed ramp. The transit systems down the corridor have made it clear -- they will provide express bus service to this area whether the ramp is built or not. And those buses will be readily used.

Thank you for your serious consideration of these comments **for inclusion in the public record.**

Parkside does not know how the WHS is managing their spaces in the new garages, but if it is done like the Pentagon, then, other than the highest ranking folks (this used to be one stars and higher, it may be colonels/captains and higher now), the only ones who get priority for parking are carpools and vanpools. The notion that SOVs will backfill for each carpool that is created doesn't hold water in Parkside's opinion.

The second most efficient highway mover of people (carrying people/hour) in the US are the HOV lanes on Shirley Highway -- the first being the bus-only lanes of the Lincoln Tunnel in NJ/NYC. The Shirley Highway HOV lanes carry more people in the peak hours than do the

regular lanes. Since they opened in 1969, they only provided HOV access to the regional core -- the Pentagon, Crystal City, and DC, later Pentagon City. But none of the other No VA employment destinations were accessible.

The planning for the HOT lanes project, motivated by the private sector to make money, recognized that many people stuck using the general purpose lanes would use the HOT lanes if they connected to other NoVA destinations. And, while that project is apparently dead, the validity of that idea -- that if the HOV lanes connected to other employment destinations, then buses, vanpools, and carpools could use the ramp, and ridership on these efficient modes would go up, and SOV use would go down. Parkside agrees with that position.

Parkside believes the rationale remains that there are now perhaps 30,000 employees within a mile of the Seminary Road interchange who have no incentive to take the bus up Shirley Highway, nor carpool. And of course, not all of them come up Shirley Highway anyhow, but more come that way than on any other route, and HOV facilities have strong draw, meaning they could attract folks who drive singly on other routes to avoid the I-395 delays in the regular lanes. So the ramp provides the opportunity to give these HOV users an advantage in exchange for them doing something good for society.

Regarding the transit center at the BRAC site: That is the new 5 or 6 bay facility built by the army on the N side of their N garage along Mark Center Drive. Parkside strongly feels it is not clear how all the bus routes which pass through there also will serve the historically high transit generation coming from Southern Towers. Parkside hopes that as routes are adjusted, that the residents of our West End area headed into the core are not sacrificed by being hit with more stops and longer trip times. But that has nothing to do with the ramp which serves travel to/from the other direction.

Regarding the BRT and the new lanes proposed for the "Beauregard Corridor". Parkside feels strongly that the whole idea to me is a waste of money which will not relieve our congestion issues nor provide reasonable options for neither our residents nor the employees who will come to work in our back yard. It is inflexible and does not serve a known pattern of commuting or travel. The entire SAP area would be better off with a focus on bus service by DASH and Metrobus, and of course, the new services from/to points south which will materialize once the ramp is open. The BRT is dreams by folks have wide-eyed thoughts that the latest in transit modes will save us all from the auto. What we need in this region, and the West End in particular, is a balanced, connected, multi-modal system of Metrorail, bus, HOV, and, yes, safe and efficient roads for autos. Parkside respectfully suggests that we should stop permitting more development than the transportation network we are willing to build can serve.

Parkside is not aware of any plans for an integrated solution to the interchange and its neighboring intersections. That is the idea for which I am trying to encourage the City and

VDOT to seriously address. Instead, the City is off on the pursuit of an ellipse because some developer thought it would make a great entrance feature to their proposed new development. An ellipse will only further exacerbate the problems of the functional area of the Seminary Road interchange. And it is NOT part of an integrated approach to congestion and safety relief in that area.

Commenter: Lyn Bostain
Date: February 7, 2012

These comments are based on first look at the entire plan; some may have already been raised (but I don't see that they were noted ***or*** they need more scrutiny and community input, in my opinion). I appreciate the opportunity to comment on them, and I hope the City listens to its citizens who actually live in the jurisdictional area of the Beauregard Small Area Plan.

Regional and Local Context

Pg. 5: C. There's mention of *"adjoining jurisdictions"* in Arlington and Fairfax Counties. Columbia Pike's changes will most likely be much less than was originally introduced, so this should draw attention to the much talked-about joining up of traffic solutions on Columbia Pike with the much talked-about Beauregard Street "improvements." I've pointed out many times that so-called improvements aren't necessarily improvements at all, but should be called "changes". Not as rosy, but more accurate. Also, where is mention of the Pentagon route here since most of what's occurring on Beauregard is due to the BRAC construction?

Vision and Guiding Elements

Pg. 6: #3. #4 states "To provide dedicated affordable and workforce housing." Current plan doesn't do this. In the following paragraph, …"The Plan also ***recommends*** the developers contribute $147.5 million to fund public improvements…" **Recommends** should be changed to **demands (or something stronger than recommends)**

Pg. 6: D. Integrating Urban Ecology – Sustainability. This needs a LOT of work and the Dora Kelley Nature Park (name implies that this park is more than a City park—it's a Nature Park and Wildlife Sanctuary; very different from a "city park") needs to be brought into the equation. This Nature Park and Sanctuary needs to be protected from all current and future development. It's protected in **perpetuity.**

Pg. 10: A., 1st bullet. "minimize the number of car trips". This is exactly why we don't need a road next to the Dora Kelley Nature Park. See above.

Pg. 11: C. "The Plan recommends a **significant level of replacement of affordable and workforce housing**…" What's being recommended in the Plan isn't significant at all! It's less than what's there now!

Pg. 11: E. "The Plan also expands the Dora Kelley Nature Park. The proposed new open spaces, parks, and greenways will constitute **approximately 45 acres.** Where is this 45 acre area? My understanding is that the current Dora Kelley **Nature** Park is 50 acres. I'm not seeing the additional 45 acres.

Urban Design-Plan Framework

Pg. 21: 5 types of streets. The ellipse is included in this plan although the proposed funding won't cover the entire cost of this design. There's also no mention here of the proposed VDOT ramp. Where does that figure in? This section is very misleading.

Pg. 22: Ellipse. See above Shouldn't be included at this time.

Pg. 23: Dotted area adjacent to Dora Kelley Nature Park. There should be no road next to a Nature Park!

Pg. 23-24 maps. We've requested numerous times that Rayburn Avenue not be extended to Sanger. To date, there has been no design to show that it wouldn't attract much more traffic than it now has. Rayburn Avenue residents do not want this street extended.

Pg. 29: J. Vistas. If vistas are to be included for **all** people, the area fronting Dora Kelley Nature Park should have no road next to the Nature Park.

Pg. 32: 3.19. Much more discussion is needed about North Beauregard Street and transit lanes.

Pg. 32: 3.21 and 3.22. More emphasis: NO road facing toward Dora Kelley Nature Park

Land Use

Pg. 44: Concentration of Retail. The proposed retail looks much larger than what has been presented to date.

Pg. 44: Building Types-Heights. Office building heights range from 90 to 110 ft (isn't this 9-11 stories? Not what page 47 says) Existing buildings: "The existing high-rise residential buildings range from 120 ft to 170 ft. I think this is 12-17 stories high. Where are the existing buildings that are that tall on the map on pg. 47?

Pg. 53: I. Open Space: Emphasis needs to be on the fact that Dora Kelley is a Nature Park and Sanctuary; NOT an ordinary City Park.

Pg. 68: Table 4. Are the figures shown here, especially for hotel and optional retail the same numbers that were given the BCSG originally? These seem higher.

Pg. 70: Building Height – Types: What does the 2nd sentence mean—"…maximum heights the future zoning will establish minimum heights for each neighborhood." What is meant by a "minimum height?"

Pg. 72: 4.35. #4.35, "The greenway, Dora Kelley extension **(?)** and the park within the Upland Park neighborhood will be dedicated to the City. The remainder of the open spaces will provide a perpetual public access easement and will be privately maintained." The 2nd sentence is disturbing. Needs explanation, and the whole proposition needs extensive public discussion.

Housing

Pg. 76: There are many aspects of the plan on this page that need a lot of public discussion and study. For example, why are there only 700 replacement affordable and workforce housing units? The paragraph, "The City defines housing as affordable if the cost of the housing and its related expenses…." also needs a great deal of study and public discussion.

Pg. 77: Paragraph beginning, "The Plan does not currently contain any publicly-assisted affordable, non-profit owned, Resolution 830 or ARHA owned public housing units. In addition, there is currently not a single dedicated affordable housing unit in the Plan area." This needs a great deal of study and scrutiny. The City is developing more and more upscale areas with proposed hotels and restaurants. Where does the City believe the workers in these establishments *who are not generally seen by the public* (i.e., housekeeping staff, busboys, cleaning staff, etc.) are going to come from? They certainly won't take 2 or more buses to come to work in a congested area if they're able to find work closer to where they live.

Pg. 77: Paragraph B. The current affordable and workforce housing units section needs much more scrutiny.

Pg. 79: D. Ensuring Economic Sustainability. This paragraph says what the City needs to do, and the final sentence is most important! Without committed affordable housing, Alexandria may (change to "will" lose talented human capital and its associated consumer spending to other jurisdictions. This important point needs illumination!

Pg. 80: Phase I – Tenant Assistance. The point is made that funding for affordable and workforce housing "does not become available until approximately after 2020." My question is, what happens between now and 2020?

Pg. 84: 2nd paragraph. The paragraph beginning "JBG has offered and the City has conceptually agreed to….transfer ownership of two existing multifamily buildings in the Hillwood community to the City….sometime in about 2010. The timing of the transfer depends on current financing restrictions. These 56 units, …" As I understand it, there are only 700 affordable units to replace what's being lost, and this transfer adds only 56 additional units. That's not enough.

Urban Ecology Sustainability

Pg. 93: Stream restoration. I'm not clear about the location of "Turkey Run", but if it's the stream running south from the Chambliss entrance to the Dora Kelley Nature Park/Wildlife Sanctuary, there's been considerable damage already done by the City. Riprap was installed at the beginning of that stream, killing at least 3 mature trees, one a beautiful healthy Oak. Everything that has been done subsequent to that has resulted in dumping of huge quantities of

rock or dirt at the base of trees which has killed an additional 5 or 6 well-established trees. Large machinery is brought into the Nature Park which leaves huge tire tracks that are left and then fill with water and mud. This results in large amounts of silt in the waterway. What's been done so far in the Dora Kelley Nature Park's streams is disgraceful.

Pg. 96: 6.1 h. "Install LED of comparable efficiency lighting that will also be dark skies compliant." I don't believe that what the Winklers installed throughout the complex meets this requirement. The lights that are there now are blindingly-bright. Certainly not "dark skies compliant."

Pg. 97: Aspirational goals. We need discussion about what (b), (d) are. The (g) point is good!

Community Facilities and Infrastructure

Pg. 103: B. Childcare. If there's increased need for childcare to "serve residents and employees of the existing and proposed development", it doesn't make sense that there will be no need for new schools in Alexandria? Where will these children go to school?

Pg. 106: F. Sewer. 3rd paragraph—there is a letter attached dealing with the Holmes Run problem. This paragraph states that "the City has an on-going extensive rehabilitation program in this Holmes Run Sewer Shed…" The residents of this area aren't seeing this!

Transportation

Pg. 110: 2nd paragraph. "The topography, I-395, existing roadways, developed parcels, and existing parks limits some opportunities for additional east-west streets. ." The Dora Kelley Nature Park/Wildlife Sanctuary should not have roads next to it simply because of what it is.

Pg. 111: Ellipse at Seminary Road/Beauregard Street. VDOT has told the City and citizens repeatedly that VDOT is not allowed to include the ellipse in its Ramp Plan because it's a "proposed" ellipse. If VDOT can't include it in their plans, why does the City do it? There is no guarantee for the ellipse funding.

Pg. 111: Parallel Road to Beauregard Street. Any parallel streets to Beauregard should be on JBG's property, NOT Rayburn Avenue. Those of us who bought homes on Rayburn Avenue most likely were attracted by the quiet neighborhood. Extending Rayburn Avenue to Sanger will give more and more access to traffic trying to avoid Beauregard. Even if there is an additional Sanger Avenue built in the future, the overflow traffic should be directed to a road through JBG's property, not on Rayburn Avenue.

Pg. 113: New High Occupancy Vehicle(HOV) Ramp. See comments under Pg. 111, Ellipse. Why is the City including a HOV Ramp when it's not even approved? "The traffic analysis **assumes** the proposed new HOV ramp…"

Pg. 117: Last sentence. "This is largely due to the construction of the Ellipse." My point is that there are a lot of assumptions built on the ellipse which isn't funded yet!

Pg. 118: transportation improvements, including the ellipse. See all above comments, Pg 111-117.

Implementation

Pg. 138: A thirty-year buildout is probably realistic since funding clearly will depend on the market. Deputy City Manager Mark Jinks commented at one BCSG meeting that "in 2020, 85% of present buildings will still be there." I think citizens and public officials need to watch this carefully. Earmarking funds is a good, but tricky endeavor, it seems to me.

Appendix

Pg. 144: 1.b. (4) The public asked for committed affordable housing units; the City needs to pay attention to that request.

Pg. 144: 2.a.(1) The "existing homes" referred to certainly include the Westridge Townhouses which have been in existence since the 1960's. Since these homes will be profoundly affected by any sort of development, homeowners need to have regular and consistent updates with ample time for comments. It is hoped that both the City and JBG will heed comments.

Pg. 146: (2) (d) There should an absolute *minimum* of tree wells. Tree wells can't sustain full sized or mature trees; the wells are decorative and, in my opinion, are designed to fulfill developer's tastes, not the integrity of the neighborhood *or* the life of the trees themselves. Any loss of trees, which should be minimal--especially when trees are mature and would be extremely difficult to replace--should be replaced with more than saplings. They should also be native species and chosen for their ability to provide shade. There are trees on the JBG property which Winkler left standing for several reasons; one is the shade provided by the trees, and another is their age. Some are older than 50 years and are very valuable to the environment. These should be protected—not encased in concrete or have "decorative" rocks piled around them.

Pg. 146: E. (6) Option 1 is the plan I support. Developers already have entirely too much voice in Alexandria; they certainly outweigh ordinary citizens.

Pg. 147: 4.a. (5) Option 2 is the plan I support. Tree canopy over Beauregard is essential. The last sentence, "To the extent possible, existing healthy mature trees should be preserved and new trees should be as mature as possible when planted." should be the mantra of any and all development in the West End.

Pg. 148: (5) c. Option 2 is the plan I support. We shouldn't establish a new CDD zoning but should preserve existing zoning for land owned by JBG, Duke Realty, Home Properties, and Southern Towers.

Pg. 148: d. (16) Options 1 and 2 Eliminate "cinemas" from the Plan. There is not enough space for all that developers are dreaming of! However, Option 2 is the plan I support. There definitely should NOT be large format destination retail stores in the Beauregard Plan.

Pg. 150: (20) There is another plot of land in back of Hammond Middle School that is considerable larger than the athletic field which is proposed for Sanger and Beauregard. The City should look into that space (google map attached) I believe the land is owned either by the school or the City. Either should be willing to develop the space into an athletic field. The space at Sanger and Beauregard would encroach on the Dora Kelley Nature Park (which was designated a "nature" park in 1976 and set aside only for its natural preservation, in perpetuity. Extending the land at Sanger and Beauregard up against the Dora Kelley Nature Park (and wildlife sanctuary)would endanger the wildlife and also the encroach on the floodplain area (RPA) resulting in serious destruction to the nature park. This is outrageous! Trails in the Dora Kelley Nature Park would be jeopardized by this encroachment as well. The state of Virginia's Birding and Wildlife Trail Guide, published by the Virginia Department of Game and Inland Fisheries, on page 11 states, "Dora Kelley Park is an excellent example of conscientious urban planning and conservation efforts. Surrounded by urban sprawl, this woodland gem should be a prime birding spot any time of the year…..A beautifully maintained self-guided interpretive trail traverses the deciduous woodland habitat, which is primarily composed of spectacular red, white, black and chestnut oaks and American beech in the uplands." Development of a field which would definitely encroach on this "woodland gem" should be taken off the books completely! I would strongly suggest looking into other areas for an athletic field.

Pg. 151: (25) What is stated in this "incorporated" statement is yet another reason NOT to put a road adjacent to the Dora Kelley Nature Park (and Wildlife Sanctuary). "..walking rather than driving."

Pg. 151: h. (9) Option 2 is the plan I support.

Commenter: Jack Sullivan
Date: February 9, 2012

QUESTIONS ON THE BEAUREGARD PLAN

1. Why does the working draft make no mention of the number of people who will be displaced by the development plan?

2. The plan indicates that the funding for affordable housing will be available only AFTER 2020. By that time thousands of people will have been displaced. How can that be justified?

3. Two buildings will be allowed to go to 13 stories. My recollection is that the earlier developer plans were only to 10 stories. Why is the City Staff granting additional height?

4. The City plans to put $60 million of taxpayer money up front to in part to build a $29 million ellipse that the neighors object to and for other elements that make the development possible. What guarantees do we have that reimbursement will come?

5. If the City had put similar money into the Landmark/Van Dorn redevelopment we would still be waiting for the first dollar to be repaid. In the light of experience how can the use of taxpayer funds thus be justified?

6. Why is there a need for a CDD when the Plan itself encompasses the area? A CDD for the entire area would deny citizens and neighbors the right to contest individual re-zonings when they come up. This is against the spirit of the City's zoning laws and makes a mockery of them.

7. There is an existing CDD that encompasses both the JBG and Duke properties. This CDD is supposed to be valid for 20 years from the time of its last amendment which was in 2005. How does the new plan affect them?

Thank you for your attention to these inquiries. Jack Sullivan, 4300 Ivanhoe Place, Alexandria 22304 (703) 370-3039.

Commenter: Kathryn Habib
Date: February 9, 2012

Dear Ms. Rodriguez,

We are homeowners in Alexandria and are writing to express our concern that the Beauregard Small Area Plan will ensure only 703 units of affordable housing, compared to the over 2,500 units that exist now. Especially during these days when the economy is down, we need to provide more affordable housing for residents.

We would like to voice our supports for efforts to modify the new plan to do this.

Commenter: Alexandria Homeowner
Date: February 4, 2012

The first thing the city needs to do is to force Mark Center to abolish those rat-infested outdoor trash dumps in the old "Hamlets" apartments. Second, I see nothing but massive transportation trouble for people adjacent to this area. It's nice to preach a car-free area, but let's face it, nobody's going to take the bus to bring 12 bags of groceries home. Third, the Winkler nature preserve has already been degraded by massive construction. What's left must be preserved.

Commenter: Rfradkin
Date: February 4, 2012

The plan does not address the economic and social impact of the proposed changes.

Currently, Southern Towers and the apartments of Mark Center properties provides affordable housing for low to moderate middle class families, including many immigrants. They will be completely displaced by this plan as they will be unable to afford the new Shirlington/Ballston style developments.

The plan does not address the increased property values for homeowners at nearby communities. This will have the likely effect of making current housing stock unaffordable to current residents, especially retirees, and put it out of the reach of many middle class families.

The City should look at the impact of similar development in Arlington and other locales, to see what actually happens to displaced families and ask some hard questions - where will they go? what kind of city will we end up with? Are we valuing tax revenue over residents?

The plans traffic analysis fails to accurately predict and analyze the influx of car traffic due to BRAC and other businesses. It rests on an unrealistic assumption that funding will be provided for public transit, that workers will use public transit, bike to work and/or live within walking distance of their places of employment.

In short, I envision, should this plan be adopted, a West End full of young upper middle class professionals, with no children, sitting in their hybrids in gridlock traffic.

Commenter: Chris
Date: February 1, 2012

Are the 10' Multi-Use trails being specified for Beauregard, Sanger, and Seminary in addition to a sidewalk or are they basically just 10' wide sidewalks?

Commenter: Michele Krocker

Date: February 1, 2012

Affordable Housing: While 703 is 28% of the current number of market affordable units, when Beauregard is built out with approx.. 6500 units that number will be just under 11% of the total units developed. That is a more accurate representation of the number of dedicated affordable units planned. Additionally, a majority of the current residents make less than 55% AMI, (more detailed analysis should be done to qualify this) so what strategies are being considered to create more housing opportunities for households in those lower income categories who will want to remain there?

Commenter: Scott Littlefield
Date: January 30, 2012

The plan shows proposed building heights, but doesn't show the building heights that are allowed under the current zoning. To evaluate the pros and cons of the plan, it would helpful to know what is possible or likely to happen under the existing zoning. Recommend annotating Figure 30 on pg 47 with the currently allowed heights.

Commenter: Eileen Kirwan
Date: January 30, 2012
Thank you for the opportunity to provide comments on the draft Beauregard Small Area Plan. I agree with Mr. Tedesco's June 2010 comment and didn't see anything in the draft Plan that addresses it. I've listed my own comments below with the corresponding pages:

Page 30: Public Art or Public Eyesore? Sometimes it's hard to tell the difference. Whatever artwork is used should be something that is not period-specific (i.e., quickly dated) and that won't become a rusting hulk a few years after being erected.

Page 49: The Plan must be corrected to include Lincolnia Hills as an existing Alexandria City community that is adjacent to the Plan Area. It's disappointing that the only place Lincolnia Hills is mentioned is at the end of the Plan in the Area History.

Page 49: How will security be maintained for underground parking? Unless residents/shoppers are assured that it's safe to park in these lots, they won't patronize the businesses/shops.

Page 51: Do not exacerbate Lincolnia Hills' existing apartment overflow parking problems (just drive up N. Morgan Street after 9:00 PM) by underestimating the number of parking spaces required. We don't want our neighborhood to become an overflow parking lot for Beauregard Corridor residents.

Pages 53 & 104: In view of the increased population density, the City should establish a Police substation within the development to include bicycle policemen to patrol the bike/jogging paths and green areas within each section of the development. The increased number of buildings and additional secondary & tertiary street intersections will make effective police patrols in patrol cars much more difficult.

Page 77: Although it is technically correct that there is no subsidized housing within the Plan area, there are several developments on the fringes. Some that readily come to mind are at corner of N. Armistead and Beauregard Streets, at the top of Sanger Street just above Ramsey ES, and at the corner of Van Dorn Street and Braddock Road. The narrative in the report makes it sound as though there is no subsidized housing in the area. This is incorrect.

Page 110: Is the goal to establish the Beauregard Corridor Community (within the boundaries) as a totally self-sufficient community? If not, the developers need to make it easy for residents of

adjacent communities to get there by car. Using Lincolnia Hills as an example, it will simply be too much trouble to coordinate between Metrobus and the rapid transit buses to shop in the Town Center and other retail locations. This would be true of any residents (both Alexandria City, as well as nearby Fairfax County) in areas outside the Plan boundaries, but within close proximity of the planned community. If you make it too hard for us to support you, we'll take our business to shops that provide ready access and parking.

Commenter: Jack Sullivan
Date: January 30, 2012

COMMENTARY ON THE BEAUREGARD SMALL AREA PLAN

The Beauregard Plan before us is the ruin of the West End.

It involves an area that not blighted, not crime ridden, a multi-cultural community where people get along. The Plan would tear much of it down, ultimately displacing potentially more than 10 thousand residents.

And it replaces this community with a highly dense development of condos and townhouses and shops for the well-to-do. In effect it rips the heart and soul out of the West End.

The Landmark/Van Dorn plan, which was adopted, did not displace a single resident.

The people of the West End when given a chance to vote in the stakeholders group several months ago, OVERWHELMING, 48 to 22 --rejected the basis of this plan.

I have called for a subsequent vote or votes of the group of the stakeholders on this draft and Ms. Fossum, the putative chair, has denied us that right calling voting “useless.”

The Plan destroys the largest amount of affordable housing in the City. It would displace thousands before a single dollar is spent on maintaining affordable housing in the plan area. The first date given for affordable housing is “After 2020” --and no guarantees then.

Moreover, the City would invest $60 million of taxpayer --our -- money up front for things -- like the traffic ellipse -- that citizens have heartily objected to. Again with no guarantee of ever getting public money returned.

The City Planning staff should look to our people first, then the cement.

I urge everyone in the City who cares about the character of Alexandria to reject this Beauregard Plan as deeply and utterly flawed.

Written Public Comments (and responses) to the Alexandria Transportation Commission February 1, 2012 Meeting

Comment from: Jack Sullivan
Comment received: January 31, 2012

STATEMENT TO MEMBERS OF THE TRANSPORTATION COMMISSION ON THE BEAUREGARD CORRIDOR PLAN

Mr. Chairman, Members of the Commission:

I will be brief. The Beauregard Plan before you is the ruin of the West End.

It takes an area that not blighted, not crime ridden, a multi-cultural community where people get along and the Plan would tear much of it down, ultimately displacing potentially more than 10 thousand people.

The Plan destroys the largest amount of affordable housing in the City. Note that the Landmark/Van Dorn plan, on which I participated, did not displace a single resident.

The plan replaces this community with a highly dense development of condos and townhouses and shops for the well-to-do. In effect it rips the heart and soul out of the West End. And replaces it with the functional equivalent of 5 more BRACs.

The people of the West End when given a chance to vote in the stakeholders group, OVERWHELMING,-- 48 to 22 -- have rejected the densities of this plan.

I have called for a subsequent vote or votes of the group of the stakeholders on this draft and Ms. Fossum, the putative chair, has denied us that right calling a vote "useless."

I chose Alexandria as a city to live in because it is truly a city. The plan would displace thousands before a single dollar would be spent on maintaining affordable housing in the area. The date given for affordable housing is "After 2020" --and no guarantees then.

Moreover, the City would invest $60 million of taxpayer money up front for construction of things like a traffic ellipse that citizens have heartily objected to. There is no guarantee of ever getting public money returned within a reasonable period of time.

Look to our people first, then the cement. I urge each of you to reject this Beauregard Plan as deeply and utterly flawed.

Thank you for your time and attention.

Respectfully submitted, Jack Sullivan, January 31, 2011

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: John Broughton
Comment received: February 1, 2012

Thank you for the informative responses, and for volunteering your time in what may often seem thankless work. Below are some written comments (questions, actually). I realize that these should be directed to staff, who are then to relay them to you, but given the lateness of the hour, I hope that some redundancy is not a problem.

-- John Broughton
President, Brookville-Seminary Road Civic Association

****
With regard to agenda Item #5, the Beauregard Small Area Plan, my concern is with the *funding* for the Corridor C project.

* The National Capital Regional Planning Board has a summary of the project, here: http://www.mwcog.org/clrp/projects/new/proposed_2012.asp (item 2) The cost is estimated to be $100 million. Does that projected cost include widening the Sanger Avenue underpass, or the Van Dorn Street overpass over Duke Street, or the Van Dorn overpass over the railroad tracks just south of Pickett Street, to add dedicated bus lanes?

* How definitive is that cost estimate - is it based on at least preliminary engineering studies? If so, will these be made public in some form (even a summary) at some point? If not, when will a estimate based on at least preliminary engineering studies be completed and available?

* What are the projected costs for land acquisition (right of way) for the BRT lanes, between the Van Dorn Metro Station and Sanger Avenue?

* If the costs of building Corridor C exceed the projected $100 million, is the expectation that the City will fund the cost overruns, or will there be fewer miles of dedicated BRT lanes, or is there some other plan to deal with this possibility?

With regard to agenda item #6, the BRAC update, my concerns include the following:

* The briefing documents state that "An average of 1,450 vehicles are entering the parking garages [daily]". Is there any information as to where these vehicles originate from? (Ideally, by zip code.) I ask because the benefits of the proposed VDOT HOV ramp depend, of course, on how many vehicles are likely to actually use the ramp.

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

The estimated cost for the Corridor C (Beauregard/Van Dorn) transitway identified in the Constrained Long Range Plan does not include any widening of the Sanger Avenue underpass, nor the Van Dorn Street overpass over Duke Street. Those improvements, while helpful to transit operations, are proposed as longer term improvements that would need additional funding. In the meantime, the preliminary concept includes the provision of Transit Signal Priority (TSP), and queue jumps to help improve transit speed and reliability. Along Van Dorn Street, most of the transitway will operate in dedicated lanes, however, there are portions of Van Dorn Street where the runningway is proposed to operate in shared lanes. The costs developed to date are planning level and are not based on preliminary engineering. The costs are in the process of being further refined as the project progresses into the Alternatives Analysis / Environmental Assessment. Only planning level costs associated with the projected right of way between the Van Dorn Metrorail station and Sanger Avenue have been developed. These costs are in the process of being refined. The City has included approximately $20 million in its 10-year Capital Improvement Program, and it is expected that additional funding will come from developer contributions, and federal grants. The Corridor C Transitway is considered a high priority project. If additional funding is required, the City may decide to delay other capital projects to fund the transitway, or to phase various sections of the transitway as funding becomes available. All of the presentations that have been provided to the High Capacity Transit Corridor Work Group, including the planning level cost estimates, can be found at www.alexandriava.gov/highcapacitytransit

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Comment from: Don Buch
Comment received: February 1, 2012

Reject VDOT's Environmental Assessment for I-395 HOV Ramp at Seminary Road Until Shortcomings Are Addressed
Published by EA Ear on Jan 20, 2012

Background (Preamble):

Given the shortcomings of the Virginia Department of Transportation's "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road" dated December 20, 2011, this petition is intended to clearly set forth the primary concerns and expectations of members of the Alexandria community with respect to that Environmental Assessment.

Petition Text:
Petition Asserting That There Are Very Significant Shortcomings in VDOT's
"Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road"
Dated December 20, 2011
and that The Environmental Assessment Should Be Rejected as Inadequate
Until Those Shortcomings are Fully Addressed

1. WHEREAS, on December 21, 2011, the Virginia Department of Transportation ("VDOT") approved for public availability its "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road"; and

2. WHEREAS there are numerous relevant matters which do not appear to have received thorough consideration; and

3. WHEREAS, in supporting their original request for a Categorical Exclusion ("CE"), VDOT repeatedly stated that a comprehensive Environmental Assessment ("EA") would delay the project by 12-14 months; yet the EA now provided took roughly one third of the time that a comprehensive one was to take; and

4. WHEREAS primary justifications for the proposed ramp are stated to be (a) the "high volume of (BRAC-133) employee travel (on I-395) originating from the south" and (b) that "up to forty percent of employees would utilize I-395 as the primary access road to the site from points south", neither assertion is supported by factual data; and

5. WHEREAS the EA takes no account of existing I-395 traffic which will be drawn to the Seminary Road exit when it becomes the first and only available HOV exit from I-395 between Franconia/Springfield Parkway and the Pentagon; and

6. WHEREAS the "study area" fails to take into consideration the impact that the proposed ramp will have on nearby intersections, many of which VDOT has previously documented as about to have (if not already having) failing levels of service ("LOS") even before the addition of yet more vehicles drawn by the proposed ramp; and

7. WHEREAS it appears illogical that the northbound I-395 ramp to Seminary Road operated at a LOS D in 2009 but in the "No Build" option is projected to improve to LOS B by 2015 and remain at LOS B for 20 years beyond that; and

8. WHEREAS, apart from "relieving congestion" on the (two) I-395 on and off ramps, the only stated purpose (and implied purview) of the EA was to "address the need for adequate transit vehicle and High Occupancy Vehicle access to the Mark Center" which is, in fact, but one of innumerable, significant current and future traffic generators in the area; and

9. WHEREAS, despite the foregoing, the EA later states that "without improved access to Mark Center…the surrounding freeway network will not be able to handle this additional traffic…" offering false hope when VDOT's own EA for the HOT lanes concluded "the level of service will deteriorate to 'F' throughout most of the (I-395) corridor"; and

10. WHEREAS, despite VDOT asserting that it is the BRAC-133 facility that precipitates the need for the ramp, representatives of the Department of Defense have stated they do not view BRAC-133 as having precipitated any need for the ramp and are thus not prepared to contribute to its funding – logic which VDOT does not appear to challenge; and

11. WHEREAS no assessment has been made of Mark Center's ability to cope with additional large (van and bus) "High Occupancy Vehicle access" despite reports that the Transportation Center is already unable to cope adequately with the currently-existing demands; and

12. WHEREAS the only options considered were (a) the ramp connecting to east and west Seminary or (b) the ramp connecting only to west Seminary or (c) no build. No other I-395 interchanges nor any high capacity transit options were evaluated despite NEPA's stated requirement that an EA "look at alternative means" to achieve the objectives; and

13. WHEREAS it is difficult to reconcile the statement that "construction…would result in the removal of the trees, shrubs and other vegetation increasing the visibility of the roadway" with the subsequent assertion that "there would be no effect to the character of the study area"; and

14. WHEREAS it is difficult to reconcile inevitably increased traffic throughout the area with VDOT's statement that there will be "no adverse impacts to ambient air quality"; and

15. WHEREAS, despite the request of area homeowners, no effort has been made to project the impact that the ramp, the lost trees and the erection of sound walls will have on property values; and

16. WHEREAS characterizing the area as one of "dense urban development consisting of high-rise residential…the high-rise Mark Center…and businesses" is not consistent with the opinions of local residents who view their neighborhoods as suburban with numerous single family homes and cul de sacs; and

17. WHEREAS the numerous development plans for extensive new projects in the area do not support the state-ment that "With the exception of Mark Center, most other planned development projects in the study area vicinity are small", which leads one to question how valid VDOT's projections of future area growth/congestion are; and

18. WHEREAS many members of the public disagree with the statement that there has been "Early and continuing coordination with the general public…to determine the scope of the environmental documentation, level of analysis, potential impacts, and mitigation measures and environmental requirements"; and

19. WHEREAS NEPA requires that an EA consider the "cumulative impact" of "past, present and reasonably foreseeable future actions", VDOT has refused to do so despite there being many such actions of major conse-quence including (a) VDOT's own HOT Lanes project (b) VDOT's intent to create an I-395 northbound "auxiliary lane" from Duke Street to Seminary Road without conducting any environmental assessment whatsoever and (c) VDOT's apparent intent to also consider an I-395 southbound "auxiliary lane" from Seminary Road to Duke Street, presumably also without conducting any environmental assessment; and

20. WHEREAS no attempt has been made to evaluate the impact on I-395 traffic of recent significant reductions in Metro subsidies for federal employees or as a result of intended

significant increases in Metro fares; and

21. WHEREAS, several years ago, the City Council of Alexandria passed a resolution requesting VDOT to "eliminate from further consideration…a High Occupancy Vehicle ramp at Seminary Road", based upon staff's review that "indicate(d) the primary destinations of HOV traffic (which would use) HOV ramps at Seminary Road (would be) Crystal City, the Pentagon and Potomac Yard…conveying substantial cut through traffic…filter(ing) through the local street network"; and

22. WHEREAS VDOT and our Commonwealth seemingly continue to place their focus on building ever more roads in our region while (a) the vast preponderance of information which the public sees and hears stresses that high capacity transit is the only viable "solution" to our traffic congestion and (b) the Governor states that we need a broader vision for transit and promotes his "Super NOVA" transit study; and

23. WHEREAS the community was advised to submit concerns, questions and suggestions it had about this project to VDOT by September 12, 2011, but to date has received no response; and

24. WHEREAS the Mayor of the City of Alexandria, on behalf of its impacted residents, requested that VDOT's public hearing be conducted in an open discussion forum/format, but VDOT declined to do so;

NOW THEREFORE BE IT RESOLVED THAT:

(a) The December 21, 2011 Virginia Department of Transportation "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road" be rejected as incomplete based upon its failure to address the numerous issues enumerated above; and

(b) VDOT be requested/directed to address the above shortcomings and resubmit the revised Environmental Assessment for reconsideration by the affected public and the Federal Highway Administration; and furthermore

(c) Should the numerous deficiencies of the Environmental Assessment not be thoroughly addressed and satisfactorily resolved, then the Federal Highway Administration should NOT issue any Finding of No Significant Impact but rather insist that either
a. an Environmental Impact Statement be prepared for this project or
b. the "no build" option be the one chosen.

Total Signatures 150 (Signature comments can be viewed in the Appendix of this document)

#	Title	Name	Town/City	S/C/P	Region	Comment	Date
150	N/G	Christina Lytle	alexandria	va	USA	View	Jan 31, 2012
149	Mr	Robert Bossa	Alexandria	VA	USA	N/G	Jan 31, 2012
148	N/G	Anonymous	Alexandria	VA	N/G	N/G	Jan 31, 2012
147	Mrs	Bette Jo Sullivan	Alexandria	VA	USA	N/G	Jan 30, 2012

146	Mr	William J Sullivan	Alexandria	VA	USA	N/G	Jan 30, 2012
145	Mr.	John Richards	Alexandria	VA	USA	N/G	Jan 30, 2012
144	Ms.	Kathryn Tatko	Alexandria	VA	USA	N/G	Jan 30, 2012
143	N/G	Gladys Pettiford	Alexandria	VA	N/G	N/G	Jan 30, 2012
142	Ms.	Nancy Cox	Alexandria	VA	USA	N/G	Jan 30, 2012
141	Mr	Wafa Nasr	Alexandria	Va	N/G	View	Jan 29, 2012
140	Mr	Peter Carson	Alexandria	Virginia	N/G	N/G	Jan 29, 2012
139	MR	DOYLE HENDERSON	CHESAPEAKE	VIRGINIA	USA	N/G	Jan 29, 2012
138	Ms	Mairym Ramos	Alexandria	VA	USA	N/G	Jan 28, 2012
137	Mr	Thomas Holcombe	Alexandria	VA	USA	N/G	Jan 28, 2012
136	N/G	Faith Holcombe	Alexandria	VA	USA	View	Jan 28, 2012
135	Mr	Francis Hall	Alexandria	VA	N/G	View	Jan 28, 2012
134	Mrs.	Andrea Lacey	Alexandria	Virginia	USA	N/G	Jan 27, 2012
133	N/G	Roger Brunstrum	Alexandria	VA	USA	N/G	Jan 27, 2012
132	N/G	Marianne Coates	alexandria	virginia	USA	N/G	Jan 27, 2012
131	N/G	Anonymous	Alexandria	VA	N/G	N/G	Jan 27, 2012
130	N/G	Jean MacHarg	Alexandria	Va	N/G	N/G	Jan 27, 2012
129	Mr.	Anonymous	Alexandria	VA	N/G	N/G	Jan 27, 2012
128	N/G	Anonymous	Alexandria	va	USA	View	Jan 27, 2012
127	mr	charles horner	Alexandria	va	N/G	N/G	Jan 27, 2012
126	N/G	Richard Frank	Alexandria	VA	USA	View	Jan 27, 2012
125	N/G	Mary K Horner	alexandria	va	USA	N/G	Jan 27, 2012
124	N/G	Charles Evans	Alexandria	VA	N/G	N/G	Jan 27, 2012
123	N/G	Kellie Souza	Alexandria	VA	USA	N/G	Jan 27, 2012
122	N/G	Cynthia Evans	Alexandria	VA	N/G	View	Jan 27, 2012
121	N/G	Ingeborg Prichard	Alexandria	Virginia	N/G	N/G	Jan 27, 2012
120	Ms	Anna Magulas	Alexandria	VA	USA	N/G	Jan 26, 2012
119	Mr.	Matthew Anderson	Alexandria	VA	USA	View	Jan 26, 2012
118	mr	J mARX	ALEXANDRIA	VA	USA	View	Jan 26, 2012
117	Mrs.	Ann Henshaw	Alexandria	VA	USA	View	Jan 26, 2012
116	Mrs	Radhika Yadav	Alexandria	VA	N/G	N/G	Jan 26, 2012
115	Mr.	Gopal Yadav	Alexandria	VA	N/G	N/G	Jan 26, 2012

114	Mr.	Bruce McCarthy	Alexandria	VA	USA	N/G	Jan 26, 2012
113	Ms	Carter Flemming	Alexandria	Virginia	USA	N/G	Jan 26, 2012
112	Ms	Susan Clark-Sestak	Alexandria	VA	USA	N/G	Jan 26, 2012
111	N/G	Joanne Lepanto	Alexandria	VA	N/G	N/G	Jan 26, 2012
110	Mr.	Sam Ulm	Alexandria	VA	N/G	N/G	Jan 26, 2012
109	Mr.	Gerrish Flynn	Alexandria	Virginia	N/G	View	Jan 26, 2012
108	N/G	Mary Zoeter	Alexandria	Virginia	USA	N/G	Jan 26, 2012
107	N/G	Carol Flint	Alexandria	Va	N/G	N/G	Jan 26, 2012
106	N/G	Mary Newhouse	Alexandria	VA	USA	N/G	Jan 26, 2012
105	Dr.	John Veldhuis	Alexandria	Virginia	USA	View	Jan 26, 2012
104	Mr.	Morgan Henry	Alexandria	Virginia	USA	N/G	Jan 25, 2012
103	Mr	Jonathan Viney	Alexandria	Va	USA	N/G	Jan 25, 2012
102	Mr.	Mark Ganter	ALEXANDRIA	Virginia	USA	N/G	Jan 25, 2012
101	N/G	Jane Abel	Alexandria	Va.	N/G	N/G	Jan 25, 2012
100	N/G	Martin Abel	Alexanadria	Va.	N/G	N/G	Jan 25, 2012
99	N/G	dana purdy	alexandria	Virginia	USA	View	Jan 25, 2012
98	N/G	Sally Brice	Alexandria	VA	N/G	N/G	Jan 25, 2012
97	Dr.	JEFFREY CLARKE	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
96	N/G	Laura Olesen	Alexandria	VA	N/G	N/G	Jan 25, 2012
95	N/G	Joan Dreyer	Alexandria	Virginia	USA	View	Jan 25, 2012
94	Mrs.	Laura Marin	Alexandria	VA	USA	N/G	Jan 25, 2012
93	N/G	Anonymous	Alexandria	Virginia	N/G	View	Jan 25, 2012
92	Mr.	Charles Sumpter	Alexandria	Virginia	N/G	View	Jan 25, 2012
91	N/G	Portia Joyner	Alexandria	Virginia	USA	N/G	Jan 25, 2012
90	Dr.	Frances Greene	Alexandria	Virginia	USA	N/G	Jan 25, 2012
89	N/G	Anonymous	Alexandria	Alexandria, VA	N/G	N/G	Jan 25, 2012
88	Ms	Cheryl Avila	Alexandria	VA	USA	N/G	Jan 25, 2012
87	N/G	Alex Sinaiko	Alexandria	VA	N/G	N/G	Jan 25, 2012
86	Mr.	Martin Menez	Alexandria	VA	USA	N/G	Jan 25, 2012
85	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 25, 2012
84	N/G	Elizabeth Boehlert	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
83	N/G	Jason Boehlert	Alexandria	VA	N/G	N/G	Jan 25, 2012
82	Mr	Robert Schnurr	Alexandria	VA	USA	View	Jan 25, 2012

81	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 25, 2012
80	N/G	Julie Edelson	Alexandria	Virginia	USA	View	Jan 25, 2012
79	Ms.	Rita Sanderson	Alexandria	VA	N/G	N/G	Jan 25, 2012
78	Mr.	Jamie Test	Alexandria	VA	N/G	N/G	Jan 25, 2012
77	N/G	Laura Gann	Alexandria	VA	USA	N/G	Jan 25, 2012
76	N/G	Jayne Schwetje	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
75	Dr.	William Rougle	Alexandria	VA	USA	View	Jan 24, 2012
74	N/G	Jeffrey Marin	Alexandria	VA	USA	N/G	Jan 24, 2012
73	Ms.	Kyle Dunbar	Alexandria	va	N/G	N/G	Jan 24, 2012
72	mr	Anonymous	alexandria	va	USA	N/G	Jan 24, 2012
71	N/G	Judy Cooper	Alexandria	Va	N/G	N/G	Jan 24, 2012
70	Ms	Karen Kearney	Alexandria	VA	N/G	N/G	Jan 24, 2012
69	Mr.	Anonymous	Alexandria	Virginia	USA	View	Jan 24, 2012
68	N/G	Alesia Frerichs	Alexandria	VA	N/G	N/G	Jan 24, 2012
67	Mr.	Richard Somers	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
66	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 24, 2012
65	N/G	Rick Tedesco	Alexandria	Virginia	USA	N/G	Jan 24, 2012
64	Mr	Arin Franz	Alexandria	VA	N/G	N/G	Jan 24, 2012
63	Ms	Anonymous	Alexandria	Va	N/G	View	Jan 24, 2012
62	Mrs.	Elizabeth P. Mercer	Alexandria	VA	N/G	N/G	Jan 24, 2012
61	Colonel (ret)	James D. Mercer	Alexandria	VA	N/G	N/G	Jan 24, 2012
60	N/G	Charlotte M. Ross	Alexandria	VA	N/G	N/G	Jan 24, 2012
59	Ms.	Nancy Veldhuis	Alexandria	Virginia	USA	View	Jan 24, 2012
58	Mr.	Robert Mackay	Alexandria	VA	N/G	N/G	Jan 24, 2012
57	Mrs	Francine Mackay	Alexandria	VA	N/G	N/G	Jan 24, 2012
56	Mr	Richard Hobson	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
55	Mr.	Michael Berens	Alexandria	VA	USA	N/G	Jan 24, 2012
54	Mrs	Nora Omijie	Alexandria	VA	USA	N/G	Jan 24, 2012
53	Mr.	Don Buch	Alexandria	VA	USA	View	Jan 24, 2012
52	N/G	Barbara Gilbert-Chen	Alexandria	VA	N/G	N/G	Jan 24, 2012
51	N/G	Abbie Freeman	Alexandria	VA	USA	N/G	Jan 24, 2012
50	Ms	Lois Vinci	Alexandria	VA	USA	N/G	Jan 24, 2012
49	Mrs	Lisa Johnson	Alexandria	VA	USA	N/G	Jan 24, 2012
48	Ms.	Darcy Franz	Alexandria	VA	N/G	N/G	Jan 24, 2012

47	N/G	Betty A. Kozak	Alexandria	VA	USA	N/G	Jan 24, 2012
46	N/G	Marianne Murphy	Alexandria	VA	N/G	N/G	Jan 24, 2012
45	Ms	Barbara Durham	Alexandria	VA	USA	N/G	Jan 24, 2012
44	Ms	Dorothy Lynn Newbill	Alexandria	VA	USA	N/G	Jan 24, 2012
43	N/G	helen davis	alexandria	va	USA	N/G	Jan 24, 2012
42	Mrs.	Eileen Kirwan	Alexandria	VA	USA	N/G	Jan 24, 2012
41	Mr	Anonymous	Alexandria	VA	USA	N/G	Jan 24, 2012
40	Mrs	Deborah Elnahas	Alexandria,	VA	N/G	N/G	Jan 24, 2012
39	Mrs.	Vivian Smith	Alexandria	VA	N/G	N/G	Jan 24, 2012
38	N/G	Norman Henderson	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
37	N/G	John Broughton	ALEXANDRIA	VA	USA	N/G	Jan 23, 2012
36	Mr	Charles M (Charlie) Howe	Alexandria	VA	USA	N/G	Jan 23, 2012
35	Mrs	Beatrice Marx	Alexandria	VA	USA	N/G	Jan 23, 2012
34	Mr	Charles Viney	Alexandria	VA	USA	N/G	Jan 23, 2012
33	Mrs	Barbara Viney	Alexandria	VA	USA	N/G	Jan 23, 2012
32	N/G	Karen Auth	Alexandria	Virginia	USA	View	Jan 23, 2012
31	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 23, 2012
30	Dr	Richard Chapman	Alexandria	VA	USA	N/G	Jan 23, 2012
29	Mrs	Ellen Walker	Alexandria	VA	N/G	N/G	Jan 23, 2012
28	N/G	Elizabeth Blackwell	Alexandria	Va	USA	View	Jan 23, 2012
27	Ms	Cornithia Harris	Alexandria	Virginia	USA	N/G	Jan 23, 2012
26	N/G	Jane Hipp	Alexamdria	VA	USA	N/G	Jan 23, 2012
25	N/G	Lori Lataillade	Alexandria	VA	N/G	N/G	Jan 23, 2012
24	N/G	Anonymous	Alexandria	Va	N/G	N/G	Jan 23, 2012
23	N/G	Michael moss	Alexandria	va	USA	N/G	Jan 23, 2012
22	Ms.	Anonymous	Alexandria	Va	USA	View	Jan 23, 2012
21	mr	john sinclair	alexandria	va	N/G	N/G	Jan 23, 2012
20	N/G	Anonymous	Alexandria	Virginia	USA	N/G	Jan 23, 2012
19	N/G	Linda Tokarz	Alexandria	VA	USA	N/G	Jan 23, 2012
18	Ms.	Anonymous	Alexandria	VA	USA	N/G	Jan 23, 2012
17	N/G	Harriett McCune	Alexandria	VA	USA	View	Jan 23, 2012
16	Mr	James Norman	Alexandria	VA	USA	View	Jan 23, 2012
15	N/G	michael bluestein	alexandria	va	USA	N/G	Jan 23, 2012
14	N/G	juliet bluestein	alexandria	va	USA	N/G	Jan 23, 2012

13	N/G	Joseph Fischer	Alexandria	VA	USA	N/G	Jan 23, 2012
12	Mr	William Guinan	Alexandria	VA	USA	View	Jan 23, 2012
11	N/G	Alana Sugar	Alexandria	Virginia	N/G	N/G	Jan 23, 2012
10	N/G	Carol James	Alexandria	Virginia	N/G	N/G	Jan 23, 2012
9	N/G	Richard Burris	Alexandria	VA	USA	N/G	Jan 22, 2012
8	Mr.	Josef Tomasek	Alexandria	VA	N/G	View	Jan 22, 2012
7	Mrs.	Ingrid Tomasek	Alexandria	VA	N/G	View	Jan 22, 2012
6	Ms	Evelin Saxinger	Alexandria	VA	USA	N/G	Jan 22, 2012
5	Mr.	J.N. Lataillade	Alexandria	VA	USA	N/G	Jan 22, 2012
4	ms.	Shirley Downs	Alexandria	VA	N/G	N/G	Jan 22, 2012
3	Ms	Kathleen M. Burns	Alexandria	VA	N/G	View	Jan 21, 2012
2	Mrs.	Nancy Jennings	Alexandria	VA	USA	N/G	Jan 21, 2012
1	Ms	Diane Costello	Alexandria	VA	N/G	View	Jan 20, 2012

*N/C - field not collected by the author
*N/G - not given by the signer
*S/C/P - State, County or Province
* View - view comment

Appendix: All signature comments

150 Christina Lytle
This project was flawed & backwards from the start. Build a HUGE office complex. Realize the roads & traffic won't support it. Try to put a road through Winkler Botanical Nature preserve. Public outcry. Nix that. Try to improve the ramp & what's there. OH WAIT! We need an EIS that will help us put a tiny bandaid on the problem. How about listening to the people who live here & really fix the problem. The timeline is already screwed up so take the extra time to try to get it right.

141 Wafa Nasr
This will hurt us deeply: Health wise and financialy.

136 Faith Holcombe
Please consider how you would feel if this were your neighborhood. Has a study been done to determine just how many vehicles would be coming to BRAC from the south? Are there enough to justify this enormous cost?

135 Francis Hall
Opposed to Ramp from I395 to Seminary Rd

128 Carrie Bruno
The residents should not have to suffer because of poor planning by the DOD.

126 Richard Frank
The expenditure of $80 M is not supported by the thru-put. Spend the money on lengthening the Duke Street Bridge to support both the south bound exit lane and the a new thru lane to clear up the existing bottle neck.

122 Cynthia Evans
The current attempts to address traffic around BRAC have not been well thought out and the need for local traffic to switch lanes repeatedly is dangerous. Any further action must only be taken after much more consideration & with the intent of putting those of us who live in Alexandria City first . We drive these roads daily and continue to try to enjoy our city which is becoming less green and more urban (not in a good way) every day-Alexandria is becoming a place we don't recognize or like.

119 Matthew Anderson
Redevelop Landmark Mall and generate revenue for Alexandria. Build a flyover to Mark Center or a shuttle service to and from Landmark. Seminary Road interchange was horrendous--now it is a travesty and Alexandria police are idling in cruisers every day.

118 J mARX
THIS WILL MAKE THIS END OF THE CITY VIRTUALLY LOCKED UP WITH TRAFFIC. ALON SITH THE IS THE APPROVED DEVELOPMENT OF THE PICKETT STREET DEVELOPMENT OF TOWN HOUSES.

117 Ann Henshaw
The assessment is flawed and the ramp is NOT the answer to the increasing traffic congestion.

109 Gerrish Flynn
Please don't BRAC-133 us yet again!! Don't further ruin west Alexandria!! Protect our neighborhood!!

105 John Veldhuis
There are several shortcomings with the proposed plan that need to be addressed before any further PR sessions are held.

99 Dana purdy
I live next to N. Van Dorn St-across from I-395 seminary rd ramp and are very concerned about the proposed ramp site/noise/destruction of trees

95 Joan Dreyer
Consider using unused parking at Landmark Shopping center as satellite spaces for the BRAC. Include Landmark as one of the shuttle stops.
93 Jeanette S. Robertson
Will decrease good air quality. Need to look to future for more public transportation.
92 Charles Sumpter

We can all agree that traffic and congestion are a major issue with respect to seminary road. Having lived right off seminary at one point in time, I know how difficult the morning peak is, but as well as the PM peak. The PM peak needs just as much consideration and more work needs to be done to strike just the right balance.

82 Robert Schnurr
This document is incomplete and certainly needs proper public opinion research surveys of employers, drivers and impacted neighbors. For exampe, no concern has been shown for the regional hospital's access issues and numerous patients served by surrounding medical service providers. BRAC will be full of life threatening collateral damage. Good job Donny Rumsfeld.

80 Julie Edelson
The draft VDOT Environmental Assessment and expected format of the public informational meeting this evening fail to thoroughly review the communities concerns. I find the scope of this project lacking, which may truly underestimate the overall impacts to our neighborhoods and the regional transit system. Although a possible benefit, the I-395 HOV Ramp Environmental Assessment needs more depth to allow effective and thoughtful pre-planning.

75 William Rougle
Poor design and lack of consideration for those living in the impacted area must be addressed before moving forward with any plans to build any type of ramp in this area.
69 Randall Gafner
I sign this petition to protest the troubling series of mistakes made through the years regarding the siting of the BRAC project. BRAC is important just not sited at Mark Center. Elected officials and area residents alike have historically opposed this development when revealed. All of these current proposals for changes to Seminary Road should have been considered years ago in preliminary planning. Now the region suffers at every attempt to correct a mistake that should never have happened.
63 Erin Joy
This proposed ramp will result in a negative impact to my way of life, health, safety, local school, and to my principal assess. Our local community will see increased traffic, pollution, drop in real estate value, and our quality of life. Our local taxes will also be affected by increase need for road repair on our city streets. We are already seeing the negative impact from the poor decision and planning behind the building of the BRAC building please don't make another mistake.
59 Nancy Veldhuis
Words are inadequate to describe the frustration resulting from City, State, & Federal officials seeming inability/ unwillingness to look beyond their own self-interests to solve the problems that the increased traffic as the result of BRAC 133 has caused & will cause on our neigborhood streets & the quality of life of those of us who live, pay considerable taxes & conduct business in this area. Face the real situation with vision & careful planning rather than leave us with the messy aftermath
53 Don Buch
Are the citizens/taxpayers/voters not entitled to a more thorough EA and answers to their many questions? I sincerely hope our City government will consider the views of the impacted

residents and get us answers before they contemplate whether or not to support the ramp, based upon such limited information.

32 Karen Auth
Along with the 24 points brought up, I am also concerned about the wildlife living on that stretch of land, specifically a family of deer.

28 Elizabeth Blackwell
Neither the civilian, nor the military authorities, pushing through development, BRAC or otherwise, have not conducted due diligence or provided accurate impact analysis on further development related to the ramp. This ramp not address additional traffic issue, but only add to the misery of communters and the neighborhood alike. Mandatory, free, dedicated shuttle buses are option that must be explored and may actually help ease traffic.

22 Wilhelmina Dixon
More study needed!

17 Harriett McCune
Please reject the VDOT environmental assessment for the ramp at Seminary Road until the shortcomings are addressed.

16 James Norman
One more time, the professionals do not listen to those affected. We are a city of smart people who could contribute measurably to a solution. Why do you not listen?

12 William Guinan
Change this road construction plan. It will devalue the real estate adversely effected by the construction. If you don't stop the construction then pay the land owners for the lost value of their land.

8 Josef Tomasek
Leave it as it is. We don't need a wall. Save the trees!!!!!!!

7 Ingrid Tomasek
We are facing 395 and Van Dorn. At least we have a few trees to look out on! Save the trees!!!

3 Kathleen M. Burns
We heard the VDOT presentation on Jan. 18. This will do very little in evening traffic to mitigate the problems and the 30 ft sound walls will make our neighborhood look like an urban ghetto. There are better ways to spend $80 million.

1 Diane Costello
The City of Alexandria should be signing this as well....or are they going to short change the West End again, by not addressing a deeply flawed EA? We do not need a repeat of the BRAC 133 mess. This is a perfect illustration of the precarious road you go down when a poor decision is made at the outset.

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Since this project is being led by the Virginia Department of Transportation (VDOT), the City has forwarded your comments/petition to VDOT to ensure that they are taken into consideration.

Comment from: Dave Cavanaugh
Comment received: February 6, 2012

Kevin Posey
Chair Alexandria Transportation Commission

Subject: Beauregard Small Area Plan-Commission Oversight

I attended the Alexandria Transportation Commission Meeting on February 1, 2011. The agenda for the meeting included the Agenda Item #5, Beauregard Small Area Plan. The City staff's recommendation was: "That the Transportation Commission receive the Draft Beauregard Small Area Plan recommendations, and provide input to the Planning Commission and City Council for their consideration" The joint session is scheduled for February 13, 2012.

Although the agenda item was not discussed by the Commission, you urged members in the audience to provide comments regarding Agenda Item #5--Beauregard Small Area Plan.

I would like the following comments be considered by the Alexandria Transportation Commission and be prominently posted on the City's website.

- **The Commission should reevaluate its mission in light of your statement "The Transportation Commission was only given responsibility by Council to implement the Transportation Master Plan".**
  Discussion: The City website states: "The Alexandria Transportation Commission is established to advocate and promote development of balanced transportation systems for the City of Alexandria, through oversight of the implementation of the Transportation Chapter of the City's adopted Master Plan.

  I suggest given the City Council has provided the Commission ample authority to evaluate transportation systems and provide oversight to changes that impact motor vehicle, transit, bicycle and pedestrian movement on public streets. However, if further clarification is necessary, the Commission should provide a written request to the City Manager for further clarification. This is important to the community to ensure transportation improvements are functional and integrated as the city transitions to a more urban environment.

- **The Commission should publicly clarify their mission or charter and acknowledge any limitations regarding their oversight of transportation systems.**

Discussion: The clarification should be prominently displayed on the Alexandria Transportation website.

- **The Commission should conduct public meetings and hearings on major transportation issues and proposed changes to ensure an understanding of impacts on local businesses and neighborhood.**
  Discussion: It is essential the City rely on a independent commission to solicit public input on major transportation projects like the proposed "ellipse" as well as provide oversight to ensure Transportation Management Plans are being implemented, and that the impacts on transit and SOV traffic resulting from the proposed I-395 reversible ramp at Seminary Road are being mitigated.

  The BRAC Transportation Center will become a major regional hub for commuters working not only at BRAC but also at nearby employment centers in Arlington, Alexandria and Fairfax County. The increase in commuter service at BRAC will potentially impact local transit and land uses being considered in the Beauregard Small Area Plan.
- **The reference in the Recommendation section to a "Draft Beauregard Small Area Plan recommendations" is misleading.**
  Discussion: The Beauregard Corridor Stakeholders Group compiled and discussed a variety of guidelines for a proposed Beauregard Small Area Plan. There was no formal agreement or consensus on specific guidelines. It was agreed by the group leadership that all individual comments from members in the informal group would be forwarded to the City Planning staff for their consideration in drafting the small area plan. In the future any reference to the Beauregard Corridor Stakeholders Group should refer to individual citizen proposed guidelines.
  I would like to add members of the Planning Commission do not represent the diverse views of residents impacted by Corridor "C" or the proposed ellipse at Seminary Road and Beauregard.

Sincerely,
Dave Cavanaugh

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. All of your comments are noted, and will be posted on the Transportation Commission webpage (www.alexandriava.gov/transportationcommission). While the key role of the Transportation Commission is to implement the Transportation Master Plan, the Commission also provides advice to the Council for their consideration in adoption or approval of other projects, such as the Beauregard Small Area Plan. Public hearings are held occasionally to solicit public input on projects. The Beauregard Small Area Plan has been brought to the Transportation Commission for their review, either as a staff report, or presentation several times in 2010 and 2011. At the February 1, 2012 Transportation Commission received a staff report on the Beauregard Small Area Plan, and the Commissioners have reviewed the plan. At the February 1, 2012, there were no comments made by the

Transportation Commission. It has not yet been determined if the Beauregard Small Area Plan will be brought back to the Transportation Commission prior to Council review.

Staff will take into consideration your comment regarding the clarification of the Transportation Commission role on the Commission webpage.

Comment from: Pete Benavage
Comment received: February 9, 2012

As residents of the Fairbanks/Foster sector of the subject SAP, *whose properties are most directly affected* by the proposed ellipse, we strongly support that ellipse, and regard with dismay the comments of those more distant from the project who are attempting to use transportation issues as a means of halting growth in this part of the West End. After *more than **14** traffic studies*, funded at considerable cost, we believe that the experts have clearly demonstrated the efficacy of the traffic ellipse in ameliorating current *and future* traffic issues at the Seminary-Beauregard intersection. This issue has been thouroughly discussed *publically*, and studied from every angle, *as Mr. Cavanaugh well knows*. **A vocal minority is attempting to use the Transportation Commission** to serve that minority's no growth ends, and this is *unacceptable* in our considered opinion. -- The Shirley Gardens Committee

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Christine Brown
Comment received: February 9, 2012

As a property owner in the Shirley Gardens subdivision (Fairbanks and Foster Avenues), I strongly urge the Transportation Committee to move forward with the traffic ellipse for the Beauregard and Seminary Road intersection. Extensive studies prove that this plan will offer the most effective and efficient means of moving traffic through the area.

Christine S. Brown

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Jim Brown
Comment received: February 9, 2012

Steve Sindiong:

As a resident of the Fairbanks/Foster sector of the subject SAP, for which I have live in this sector for over sixty-two (62) years and also I' am directly affected by the ellipse, I strongly support the ellipse and hurt by the comments made by those who are distant away from this project and by those who continue to have their heads in the sand. The use of a transportation issues to stop any growth on the West End by a minority's group is troublesome. The City of Alexandria, State of Virginia and Federal government have study this issue fourteen (14) times. The waste of spending more money on this issue and doing more studies is a waste of more time. How many more studies and more money wasted on these studies do we need. Do we need fifty (50) more studies and more money wasted until the minority's get their way.. You could have built the ellipse with all the money spent on these studies. The experts in the field from the City of Alexandria, State of Virginia and Federal Government have clearly study this issue and are expert in this field. This issue has been discuss with the citizens of Alexandria for over a year. Do we not trust those who's daily job is working on traffic issues? After all they (people who get a salary for studying these traffic issues) are expert in this field. To those minority groups who continue to want to use the Transportation Commission as a way to stop growth what will happen when BRAC-133 build is completely full with government employees. And these government employees cannot get to work because the intersection between Seminary Road and Beauregard street is but a traffic log jam. Remember these government employee's are coming from the west of Alexandria, south of Alexandria, north of Alexandria, east of Alexandria and they will all meet at the Seminary Road/Beauregard Street road way. Built the ellipse as soon as possible this will help solve the traffic that we for see is coming soon with the full employment of the BRAC-133 building.

Jim Brown
Member of Shirley Gardens Committee)
Resident of West End of Alexandria for over sixty-two (62) years

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Priscilla Rasmussen
Comment received: February 9, 2012

Dear Mr. Sindiong,

As a property owner in the Shirley Gardens subdivision (Fairbanks and Foster Avenues), I strongly urge the Transportation Committee to move forward with the ellipse plan for the Beauregard St.and Seminary Road intersection. The extensive studies prove this plan will offer the most effective and efficient means of moving the traffic through the area.

Priscilla Rasmussen

co-owner
5115 Fairbanks Avenue
Alexandria, VA

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Nancy Shanks
Comment received: February 12, 2012
As a long time resident of Fairbanks Ave, I am very resentful on how some folks that do not even live in the affected area say that the ellipse is not necessary. Have they been asleep at all these meetings where traffic officials have spent countless hours studying it? What a slap in the face to us and to the city to say no one knows what they are talking about! The brac building is here to stay no matter what so they may as well suck it up and accept it. I do not have the luxury of a traffic light getting in and out of my street and the people in the town houses on Seminary make illegal left turns (there are time restrictions) all the time. No one even stops for school buses anymore. If the Nimby's spent one day trying to do this maybe they will open their closed narrow minds and actually think before they speak.
Sincerely
Nancy Shanks

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.